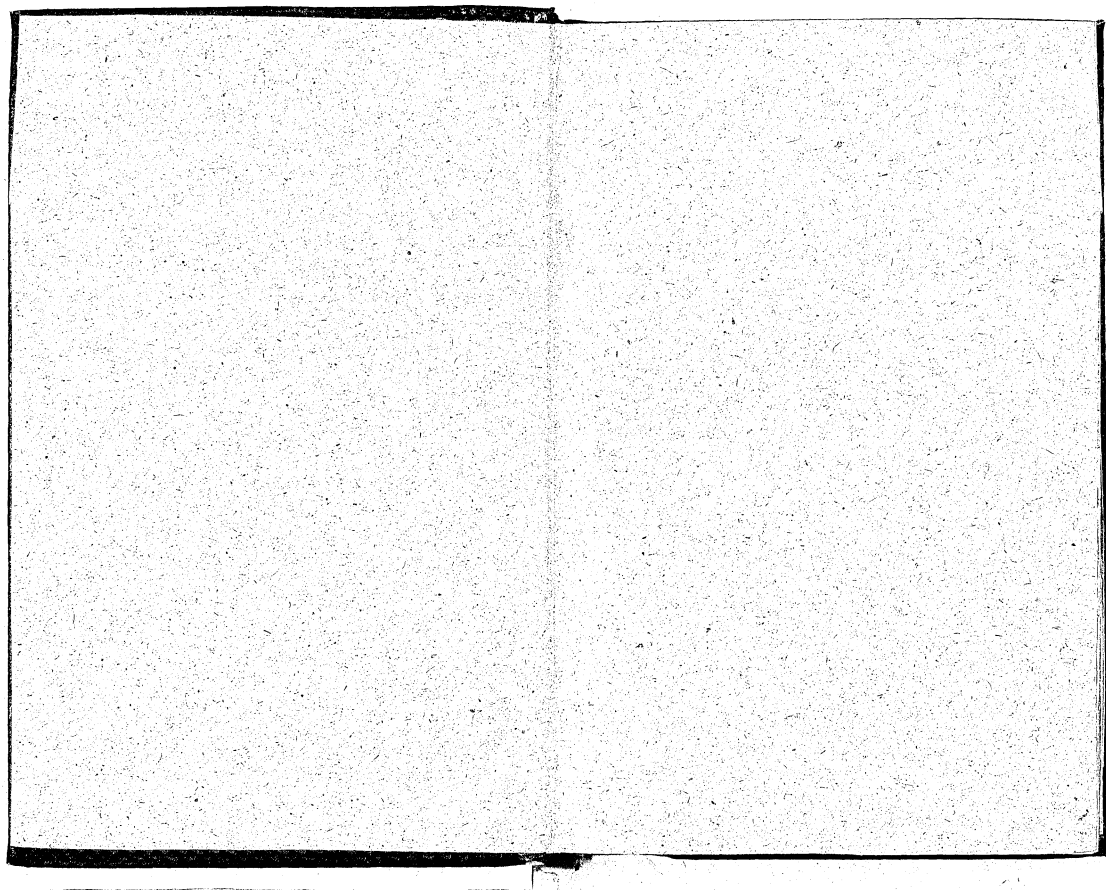
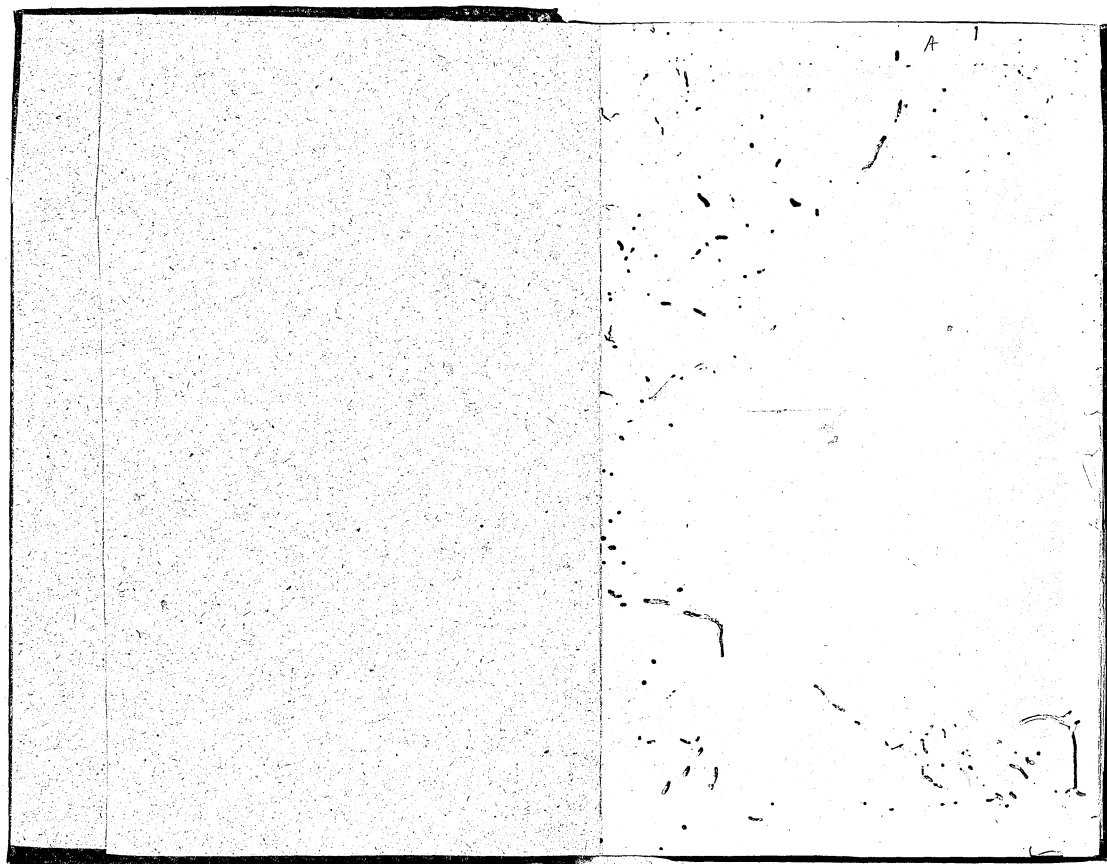


REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE

FOR THE YEAR - 1908
APPENDICES





REPORT

OF
THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1908.

APPENDICES.

Calcutta:
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PORT TRUST.

CALCUTTA PORT TRUST

PORT BOUNDARIES.

NOTIFICATION No. 54—MARINE.

The 2nd March 1897.—In exercise of the powers conferred by section 5 of the Indian Ports Act (X of 1889), and with the previous sanction of the Governor General in Council, the Lieutenant-Governor of Bengal is pleased to alter the limits of the Port of Calcutta, and, in supersession of Notification No. 27—Marine, dated the 4th April 1893, to declare that the precise extent of the limit of the said port, and of the navigable river and channels leading to the said port, in which the said Act is in force, shall be as follows:—

The Port of Calcutta.

On the North.—A line drawn from the boundary pillar at the Cossipore Gun Foundry Ghât to a point on the opposite side at Ghosery.

On the South.—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge Khali to a pillar on the Howrah side of the River Hooghly, bearing north-west of the first-named pillar.

The limits of the port include to the east and west (a) so much of the River Hooghly and the shores thereof as are 50 yards above high water mark at spring tides; (b) all lands comprised in the area occupied by the Kidderpore Docks and the adjoining works constructed for the purposes of such docks; (c) that portion of Tolly's Nala which lies between Hastings Bridge and the entrance to the Kidderpore Dock Canal; (d) so much of Tolly's Nala as lies to the west of a line drawn across the Nala, 25 feet to the west of Hastings Bridge; and (e) the Petroleum Depot at Budge-Budge, including all lands, sheds, railway sidings and other works appertaining to it.

The navigable river and channels leading to the Port of Calcutta.

On the North.—The Port of Calcutta as above defined.

On the South.—A line drawn east and west from the Eastern Channel Floating Light-vessel.

The limits of the said river and channels include all parts of the navigable channels called the Eastern and Western Channels, and of the River Hooghly between the Northern and Southern limits and below high water mark at spring tides.

P.L.—Within the above limits the port and the navigable river and channels leading to the port are subject to the jurisdiction of the Commissioners for the Port of Calcutta, under the powers conferred upon them by the Lieutenant-Governor of Bengal by an order published in the *Gazette Gazette* of the 6th April 1870, which vested them with the powers of Conservators of the Port, and by an order dated the 20th November 1881, which vested them with the powers of Conservators of the navigable river and channels leading to the port.

A. D. McARTHUR, Colonel, R.E.,

Secy., to the Govt. of Bengal.

PORT FEES.

Under the provisions of section 96 of Act V (B. O.) of 1870, all the port-dues and fees payable under the provisions of Chapter VI of Act XII of 1875 (the Indian Ports Act) shall, with the exception of hospital port-dues and pilotage fees, be received by the said Commissioners with effect from the 1st November 1881.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

PORT RULES.

NOTIFICATION No. 144—MARINE.

The 30th November 1908.—Under the powers conferred upon him by section 6, sub-section (1) of the Indian Ports Act, 1889, the Lieutenant-Governor is pleased to make the following amendments in the rules for the Port of Calcutta which were made under that section, and were issued under the notification of this Government, No. 96 Marine, dated the 5th October 1894:—

1. In these rules the word "Commissioners" shall be understood to mean "The Commissioners of the Port of Calcutta," as constituted by Act III (B. O.) of 1890.

2. In these rules the words "Howrah Bridge" shall be understood to mean the Bridge constructed and maintained under the provisions of Act IX (B. O.) of 1871.

3. In these rules the word "day-break" shall be held to mean half-an-hour before sunrise, and the word "dusk" to mean half-an-hour after sunset.

4. No vessel of the burthen of 200 tons or upwards coming into the port shall proceed above the house of the Superintendent of the Government Botanical Gardens (hereinafter called Garden House), or move from one place to another within the port above Garden House, between dusk and day-break, without the special permission of the Commissioners: provided that a vessel, which has arrived above Garden House before dusk, may at once proceed to a safe anchorage at any part of the Port between Tolly's Nala and Prince's Ghât.

5. Steam-tugs having no vessel in tow shall be permitted to enter the port after dusk, at their own risk, but they shall not proceed above Chandpal Ghât. Steam-tugs shall be held liable for any damage which they may cause by moving at night.

6. No vessel of the burthen of 200 tons or upwards shall steam, or be towed up on the flood or down on the ebb, within the port above Garden House, without the special permission of the Commissioners; and in

* With reference to Port Rule No. 6, the following instruction for the guidance of Assistant Harbour Masters is published for general information:—

"Assistent Harbour Masters are forbidden, without a special order from the Harbour Masters' office to turn outward bound vessels until they are below the Lower College Street buoy."

cases where such permission is granted, the officers in charge shall be held strictly responsible for accidents which may occur in consequence of their taking the vessels up or down at a greater speed than is absolutely necessary in order to keep them under command; and, in every case where such permission is granted, the speed of the vessels shall not exceed four miles an hour through the water. A vessel arriving off Garden House on the last quarter of the flood, and bound for the Kidderpore Docks, will be allowed to steam up until opposite the entrance of the Docks.

7. No vessel shall steam, sail, or be towed up on the ebb or down on the flood, within the port above Garden House, at a speed greater than four miles an hour over the ground.

7a. No vessel shall be moved within the Port of Calcutta unless the steam-tug or other agency by which such vessel is to be moved shall, in the opinion of the Commissioners, be sufficiently powerful for the purpose.

8. Vessels may at all times drop up or down the port above Garden House with their anchors on the ground or under weigh in the port to show 20 feet above the hull of the vessel, a white light between dark and day-break.

9. All vessels anchored or moored in the stream within the port shall exhibit, between dusk and day-break, where it can best be seen, but at a height not exceeding 20 feet above the hull of the vessel, a white light in a globular lantern of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile. Vessels under weigh at night shall show the lights prescribed by the Board of Trade's Regulations, with the exception of cargo boats, hulks, budgerows, up-country and passenger row boats, which shall carry such lights as shall from time to time be prescribed at the time of licensing.

10. A free channel of not less than 200 yards in width shall be kept for vessels moving up or down the river in the port, and also free passages to piers, jetties, landing-places, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or passages.

11. The river between the lower buoy of the College Sand and Mettenbroo Ghât shall be kept clear for turning in-ward or outward bound vessels, and no vessels shall anchor within these limits. Between the College Sand and Tolly's Nala vessels cannot anchor without infringing the preceding rule. All vessels intending to anchor in Garden Reach shall be moored below Mettenbroo Ghât moorings, in a clear swinging berth, as close to the south bank as the length and draught of the vessels will admit. Inward bound vessels proceeding above Mettenbroo Ghât shall moor in the stream between Prince's Ghât and Tolly's Nala, leaving the clear channel of 200 yards described by the preceding rule.

12. Vessels entering the port at neap tides during the freshets are permitted to proceed above Garden House at slack-water at a speed not exceeding four miles an hour over the ground.

13. River steamers and tug steamers having no vessels in tow are permitted to move up on the flood or down on the ebb at their own risk, and at a speed sufficient to keep them under command; but in no case shall the speed within the port above Garden House exceed four miles an hour through the water.

14. No steam vessel shall proceed at a greater rate of speed than four miles an hour through the water when inside the moorings, and no such steam vessel shall proceed at a greater rate of speed than four miles an hour through the water anywhere within the port above Garden House after dark. Without the special permission of the Commissioners, no steamers carrying passengers shall be under weigh after dark between the limits of the landing-stages at Hastings on the south and Abercrombie on the north.

15. Special permission may be given by the Commissioners to ferry steamers to move in the port, otherwise than may be exempted. is prescribed in these rules, due limitation being laid down as to place and hours of plying and speed in each case.

16. Inland steamers and flats lying above the Howrah Bridge shall not haul out of moorings during the freshets on the last quarter of the ebb.

17. All vessels within the port shall take up such berths as may be appointed for them by the Commissioners or the Harbour Master, and shall move from one berth to another when ordered to do so; but this rule shall not apply to vessels when moving within the port between Budge-Budge and Garden House in charge of a pilot.

18. No vessels shall make fast to or use any of the moorings, whether fixed or swinging, without the permission of the Commissioners.

19. All applications to be hauled into or cast off from the moorings, or for any other assistance, shall be made, either personally or by letter, to the Harbour Master. Applications will, as far as possible, be complied with in order according to date of receipt.

20. After a vessel is moored, she shall not be moved without the permission of the Harbour Master.

21. All vessels lying at swinging moorings shall, during the freshets (3d June to 31st October), in addition to their bow chain, have the end of a good hawser also fast to the ring of the moorings.

22. All vessels moored in the stream shall keep a clear hawse.

23. Vessels lying in the stream, or at the moorings, shall at all times have at least one anchor at the bow, with a cable bent and ranged ready to let go. In cases where the vessel has no spare hawse pipe, the towing hawser is to be bent on over all in lieu of the chain cables.

24. No vessel shall lie at single anchor in the port unless a Pilot or Assistant Harbour Master is on board.

25. All vessels placed in the moorings on the ebb tide shall, during spring tides, when borses are expected, have their best hawsers passed from each quarter pipe abaft the main mast, and made fast to the stern moorings, if possible; otherwise to their own chains close to the moorings, and have taut with sufficient strain to relieve the jerk on the chains and bits when the borses come up.

26. Steam vessels occupying moorings shall not turn their screws or paddles without giving sufficient warning of their intention to do so to boats in the vicinity; they shall not put full power on when trying their engines in the moorings, nor shall any trial under steam be permitted so long as a vessel is lying at the jetties.

27. No vessel within the port above Garden House shall have any anchor or spar, or other substance likely to cause damage, projecting from her side.

28. All vessels on arrival in the port shall rig in their jib and driver booms, and shall keep them so rigged in until the pilot takes charge of the vessel for the purpose of taking her to sea. They shall also strike their yards and masts when ordered by the Commissioners. Vessels proceeding to the jetties shall, when so required by the Assistant Harbour Master in charge, remove all boats and other projections likely to damage the jetties and cranes.

29. From the 1st day of May until the 30th day of June, and from the 1st day of October to the 15th day of November, all sailing vessels in port shall have their royal and top-gallant yards on deck, and mast-ropes rove in readiness to send the top-gallant masts down at short notice, if required. Vessels about to leave the port may send their top-gallant yards aloft 48 hours before leaving the moorings. Vessels entering the port between the above dates, having top-gallant masts and yards aloft, may be placed in moorings, and the top-gallant yards of such vessels shall be sent down within 24 hours after they are moored.

30. On the occurrence of signs of an approaching cyclone, a black drum will be hoisted during day-light from the flagstaff on the roof of the Commissioners' office, Kolia Ghat, another from the flagstaff, opposite the Government Dockyard, Kidderpore, and another at the Petroleum Wharf at Budge-Budge. During the night, under similar circumstances, two bright lights in a vertical line will be

exhibited from the same flagstaffs. When these signals are displayed, masters of vessels shall immediately take every precaution in their power to make their vessels snug and secure, by having awnings furled and the lower and top sail yards counter-braced, or pointed to the wind, as seems best. The cables shall be bent to both bower anchors when possible.

31. Vessels arriving in port with coal or other cargo, likely to cause nuisance, shall not moor above Garden Reach moorings without the permission of the Commissioners.

32. Vessels referred to in Rule 31 shall, discharge their cargo from whichever side the Harbour Master may direct, and shall adopt such measures as he may order for the abatement of the nuisance arising from the discharge.

33. With the exceptions hereinafter noted, no vessel of, or exceeding 200 tons burthen shall, without the special sanction of the Commissioners, move up, or down the port through the ship opening of the Howrah Bridge, except such vessel is propelled or towed by steam against the tide, and then only at such rate of speed, not exceeding four miles an hour over the ground, as is absolutely necessary to keep good storage way. No river steamer shall pass through the opening with more than two vessels in tow.

Exceptions.—Tug and river steamers, when not towing or pre-towing other vessels, may drop through the bridge opening, under steam, head to tide.

River flats may be dropped or warped at slack-water through the ship opening or through the 60 feet openings.

34. No Steam vessel shall attempt to pass any other vessel proceeding in the same direction whilst between the pontoons of the Howrah Bridge.

35. No steam vessel shall have in tow more than two cargo boats when proceeding through the bridge opening with the tide.

36. No inland steam vessel, the beam of which exceeds 30 feet, or when towing flats or boats abreast her beam added to that of the tow exceeds 30 feet, shall, when moving up or down the port, proceed through the 60 feet openings of the Howrah Bridge, unless such vessel is propelled or towed by steam against the tide.

37. No steam vessel shall pass through the bridge opening without first sounding its whistle.

37a. No steam vessel within port limits shall sound her whistle or siren when lying at moorings at a ghat or at anchor.

The tying down of the lever of the steam whistle and allowing it to go on sounding continuously is prohibited.

Any infringement of this rule will render the offender liable to penalty under section 54 of the Act.

38. All vessels about to leave the port shall hoist the Blue Petrel Signal of departure at the fore at 6 A.M. on the day previous to that on which they leave the moorings, and shall keep it hoisted until the pilot takes charge of the vessel to take her to sea.

39. No person shall smoke or use naked lights of any description in the hold or between decks, or in any enclosed space on the upper deck in which stores, cargo or inflammable materials are stored, of any vessel within the port, or in any dock belonging to the Commissioners within the port.

40. Fires shall be permitted only in galleys or fireplaces regularly constructed for the purpose; such fire to be kept alight only between day-break and 9 P.M. Cooking fires shall not be allowed on board of vessels in dry dock.

41. With a view to the extinction of fires, all vessels in port shall be provided with three buckets for every hundred tons of registered measurement up to 500 tons, and two additional buckets for every 100 tons above 500; provided that the total number of buckets shall not be required to exceed 50 in any vessel. One-half of the number of such buckets shall be left constantly hanging up on the quarter-deck or other convenient place.

42. When fire has broken out in any vessel, the officers in charge of all vessels in neighbouring moorings or anchorage shall furnish their awnings, get their force pumps ready for use, and prepare for slipping their cables and chains, seeing specially that the pins of the shackles can be immediately knocked out.

43. All vessels in port shall adopt sufficient precautions and guards to prevent injury to persons or goods through the discharge of steam from any part of the vessel.

44. When cargo is being loaded into, or unloaded from, a vessel through any of her hatchways, whether on deck, or below, the longitudinal (fore and after) and athwartship beams and hatchway covers of such hatchways shall be secured in such a manner as will ensure their not falling into the hold.

45. Masters of vessels requiring work to be performed in bilges, to ensure that working in such places is free from all danger before the men are sent into them.

For the better security of vessels against damage or loss by fire, a steam floating fire-engine has been provided and is always kept under steam, ready to proceed at once to any place where her services may be required. The fire-engine station is at Fort Point, where the vessel is moored, and where a look-out is kept day and night. In case fire breaks out on board a vessel, notice should at once be sent to the fire-engine station.

46. No boats are to go alongside of any vessel for the purpose of boats going alongside of vessel for embarking or disembarking passengers until the vessel is reported to be moored and the engines finished with. The Port Police will satisfy themselves that such is the case before the boats are allowed alongside.

This rule is not to apply to a boat carrying the agent or other person having business with the vessel.

47. No master or officer for the time being in charge of or doing duty on board any vessel shall, on and from the 1st day of April to the 31st day of October, inclusive, employ, or cause to be employed, any European seaman or apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M., necessitating the direct exposure of such seaman or apprentice to the rays of the sun.

48. No vessel of more than 10 tons burthen shall, without such license as hereinafter is mentioned, be afloat within the port without having on board thereof a crew of not less than the number set forth in the first schedule hereto.

49. Whenever it shall appear to the Commissioners that any vessel may, without danger to other vessels, be afloat without such crew as is set forth in the first schedule hereto being maintained thereon, it shall be lawful to the Commissioners, if they shall think fit, to grant under their hand a license in the Form A in the second schedule hereto, to which license may be made determinable on the breach of any conditions therein contained; and during the continuance of such license the provisions of Rule 48 shall not apply to such vessel.

50. It shall be lawful for the Commissioners, by any writing under their hand, in the Form B in the second schedule hereto, to revoke such license; and from and after the publication of such revocation, by posting a copy thereof upon some conspicuous part of such vessel, the provisions of Rule 48 shall apply to such vessel as if no such license had been granted.

51. Whenever it shall appear to the Commissioners that any creek, river, or dock is so situated that vessels without any crew therein may remain afloat in such portions of part creek, river, or dock without danger to any vessels in any part of the port, it shall be lawful for the Commissioners to make an order in the Form C in the second schedule hereto, and from time to time, if they shall think fit, to revoke or amend such order: provided always that every such order, amendment and revocation shall be published in the *Calcutta Gazette*, and that no such order, amendment and revocation shall have any force or effect until it shall have been so published.

52. During such time as any such order shall remain in force, the provisions of Rule 48 shall not apply to any vessel lying or being within the limits of any such creek, river, or dock, as the same shall be defined by such order.

During continuance of order, vessels to be exempt from necessity of maintaining crews.

53. On the occurrence of a case of cholera, small-pox, or other dangerous communicable disease on board any vessel lying in the port, the master shall, as early as possible, send the affected person to hospital, and shall cause the flag R to be hoisted at the fore as a signal to the Health Officer of the port, and such signal shall not be lowered until such Health Officer has visited the vessel.

54. The master shall afford such information in regard to the occurrence of the disease as the Health Officer may require, and shall carry out such responsible instructions regarding the cleaning and disinfection of the vessel, and the disposal of polluted clothing, bedding, &c., as that officer may consider it necessary to give.

55. If by reason of the prevalence of any dangerously communicable disease on board any vessel, the Health Officer and one other Medical Officer in the service of the Government at Calcutta jointly consider it absolutely necessary for the safety of the crews of other vessels that such vessel should be segregated, the Health Officer shall furnish the master with a certificate to that effect. The master shall, on receipt of such certificate, forthwith give notice accordingly to the Harbour Master, and the vessel shall be removed to Mettenbroog, or such other place as the Commissioners may direct.

56. On the occurrence of a death on board, the master shall, without delay, inform the Port Police, whose permission shall be obtained before the corpse is removed.

Rules for licensing and regulating cargo boats and flats.

57. No cargo boat or flat of any description shall ply, whether regularly or only occasionally in, or partly within and partly without, the limits of the Port unless licensed and registered by the Commissioners. No licensed and registered cargo boat or flat shall be allowed to ply except under the direction of a manjor, sorang or other officer licensed and registered by the Commissioners.

58. No license shall be granted to any cargo boat or flat until such boat or flat has been surveyed by the Boat Surveyor of the Commissioners and he has granted a certificate stating—

- that the boat or flat is in good order and suited for the conveyance of cargo within the Port;
- the tonnage of such boat or flat, as ascertained by the following rules;
- the free board of the boat or flat when fully loaded;
- the number of crew required for the safe navigation of such boat or flat, according to the annexed scale; and
- the lights to be exhibited between dark and day-break.

Rules for ascertaining tonnage of boats and flats.

Length.—Measure the length from the inside stem to the inside stern post.

Breadth.—Measure the breadth from side to side inside ceiling plank, under the deck beams amidships.

Depth.—Measure the depth from underside of deck beam amidships to upper edge of floor ceiling plank.

Then multiply the length, breadth and depth together, and the product—

in the case of boats and flats of class I—

- by .009 for flush-decked, square-built and open cargo boats and flats;
- by .008 for bazar boats when the brake forward and aft does not exceed 9 inches;
- by .007 for bazar boats when the brake forward and aft exceeds 9 inches;

and in the case of boats and flats of class II—

- by .009 for open country boats known as jolly boats and powdercocks;
- by .0074 for open country boats, such as pansways, blurs, dinghies and blowhulls;
- by .0083 for open country boats known as hollahs;
- by .008 for blurs whose length does not exceed three times the breadth;
- by .0063 for open country boats known as chotes.

The result will be the tonnage of the boat or flat.

The foregoing formula shall be used in measuring boats and flats of class I up to a burden of 50 tons, but the measurement of boats or flats of that class exceeding 50 tons shall be made under the Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners may measure boats or flats of class I of any size under the Merchant Shipping Act, when the owners show that the measurements made according to the above formula are inaccurate or oppressive.

Having ascertained the tonnage of a boat or flat by the foregoing formula, the Boat Surveyor of the Commissioners shall, by a conspicuous mark on the side of the boat or flat, indicate for every boat or flat exceeding 10 tons the freeboard or greatest depth to which she may be immersed when laden.

Table of freeboard for cargo boats and flats other than steamers.

Moulded depth of boat or flat 5'-6" 6'-0" 6'-6" 7'-0" 7'-6" 8'-0" 8'-6" 9'-0" 9'-6" 10'-0" 10'-6" 11'-0" 11'-6" 12'-0" 12'-6" 13'-0" 13'-6" 14'-0".

Length in feet of boat or flat 55' 60' 65' 70' 75' 80' 85' 90' 95' 100' 105' 110' 115' 120' 125' 130' 135' 140'.

Freeboard in inches for decked boats or flats of iron and steel 8½" 9½" 10½" 11½" 12½" 13½" 14½" 15½" 16½" 17½" 18½" 19½" 21½" 23½" 25½" 26½" 27½".

For open boats or flats of iron and steel 11½" 12½" 13½" 14½" 15½" 16½" 18" 19½" 20½" 22" 23½" 24½" 26" 28" 30" 31½" 33½" 35½" 36½".

Correction in inches for change of 10 ft. in length ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½" ½".

For all classes of wooden boats and flats, both square-built and country-built, also composite boats and flats, 3 inches for every foot depth of hold up to 10 feet.

NUMBER OF CREW TO BE CARRIED BY CARGO BOATS AND FLATS.

CLASS I.—*Square-built open or decked cargo boats.*

Boats not more than 15 tons ; 4 men, including manjhee.	
Above 15 and not above 20 " 5 " " "	
" 20 " 30 " 6 " " "	
" 30 " 40 " 7 " " "	
" 40 " 50 " 8 " " "	
above 50 " 9 " " "	

Flats and cargo boats in tow, half the above number.

CLASS II.—*Dhinghi-built blur and open country boats.*

For boats not exceeding 20 tons ; 4 men, including manjhee.

" " 20 " 5 " " "	
" " 40 " 6 " " "	
" " 60 " 7 " " "	
above 50 " 8 " " "	

62. The owner or his agent, or the manjhee, serang or officer in charge of any licensed boat or flat, shall not permit such boat or flat to be loaded so as to submerge the mark indicating the load water line and shall not permit such boat or flat to ply, unless provided with the number of crew stated in the license. The boat or flat must be kept thoroughly clean and shall always bear the numbers branded and painted on it under the provisions of the previous rule, and be provided with a pump, lights, ground tackle, and fittings in working order as specified in the license.

63. Any vessel which has made fast to a mooring buoy shall cast off when required by an officer duly authorized by the Commissioners.

73. Every licensed cargo boat or flat, when plying, shall have its license on board, and it shall be produced when required, and shall be delivered up on the expiration or other determination of the license.

81. No passenger boat or flat shall ply, whether regularly or only occasionally in, or partly within and partly without, the limits of the Port, unless licensed and registered by the Commissioners. No such vessel shall be allowed to ply as aforesaid except under the direction of a person licensed by the Commissioners.

82. Every application for the licensing and the registration of a passenger boat or flat shall be made in writing to the Commissioners, and shall contain particulars of the owner's name and residence, or, in the event of the owner not residing in Calcutta, the name and residence of the agent duly authorized to act for him, a description of the vessel, and the number of passengers which it is intended to carry.

84. No license shall be granted to any passenger boat or flat until such vessel has been surveyed by the Boat Surveyor of the Commissioners and he has granted a certificate, stating the following particulars:—

- (a) that such vessel is in good order and suited for the accommodation of passengers;
- (b) the number of passengers which may be carried;
- (c) the number of crew required for the navigation of such vessel, and the number of such crew who should be required to remain on board at night or when the vessel is lying at anchor at other times, according to the following scales; and
- (d) the lights to be exhibited between dark and day-break.

Crew required for navigation.

Boat to carry not more than 10 passengers;	3 men, including manjheo.
" " 15 "	4 " "
" " 20 "	5 " "
" " 25 "	6 " "
" " 30 "	7 " "
" " 35 "	8 " "

Flats and passenger boats in tow, half the above number.

Crew required to remain on board at night or when lying at anchor at other times.

Boat licensed to carry	10 passengers	...	...	1 man.
" " 15—20 "	"	...	...	2 men.
" " 25 "	"	...	...	3 "
" " 30—35 "	"	...	...	4 "

Rules for ascertaining the number of passengers that passenger boats and flats are to carry.

Divide the superficial area in square feet of the floor space available for the accommodation of passengers by 6, and the result will be the number of passengers the vessels may be licensed to carry.

In the case of bhowleahs and other vessels belonging to private firms or companies and used exclusively for the conveyance of their own employes to and from their works, the divisor shall be 4 instead of 6.

A passenger license entitles a vessels to carry cargo without a cargo license having been taken out.

85. The license granted for any passenger boat or flat may be revoked by the Commissioners whenever such vessel is, in the opinion of the Commissioners, unfitted for the conveyance of passengers, or when any breach of the conditions of the license or the Port Rules has been committed by the owner or his agent, or the person in charge.

89. No passenger boat or flat shall obstruct the free navigation of the Port or the approaches to wharves, jetties or landing-stages, or shall occupy the portions of the bank set aside for bathing ghats.

90. The Commissioners may, if they think fit, at any time order any passenger boat or flat to be re-surveyed without any charge to the owners; and they may also revoke at any time any license granted for any such vessel, or to the person in charge thereof; and it shall be competent to the Commissioners to refuse any application for the issue of a license.

91. Whenever any accident occurs to a registered passenger boat or flat, the person in charge of the owner shall at once proceed to the nearest Port police station and report the circumstances connected with the accident to the officer in charge.

92. When any property belonging to passengers or others is left in a passenger boat or flat unclaimed, the property so left shall be at once sent by the person in charge to the Deputy Commissioner, Port Police, and a report of the circumstances connected with the property shall be entered in a book kept for that purpose by the police.

93. No person in charge of a licensed passenger boat or flat plying for hire for passengers in the Port shall, without good reason, refuse to carry a passenger in such vessel.

94. Every licensed passenger boat or flat when plying shall have its license on board, which shall be produced when required by any passenger, the Port Police, or any Officer of the Commissioners.

95. Every person licensed under Rule 81 shall be provided with a metal license ticket, upon which shall be legibly painted the number of his license; and every such person, when in charge of a licensed vessel, shall wear his ticket exposed to view. No person without such ticket shall be in charge of any passenger boat or flat.

96. No person in charge of any registered passenger boat or flat plying for hire for passenger traffic within the limits of the Port shall use, wear or have any ticket resembling the metal ticket granted under the authority of these rules.

MARINE DEPARTMENT.

The 10th November, 1903.

No. 135-Marine.—*Notification.*—The following revised Notification is issued in pursuance of this Department Notification No. 125-Marine, dated the 10th October, 1903, published on page 1847, Part I, of the Calcutta Gazette of the 14th October, 1903:—

In exercise of the powers conferred by section 6, sub-section (1) clause (p), sub-clause (i) of the Indian Ports Act, 1889, amended by the Indian Ports Act, 1901, the Lieutenant-Governor is pleased, with the previous sanction of the Governor General in Council, to make the following rules for regulating the action to be taken with respect to vessels entering, or being in any port in the Province of Bengal to which the Act extends, with persons suffering from dangerous, infectious or contagious diseases common in India, and with respect to dead bodies on board of such vessels.

W. A. INGLIS,
Offg. Secy. to the Govt. of Bengal.

1. The Master of every vessel on board of which there is, or has been during the previous twelve days, either among the passengers or crew, any case of cholera, small-pox, measles, chicken-pox, or other dangerous, infectious or contagious disease, declared by the Governor General in Council to be common in India or, in the case of a vessel not carrying a doctor, any death from any cause, shall report every such case or death to the pilot or other boarding officer at the earliest opportunity.

2. In the absence of a pilot or other boarding officer, or if the vessel be at anchor within port limits when such death occurs, or such disease first breaks out, the Master* of every vessel shall hoist a signal which shall be, during the day, flag L* of the Commercial Code at the main, and during the night two white lights, one

3. The pilot or other boarding officer shall promptly report the circumstances of the case to the Port Officer, who will at once forward any report so made, or give notice of any signal hoisted in pursuance of rule 2 to the Port Health Officer, and, if he considers it necessary, to the local sanitary authority.

4. The pilot on receiving the notice under rule 1, shall hoist a signal which shall be, during the day, flag L of the Commercial Code at the main, and during the night, two white lights, one over the other and six feet apart at the fore, and shall telegraph, from the nearest telegraph office, the number of cases of dangerous, infectious or contagious diseases on board, and the number of deaths from such causes that may have occurred during the voyage. This information shall be sent—

At Calcutta	...	...	To the Port Officer.
" Chittagong	...	...	" the Port Health Officer.
" the Cuttack and Balasore Port		"	the Collector of the District and the Port Officer, Chandbali.

5. The Officer receiving the information shall, in the case of small-pox, immediately communicate it to the police.

Section II.—Berthing of the Vessels.

6. If the number of deaths, or cases of disease referred to in rule 1, does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour, except that ships may not enter the docks (where there are docks) without the written permission of the Port Health Officer, and the passengers or crew not suspected of having any of the diseases described in rule 1 need not (except in the case of pilgrim and emigrant ships) be detained on board pending the inspection of the Port Health Officer, but the Master of the vessel will be responsible that no one of the passengers or crew having, or suspected of having, any such disease, is allowed to depart before this inspection, and shall take all steps to prevent the landing of infected bedding, clothes, or other personal effects, which he has reasonable cause to consider likely to be infected.

• • 8. So long as the above-mentioned signals are shown, no tindal or other persons in charge of, or navigating, any boat shall, without the permission of the Port Officer, attempt to make such boat fast to, or shall take it alongside, such vessel.

Section III.—The inspection of the Vessel

9. Whenever the Port Health Officer receives the notices referred to in rule 4 above, he shall proceed without delay on board the vessel and examine her, and the Master shall give him every facility for so doing, and shall permit the Health Officer to examine the crew, and any part of the ship. In the case of a report of a case of cholera, or of a case on a ship not carrying a doctor, he shall institute such enquiries as he may deem necessary to determine the cause of the death or deaths. If he is satisfied that the death or deaths was or were not due to cholera, he shall permit the vessel to proceed to her port of destination, or to a contagious disease declared by the Governor General in Council to be common in India, he shall permit the vessel to proceed to anchorage and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in rule 12 *et seq* of this Act. The Port Health Officer will ordinarily call upon the vessel to take place between sunrise and sunset.

* 10. On the completion of the inspection provided for in rule 9, such of the passengers and crew as are found to be free from any of the above-mentioned diseases and unlikely to carry infection shall be allowed to land. All baggage, personal effects and cargo, except such articles as the Port Health Officer is entitled to disinfect, may also be landed. *

11. If a case of any of the diseases mentioned in rule 1 happens on any vessel, after she has entered dock or has been moored at a wharf, the Master shall forthwith cause information thereof to be given to the Dock Master or Superintendent of the wharf, and shall be responsible that the sick person shall be isolated as much as possible and that free communication with the wharf is stopped until the Port Health Officer has inspected the vessel and enquired into the case.

Section IV.—The taking of the sick to Hospital.

NOTE.—The regulation in Sections 4, 5 and 6 should be carried out only when the Port Health Officer considers them necessary to prevent the spread of disease.

12. When the Port Health Officer considers it necessary, in order to prevent the spread of any dangerous, infectious or contagious

disease, he may inspect the vessel, including the passengers and crew, and may arrange for the conveyance of all persons suffering, or suspected by him to be suffering, from such disease, to a sanitarium or hospital, unless the sick person or his friends can make adequate provision elsewhere.

13. The removal of passengers is not to be enforced in the case of persons bound for an onward port unless under the clearest necessity; and of every such case a special report explaining the reasons for the action taken must be submitted to the Government.

14. The Port Health Officer shall inform the Municipal Health Officer in all cases in which he arranges for the conveyance of a patient to a sanitarium or hospital or other place within Municipal limits, and shall furnish the address of any private accommodation to which he permits the removal of a patient.

15. Where small-pox is the disease, on account of which the vessel is deemed infected, the Port Health Officer shall offer, without charge, vaccination or re-vaccination of all persons willing to be operated upon, and shall cause to be vaccinated, with the consent of their guardians, all children below ten years and over six months of age who do not bear marks of vaccination or of small-pox.

Section V.—The disinfection of infected articles.

16. The Port Health Officer shall, if he considers it necessary either himself undertake, or direct the Master of the vessel to undertake, the destruction or disinfection of all clothing, bedding and other articles of personal use which have been used by any person suffering from any of the diseases above-mentioned, and are, or are likely to have been, soiled with infective matter or to retain infection.

17. When a vessel with one or more of the above-mentioned diseases on board has passengers in a filthy and unwholesome condition, the Port Health Officer may cause the clothing and personal effects of such persons to be disinfected, before allowing their disembarkation.

18. In the case of undecked native craft, the Port Health Officer may direct the disinfection, or in special cases the destruction of food-stuffs which have been exposed to contamination and he thinks likely to be infected.

Section VI.—The disinfection of the disinfected parts of a Vessel.

19. The Port Health Officer shall, as the result of the examination made under rule 9 above, direct the disinfection of any portion of the ship that has actually been exposed to contamination and may prohibit the discharge of bilge water or water ballast within port limits. If the disease is cholera, the Port Health Officer may direct the Master to have the bilges and water-tanks emptied and cleaned.

Section VII.—Disposal of dead bodies.

20. Dead bodies shall be disposed of as follows:—

- (1) If a death occurs on board a vessel before the vessel enters port limits, the body shall be buried at sea, in

not less than 9 fathoms of water in such a manner as shall insure its sinking at once and remaining below water.

As exceptions to the foregoing rule:—

- (a) At Calcutta if a death occurs on board a vessel after passing Saugor and the vessel is not reaching Calcutta the same day, the body shall, with the permission of the Magistrate of Diamond Harbour, be buried at that place; if the vessel is arriving at Calcutta the same day, the body shall be kept on board until the Port Health Officer has determined the nature of the disease and has had arrangements made for burial or cremation on shore. The Pilot shall telegraph particulars both to the Port Officer and Health Officer of the Port. The Port Officer, on receiving the information, shall at once communicate it to the Deputy Commissioner of Police.

- (b) At Chittagong, if a death occurs on board a vessel after entering the river and before she has entered port limits, the body shall be kept on board until the Port Health Officer has determined the nature of the disease and has had arrangements made for burial or cremation on shore.

- (2) If a death occurs during the day on board a vessel within port limits, the ensign and house flag are to be immediately lowered half-mast, and kept in such position from sunrise to sunset as long as the body remains on board. If a death occurs between sunset and sunrise one red light is to be hoisted at the peak half-mast.

- (3) The master of the vessel will cause the death of any person on board to be made known at once to the police, either by letter or otherwise, and shall also forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death are to be fully detailed.

- (4) No dead body is to be removed from the ship, within port limits, without the permission of the police authorities, which shall not be given until the Port Health Officer has determined the cause of death. Unless the special permission of the senior officer of police, at the port, to its interment on shore shall have been obtained, a dead body shall be buried at sea, in not less than 9 fathoms of water, in such manner as shall insure its sinking at once and remaining below water.

Section VIII.—General.

21. The Master of a vessel coming under these rules shall comply with all the directions which the Port Health Officer considers it necessary to give under the foregoing rules.

22. Nothing in these rules shall be deemed to prevent a vessel, whose Master is unwilling to submit to the above regulations, from proceeding to sea, provided that there has been no communication between such vessel and the shore or with other vessels in the port.

APPENDIX A.

I.—Personal effects, such as rags, bandages, papers, and other articles of no value, which the Port Health Officer believes are likely to carry infection, should be burned.

II.—Underclothing, bedding wearing apparel, mattresses, carpets, etc., which are contaminated or are suspected to be contaminated, should be exposed for 15 minutes to saturated steam at a temperature of not less than 212°F. (100°C), care being taken that the steam shall reach all parts of the article to be disinfected.

III.—The disinfectants to be used are the following:—

- (1) A solution of corrosive sublimate 1 part in 1,000 of pure water,* with the addition of 5 parts in 1,000 of common salt (Chloride of Sodium). This solution should be tinted by the addition of aniline blue or indigo. It should not be brought in contact with metals.
- (2) A solution in water of clear carbolic acid. This solution should contain 5 parts of phenol in 100 parts of water.
- (3) A solution containing 5 parts of commercial carbolic acid free from tar oils, in 95 parts of a warm solution of soft soap.
- (4) Lime wash, prepared as follows:—

Take a quantity of good quick-lime weighing two pounds and slake it by the gradual addition of about half a pint of water. The lime becomes hot, gives off steam and falls to a powder. This powder, if not used at once, should be kept in an air-tight vessel in a dry place. For use, the quantity of slaked-lime obtained from two pounds of quick-lime should be placed in a convenient vessel, and water added to make one gallon. Whenever possible freshly slaked-lime should be used to make the lime wash.

* Preferably distilled or rain water.

Special instructions to be observed in the use of the disinfecting solutions.

IV.—Linen, clothing and articles which have been soiled by the discharges and excretions of patients should be soaked in the solution of corrosive sublimate* or in one of the carbolic acid solutions for at least six hours.

V.—Articles which cannot, without injury, be exposed to a temperature of 212°F., such as leather goods, wooden articles stuck with glue, felt, etc., should be washed with the solution of corrosive sublimate. Metal articles, or any material which would be injured by contact with the solution of corrosive sublimate, should be soaked in a solution of carbolic acid.

VI.—The lime wash is particularly recommended for disinfecting excreta.

VII.—Expectorated matter should be burnt.

VIII.—Attendants on the sick ought to take the precaution of washing their own hands and faces with the solution of corrosive sublimate and afterwards with warm water.

Disinfection of ships.

IX.—The cabins, forecabin, holds, water-closets or latrines occupied or used by persons suffering, or suspected to be suffering from an infectious disease, should be cleared out, and all the articles in them should be treated as directed above. Floors, walls and partitions should be disinfected with the solution of corrosive sublimate, care being taken that every part is scrubbed and washed until it has been thoroughly wetted by the disinfecting solution. Two hours afterwards, the walls, etc., should be washed with clean water.

X.—In ships in which cases of cholera have occurred, the drinking water should be pumped out and the water tanks and casks disinfected with solution of permanganate of potash acidulated with hydrochloric acid, before fresh drinking water is taken on board.

Disinfection of the bilges of an infected ship.

XI.—Sulphate of iron, in quantity sufficient to neutralize the sulphuretted hydrogen, should first be thrown in, the bilge should then be pumped out and flushed with sea water. After the sea water has been pumped out, a suitable quantity of corrosive sublimate solution should be thrown in. The bilge water should not be pumped out within port limits without the authority of the Port Health Officer.

* The same solution, even if it remains clear should not be used more than three times since the corrosive sublimate will be removed from the solution in combination with the organic matter in the clothing.

MARINE DEPARTMENT.

The 7th March 1901.

No. 26 Marine.—In exercise of the powers conferred by section 50-A of the Inland Steam-vessels Act, 1884, as amended by the Inland Steam-vessels Act (1894), Amendment Act, 1899, and with the previous sanction of the Governor General in Council, as required by section 69, sub-section (2) of the said Act, the Lieutenant-Governor is pleased to make the following revised preamble of the rules for the protection of Inland Steam-vessels from danger by collision in supersession of that sanctioned under the Notification of this Government, No. 148 Marine, dated the 23rd August 1900 :—

RULES.

"These rules are applicable to, and shall be followed by, all Inland Steam-vessels, and all other vessels hereinafter specified, on all inland waters in Bengal on which steam-vessels ply, excepting the Hughli River between a line drawn west of Sagar Island Light-house and the north boundary of the Port of Calcutta, to which the rules under the Merchant Shipping Act, 1894 (57 and 58 Vict., Chapter 6), apply."

Preliminary.

For the purposes of these rules :—

- (a) a vessel shall be deemed to be "under way" when she is not at anchor or made fast to the shore or aground; and
- (b) the word "visible" when applied to lights shall mean visible on a dark night with clear atmosphere.

Rules Concerning lights, &c.

Article 1.—The rules concerning lights shall be complied with, in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2 (1).—All steam-vessels when under way shall carry—

- (a) in the forepart of the vessel above the awning roof a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles;

- (b) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile;

- (c) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile;

(2) The said green and red side-lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

Article 3.—A steam-vessel when towing other vessels which are lashed alongside shall have the white masthead light and the red and green side-lights so placed that they will be visible as set forth in Article 2 (1).

Article 4.—All vessels under oars or sails when under way shall not be obliged to carry the lights mentioned in Article 2 (1) (a), (b) and (c); but if they do not carry them, they shall, in those cases where there is a mast, carry a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round, and in those cases where there is no mast, have ready at hand a lantern with a white light which shall be exhibited in time to prevent a collision.

Article 5.—A vessel, which is being overtaken by another, shall show from her stern to such last-mentioned vessel a white light.

Article 6.—Every vessel, when at anchor, shall carry, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round at a distance of at least 1 mile.

A vessel aground in or near a fairway shall carry the above light.

Sound-signals for Fog, &c.

Article 7.—All signals prescribed by this article for steam-vessels under way shall be given on the whistle or siren.

The words "prolonged blast" used in these rules shall mean a blast of from 4 to 6 seconds' duration.

A steam-vessel shall be provided with an efficient whistle or siren sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and also with an efficient bell.

In fog, mist, or heavy rain-storms, whether by day or by night, the signals described in this Article shall be used as follows, *viz* :—

- (a) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.
- (b) A steam-vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.
- (c) A steam-vessel when at anchor, shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

One prolonged blast should be given to convey a warning in the following cases :—

- (a) When a steam-vessel approaches her destination.
- (b) To attract the attention of other vessels, especially native craft.
- (c) On approaching a bend in the channel.

Speed of Ships to be moderate in Fog, &c.

Article 8.—Every steam-vessel shall, in a fog, mist or heavy rain-storm, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam-vessel hearing, apparently forward of her beam, the fog-signal of any other vessel, the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

STEERING AND SAILING RULES.

Preliminary—Risk of Collision.

Article 9.—When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; and by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Article 10.—When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Article 11.—When a steam-vessel and sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

Article 12.—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed:

Provided that when, in consequence of thick weather or other cause, the vessel which should be given way to, finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

Article 13.—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 14.—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall on approaching her, if necessary, slacken her speed or stop or reverse.

Article 15.—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every steam-vessel coming up with another vessel from any direction more than two points abaft her beam *i. e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 16.—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Article 17.—In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

Article 18.—The words "short blast" used in these rules shall mean a blast of about one second's duration.

Every steam-vessel under way shall, when in sight of any other vessel, in taking any course authorised or required by these rules, indicate that course by the following signals on her whistle or siren, *viz* :—

One short blast to mean, "I am directing my course to starboard,"

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

PROPER PRECAUTIONS TO BE TAKEN IN ALL CASES.

Article 19.—Nothing in these rules shall exonerate the owner or master or crew of any steam-vessel from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Article 20.—If two steam-vessels, with or without vessels in tow, meet in a narrow channel or rounding a point, or in a place where the presence of a third vessel makes it difficult to pass, the one going against the tide shall slacken her speed until the other has cleared the difficulty.

Article 21.—In rivers that are so narrow that they will not allow two steam-vessels, meeting with flats in tow to pass each other without one of them making fast to the bank, the steamer going with the tide shall make fast to allow the one going against the stream to pass her.

Article 22.—No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same direction, but with unequal speed, the vessel which is steaming slowest shall, in the narrow reaches of a river, offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall ease and, if necessary, stop the engines as soon as the faster vessel comes abreast in order to allow her to freely pass. The Master or Pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam whistle. But no vessel will be justified in passing such vessel at any of the turning points or bends of a river, nor in a part of the channel so narrow that a third vessel could not with safety pass them.

Article 23.—Steam-vessels crossing from one side of the river to the other shall keep out of the way of vessels navigating up and down the river.

PENALTY FOR DISOBEYANCE OF THE RULES.

Article 24.—Any person committing a breach of any of these rules shall, for each offence, be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

RULES FOR THE IMPORTATION OF PETROLEUM.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 102—MARINE.

The 21st November 1892.—In exercise of the powers conferred by section 8 of the Petroleum Act, XII of 1886, and in supersession of the existing rules on the subject, the Lieutenant-Governor of Bengal is pleased, with the previous sanction of the Governor General in Council, to make the following rules to regulate the importation of petroleum by sea into the Lower Provinces of Bengal :—

Preliminary.

1. (i) All words and expressions used in these rules and defined in the Act shall, in these rules, have the meanings respectively assigned to them by the Act.

(ii) In these rules—

"Certificated Petroleum" means petroleum covered by a certificate granted at the port of shipment of such description as the Local Government may, from time to time, by written order, prescribe, and to the effect that the petroleum is not dangerous petroleum.

"Uncertificated Petroleum" means petroleum which the master of the ship has not declared under Rule 2 to be dangerous petroleum, and which is not covered by a certificate as aforesaid.

Importation at Calcutta.

2. The master of every ship bound for Calcutta and carrying petroleum shall, before reaching Budge-Budge, declare in writing to the Pilot,* if there is one on board—

(a) What quantity of petroleum the ship is carrying ;

(b) Whether any, and if so, what part of the petroleum is dangerous petroleum ;

(c) Whether any, and if so, what part of the petroleum is certificated petroleum.

If there is no Pilot on board, the Master of such ship shall, before reaching Budge-Budge, despatch a similar declaration to the address of the Vice-Chairman of the Port Commissioners.

When the Master declares that any petroleum is certificated petroleum, he shall produce to the Pilot the certificate covering the same.

3. A ship having petroleum on board may proceed to any mooring in the port and there discharge the petroleum—

(a) If the petroleum has come from a port in British India as part of a general cargo, and has been certified not to be dangerous under section 9 of the Act, and does exceed five thousand gallons in quantity ; or

* The Pilot should deliver this declaration to the Harbour Master or his Assistant, when the latter comes on board, for transmission to the Vice-Chairman of the Port Commissioners.

- (b) if the petroleum is certificated petroleum, not exceeding five thousand gallons in quantity, and the Master produces the certificate to the Pilot; or
- (c) if the petroleum is dangerous or uncertificated petroleum, not exceeding forty gallons in quantity; or
- (d) if the petroleum is petroleum which is ordinarily used for lubrication or jute-batching purposes, and which has a flashing-point above 150° of Fahrenheit's thermometer.

The Commissioner of Police may, at any time, if he thinks it necessary, call on the Superintendent of the Petroleum Wharf to obtain and forward to him a sample of any petroleum referred to in clause (c) or (d) for the purpose of having it tested, and the Superintendent shall obtain and forward the sample accordingly.

4. Every other ship having petroleum on board shall not proceed upwards farther than Budge-Budge, and such petroleum, whether landed at the Petroleum Wharf or otherwise discharged, shall be detained there, pending the grant of an import license under section 5 of the Act, or the issue of a certificate under section 9 of the Act, or the issue, by the Local Government, of directions regarding it.

5. (i) When a ship is stopped at Budge-Budge under Rule 4, the Superintendent of the Petroleum Wharf shall, as soon as possible, not exceeding forty-eight hours from the time of the petroleum being landed or discharged into boats, obtain samples of all the petroleum landed or discharged, or intended to be landed or discharged. The Master shall deliver to the Superintendent without charge such samples as he shall take.

(ii) Every different quality of petroleum shall be separately sampled; and when petroleum is represented to be of uniform quality, a sample shall be taken from one case in every ten thousand cases, or if the petroleum is carried in bulk, from each separate compartment of the ship in which it is carried.

(iii) The Superintendent shall forthwith seal the receptacles containing the samples, and having labelled them with the name of the ship, the name of the consignee, and such other distinguishing marks as may be necessary, shall forward them to the Testing Officer, appointed under section 9 of the Act for report.

6. The Testing Officer shall, as soon as practicable, and ordinarily within twenty-four hours after the receipt of the samples, sign a report certifying that they are, or are not, dangerous petroleum (as the case may be), and shall forward such report to the office of the Port Commissioners, sending also a copy of the same to the Commissioner of Police. The Vice-Chairman of the Port Commissioners shall, on receipt of such report, forthwith forward a copy of the same to the Master of the ship in which the petroleum was imported.

7. Unless with the written permission of the Port Commissioners, no petroleum shall be discharged or landed within the Port of Calcutta, except between day-light and dark, and at the wharves expressly set apart for the landing of petroleum,

8. (i) No smoking, fire or light of any description shall be allowed in any shed reserved for storage of petroleum at the Budge-Budge Wharf, or used by the Port Commissioners for the temporary storage of petroleum brought into the port under Rule 3, and no receptacle containing petroleum shall be opened, or the contents drawn off, within the embankments enclosing the sheds constructed for the storage of petroleum, except in such special places or places in the depot as may be set apart by the Port Commissioners for that purpose.

*8. (ii) When petroleum is imported in bulk, its removal from the ship shall be effected by means of a hose and wrought iron pipe, and it shall be pumped into storage tanks. The discharge shall be continuous day and night until completed, weather and appliances permitting. When working at night, the electric light only shall be used, and when the ship has finished discharging, the pipe to the storage tanks shall immediately be emptied by means of a supplementary pump on shore. If, for any cause, the discharge of petroleum is at any time suspended, arrangements must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

Importation at Chittagong.

9. The Master of every ship bound for Chittagong and carrying petroleum shall, before reaching Joolia, declare in writing to the Pilot, if there is one on board—

- (a) What quantity of petroleum the ship is carrying;
- (b) whether any, and, if so, what part of the petroleum is dangerous petroleum;
- (c) whether any, and if so, what part of the petroleum is certificated petroleum.

If there is no Pilot on board, the Master of such ship shall, at the first opportunity, despatch a similar declaration to the address of the Harbour Master.

When the Master declares that any petroleum is certificated petroleum, he shall produce to the Pilot the certificate covering the same.

10. A ship having petroleum on board may proceed to any mooring in the port, and there discharge the petroleum:—

- (a) If the petroleum has come from a port in British India as part of a general cargo, and has been certified not to be dangerous under section 9 of the Act, and does not exceed five thousand gallons in quantity; or,
- (b) If the petroleum is certificated petroleum, not exceeding five thousand gallons in quantity, and the Master produces the certificate to the Pilot; or,
- (c) If the petroleum is dangerous or uncertificated petroleum not exceeding forty gallons in quantity; or,
- (d) If the petroleum is petroleum which is ordinarily used for lubricating or jute-batching purposes, and which has a flashing-point above 150° of Fahrenheit's thermometer :

* Vide Bengal Government, Marine Department, Notification No. 170—Marine, dated 21st December 1895.

† The Pilot should deliver this declaration to the Harbour Master or his Assistant when the latter comes on board.

Provided that the Collector of Customs shall be entitled at any time to obtain a sample of any petroleum referred to in clause (a) or (c) for the purpose of having it tested.

11. No other ship having petroleum on board shall proceed upwards further than Guptakhali, and such petroleum shall be detained there, pending the grant of an import license under section 5 of the Act, or the issue of a certificate under section 9 of the Act, or the issue by the Local Government of directions regarding it.

12. (i) When a ship is stopped at Guptakhali under Rule 11, the Collector of Customs shall, as soon as possible, not exceeding forty-eight hours from the time of the stoppage of the ship, obtain samples of all the petroleum landed or discharged, or intended to be landed or discharged. The Master shall deliver to the Collector, without charge, such samples as he shall take.

(ii) Every different quality of petroleum shall be separately sampled, and when petroleum is represented to be of uniform quality, a sample shall be taken from one case in every ten thousand cases, or if the petroleum is carried in bulk, from each separate compartment of the ship in which it is carried.

(iii) The Collector shall forthwith seal the receptacles containing the samples, and having labelled them with the name of the ship, the name of the consignee, and such other distinguishing marks as may be necessary, shall forward them to the Testing Officer appointed under section 8 of the Act for report.

13. The Testing Officer shall, as soon as practicable, and ordinarily within twenty-four hours after the receipt of the samples, sign a report certifying that they are, or are not, dangerous petroleum (as the case may be), and shall forward such report to the office of the Port Commissioners, sending also a copy of the same to the Collector of Customs. The Vice-Chairman of the Port Commissioners, shall, on receipt of such report, forthwith forward a copy of the same to the Master of the ship in which the petroleum was imported.

14. Unless with the written permission of the Port Commissioners, no petroleum shall be discharged or landed within the port of Chittagong, except between daylight and dark, and at the wharves expressly set apart for the landing of petroleum.

Importation at other Ports.

15. The Master of every ship carrying petroleum shall, on entering a port in the Lower Provinces of Bengal, other than the ports of Calcutta and Chittagong, give information of the quantity and description of the petroleum to the District Magistrate, and shall not allow any dangerous petroleum to be removed from the ship for delivery to any one person, except—

- (a) If the petroleum exceeds forty gallons in quantity, upon the production by the consignee or his agents of a license under section 5 of the Act for the importation of the same; or

- (b) if the petroleum does not exceed forty gallons in quantity, upon the production by the consignee or his agent of a license under section 6 for the transport or possession of the same; or

- (c) if the petroleum does not exceed three gallons in quantity, in accordance with the conditions of the proviso to section 6 of the Act as to the vessels in which petroleum of that quantity, when kept or transported without a license, must be contained.

General.

16. The fee for sampling and testing petroleum shall be five rupees for each sample tested.

17. When petroleum is imported in bulk, the contents of each compartment of the tank-ship shall, for the purposes of sub-section (1), clauses (g) and (f) of section 8 of the Act, be regarded as a separate consignment.

18. When the results of the testing of samples raise a doubt as to the uniformity of the quality of the petroleum in any consignment stated to be of one uniform quality, the Testing Officer, if he thinks further tests necessary to satisfy him that none of the petroleum is dangerous petroleum, shall inform, in Calcutta, the Superintendent of the Petroleum Wharf, in Chittagong, the Collector of Customs, or, in places other than Calcutta or Chittagong, the District Magistrate.

The District Magistrate, or, in Calcutta, the Superintendent of the Petroleum Wharf, or, in Chittagong, the Collector of Customs, or any police officer, of or above the rank of head-constable, appointed by him in writing for the purpose, shall thereupon cause the petroleum in question to be landed and stacked in lots of one thousands cases each, or to be discharged into boats, each containing five hundred cases; and he shall select and deliver to the Testing Officer one sample from each lot. The result of the testing of each of these samples shall determine the quality of the lot which such sample represents.

If the petroleum has been already landed and stored, it shall be divided into lots, and samples of each lot shall be selected as already stated.

18A. Dangerous petroleum, otherwise than in bulk, may be imported subject to the following conditions:—

That it is contained in gas-tight tinued or galvanized sheet iron, steel or lead plate drums or receptacles, containing each not more than 10 gallons, and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap with metal air-tight under cap. Such drums or receptacles shall be packed in strong

* Vide Bengal Government, Marine Department, Notification No. 4—Marine, of 9th January, 1906.

wooden cases, the thickness of the wood to be not less than half an inch. Provided that wood cases shall not be necessary when the drums or receptacles are made of tinned or galvanized sheet iron, or steel, and have the following thickness of metal;—

Not less than

- | | |
|--|-----------------|
| (1) When the capacity does not exceed 2 gallons | ... 25 B. W. G. |
| (2) When the capacity exceeds 2 gallons, but does not exceed 4 gallons | ... 22 B. W. G. |
| (3) When the capacity exceeds 4 gallons | ... 16 B. W. G. |

19. Nothing in the foregoing rules applies to petroleum other than dangerous petroleum comprised in a ship's stores, and manifested as such, provided it is not of unreasonably large amount. If any question arises as to whether any petroleum manifested as ship's stores is of an unreasonably large amount, the decision thereon of the port Commissioners in Calcutta or Chittagong, and of the District Magistrate elsewhere, shall be final.

Rules for controlling vessels entering the Port of Calcutta, with Petroleum in bulk.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 109—MARINE.

The 27th August, 1903.—In exercise of the powers conferred upon him by section 6 of the Indian Ports Act, 1889, the Lieutenant-Governor is pleased to make the following rules for the control of vessels entering the Port of Calcutta with petroleum in bulk:—

1. No fire or lights (except the galley and engine-room fires and the electric light) shall be allowed on board any bulk oil steamer within port limits until the vessel has been cleansed inside from oil and vapour of oil.

This rule shall also apply to all vessels or boats lying alongside any vessel discharging oil.

2. When the hatches are open or oil is being discharged, no smoking shall be allowed on board.

3. When the oil has been discharged, the vessel shall be transported, immediately the tide permits, to a fixed mooring on the side of the river opposite to the oil depot for the purpose of cleansing.

This rule does not apply to vessels which do not proceed above Budge-Budge, but leave the port in ballast without cleansing.

4. A bulk oil steamer shall not be taken amongst other shipping or into wet or dry dock unless the Conservator of the Port is satisfied that she is in a safe condition to be so placed.

5. No vessel having bulk oil on board shall proceed above Diamond Harbour until the pumping berth or other suitable double mooring at Budge-Budge is ready to receive her.

Rules re. Transport of Petroleum imported into Calcutta, etc.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

The 25th July, 1904.

No. 90 Marine.—In supersession of the following Notifications of this Department, No. 99 Marine, of 7th April, 1891, No. 17 Marine, of 2nd February, 1892, No. 20 Marine, of 27th March, 1893, No. 188 Marine, of 9th October, 1899, and No. 134 Marine, of 27th July, 1900, and in exercise of the powers conferred by section 3, sub-section (2), clause (a) of the Indian Petroleum Act, 1899 (VIII of 1899), with the previous sanction of the Governor General in Council, the Lieutenant-Governor of Bengal is pleased to declare that petroleum imported into the Port of Calcutta or of Chittagong, or into any of the Orissa ports or into Narayanganj by sea, or across intervening territory, from any port of British India, shall, for all the purposes of the Act, be deemed to be transported.

Provided, however, that petroleum imported into any of the ports mentioned above from any port in Burma shall have been certified at the port of loading, by the proper authority of that port to be "not dangerous" and that a certificate to that effect shall be handed over to the Collector of Customs at the port of landing before the petroleum is landed. At the port of Calcutta the certificate above referred to shall be handed over to the Vice-Chairman of the Commissioners of the Port.

Rules for regulating the grant of Licences to possess and transport Petroleum.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 86 MARINE.

The 6th April, 1906.—In exercise of the powers conferred on him by section 9 of the Indian Petroleum Act, 1899, and in supersession of the rules sanctioned under this Government's Notification No. 311 Marine, dated the 1st September 1903, which was published at pages 1159-1165, Part 1 of the Calcutta Gazette of the 2nd September 1903, the Lieutenant-Governor is pleased, with the previous sanction of the Governor-General in Council, to make the following rules for regulating the grant of licences to possess and transport petroleum in the Lower provinces of Bengal :—

Preliminary.

1. The following rules shall extend to all the territories for the time being administered by the Lieutenant-Governor.
2. In these rules, including the forms annexed thereto,—
 - (i) "the town of Calcutta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort William in Bengal ;
 - (ii) "the Municipality of Calcutta" means the municipal limits of Calcutta as defined in the Calcutta Municipal Act, 1899 ;
 - (iii) the expression "Suburbs of Calcutta" means the local area for the time being excluded from the general police district of Bengal by notification under section 1 of the Calcutta Suburban Police Act, 1866 ; and
 - (iv) "petroleum in bulk" means petroleum in quantities of five hundred gallons or upwards contained in any one receptacle.

Possession of Petroleum.

3. Licences for the possession of petroleum (other than dangerous petroleum) within the town and suburbs of Calcutta shall be granted only when—(1) the quantity of petroleum to be kept in one place does not exceed 50,000 gallons, and (2) the place intended to be used for the keeping of the petroleum fulfils the following conditions, namely : (a) if the quantity of petroleum to be kept in the place does not exceed 5,000 gallons, the building itself shall be constructed of masonry with a terraced or iron roof, and the doorways and other openings of the building shall be built up to such a height above the level of the road or street, or the floor shall be sunk to such a depth below the level of the road or street, as will prevent the petroleum from flowing out of the place in case of fire ; (b) if the quantity of petroleum to be kept in the place exceeds 5,000 gallons, the building and the doorways and other openings of the building shall be built up to such a height above the level of the road or street, or the floor

shall be sunk to such a depth below the level of the road or street as will prevent the petroleum from flowing out of the place in case of a fire, and there shall be a clear open space of at least twenty feet round the building :

Provided that, if the place in which the petroleum is to be kept is situated within one hundred yards of the river Hoagly or Tolly's Naka or the Circular Canal, the building shall further be surrounded by a wall or earthen embankment not less than four feet high, so placed as to provide an enclosure of sufficient capacity to hold all the petroleum stored.

4. Licences for the possession of petroleum (other than dangerous petroleum) in places outside the town and suburbs of Calcutta shall, if the quantity of petroleum to be kept in the place does not exceed 50,000 gallons, be granted on the same terms as those granted in the town and suburbs of Calcutta for the possession in one place of not more than 5,000 gallons. If a licence for the possession in one place of a larger quantity than 50,000 gallons is required, the licence shall be granted on the same conditions as those granted in the town and suburbs of Calcutta for the possession in one place of petroleum exceeding in quantity 5,000 gallons.

5. General licences for the possession of dangerous petroleum shall be granted only on the following conditions :—

(a) The petroleum must be stored in gas-tight tinned or galvanized-steel iron, steel or lead-plate drums or receptacles, each containing not more than 10 gallons and fitted with well made filling holes and fitting screw-plugs or fitted with screw-cap with metal air-tight under-cap. Such drums or receptacles must be packed in strong wooden cases, the thickness of the wood being not less than half an inch : Provided that wooden cases shall not be necessary when the drums or receptacles are made of tinned or galvanized-steel iron, or steel, and have the following thickness of metal :—

	Not less than
(1) when the capacity does not exceed 2 gallons	25 B. W. G.
(2) when the capacity exceeds 2 gallons, but does not exceed 4 gallons	22 B. W. G.
(3) when the capacity exceeds 4 gallons	16 B. W. G.
(b) An air space of at least one-tenth of its capacity must be left in each drum or receptacle at the time of filling.	
(c) The drums or receptacles must be so substantially constructed and secured as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure.	

- (d) Before any vessel which contains or has contained dangerous petroleum is repaired by the licensee, or is sent by him to be repaired, the vessel shall, as far as practicable be cleared of all dangerous petroleum and of all dangerous vapours arising from the same.
- (e) The building in which the petroleum is to be stored must be constructed of masonry or other unflammable material, with terraced, tiled or iron roof and a tiled, paved or earthen floor.
- (f) Either (1) the doorways and other openings of such building must be built up to such a height above the level of the road or street, or the floor thereof must be sunk to such a depth below the level of the road or street that the petroleum stored in it cannot flow out of the building in case of its escape from the receptacles in which it is contained, or (2) the building must be surrounded with a masonry wall or embankment sufficiently high to contain all the petroleum in the building in case of its escape therefrom: Provided that a combination of methods (1) and (2) may be adopted.
- (g) All ventilating openings in such building must be protected by strong wire gauze.
- (h) No smoking shall be permitted inside any installation.
- (i) All due precautions must be taken for preventing (1) accidents by fire or explosion, and (2) access by unauthorised persons to any dangerous petroleum or to any vessels containing or having actually contained the same.
- (j) Every person managing, or employed on, or in connection with, the building in which the petroleum is stored, shall abstain from any act whatever which tends to cause fire or explosion and the doing of which is not reasonably necessary, and shall prevent any other person from doing any such act.
- (k) The said building shall be liable to inspection by an officer authorised in this behalf.
- (l) The drum or other receptacle containing dangerous petroleum shall only be opened on the licensed premises, at or immediately adjoining the place of storage, and for the time necessary for drawing off the petroleum, and during such drawing off, every reasonable precaution shall be adopted for preventing the escape of dangerous petroleum or the vapour therefrom.
- (m) No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, and no fire of any description, shall be permitted at any time within the installation.

- (n) The following distances must be kept clear round the building in which the petroleum is stored, namely:—

Quantity to be stored.	Distances to be kept clear when dangerous petroleum is stored in drums of capacity not exceeding 4 gallons.	Distances to be kept clear when dangerous petroleum is stored in drums of capacity exceeding 4 gallons.	
		Gallons.	Feet.
Not exceeding 1,000.	25
Exceeding 1,000, but not exceeding 5,000.	40
" 5,000 "	" "	10,000	50
" 10,000 "	" "	15,000	60
" 15,000 "	" "	20,000	70
" 20,000 "	" "	25,000	80
" 25,000 "	" "	30,000	90
" 30,000	100

- (o) When the quantity of dangerous petroleum to be possessed does not exceed 60 gallons, the following conditions shall be imposed instead of those mentioned in clauses (c) (f) and (n), namely:—
- (i) The store-house or building in which the petroleum is stored must be well ventilated, and must be constructed of unflammable material, except that the doors and windows may be of wood.
- (ii) When such store-house forms part of, or is attached to, another building, and the intervening floor or partition is of an unsubstantial or inflammable character or has openings therein, the whole of such building shall be deemed to be the store-house, and no portion of such store-house shall be used as a dwelling-house or as a place where persons assemble; and the store-house must have an entrance from the open air distinct from any dwelling-house or any place in which persons assemble.

"Rule 5 A. Special licences for the possession of dangerous petroleum in receptacles containing more than 10 gallons, but not more than 500 gallons each, shall be granted on such conditions and in such form as the Local Government may prescribe on the recommendation of the Chief Inspector of Explosives."

6. (1) Notwithstanding anything in rules 3 and 4, and subject to the conditions prescribed in this rule, and to such further conditions as may be prescribed by the Local Government in each case, a license may be granted for the possession of any stated quantity of petroleum (other than dangerous petroleum) in a place specially prepared for the storage of petroleum in bulk in accordance with plans and specifications approved by the Local Government. The capacity in gallons shall be conspicuously marked on every storage-tank or other receptacle in such place.

(2) Every tank or other receptacle for the storage of petroleum in bulk in such a place as is referred to sub-rule (1) shall be protected by an efficient lightning conductor:

Provided that a tank or receptacle which is not of sufficient capacity to contain 10,000 gallons of petroleum need not be so protected if it is so situated as not to be liable to cause danger in the event of the petroleum being ignited, i.e. if it is not in close proximity to any other such tank or to any building, and if it is surrounded by a wall or moat, or combination of both, sufficient to prevent the flow of petroleum beyond certain circumscribed limits in the event of the escape of the whole contents of the tank when full.

(3) Not less than once in every year the holder of a license, granted under sub-rule (1) for the place in which there is, under sub-rule (2), required to be a lightning-conductor, shall test or cause to be tested the efficiency of the lightning-conductor in such manner as the authority granting the license may, by general or special order, declare to be sufficient.

(4) Notwithstanding anything contained in sub-rule (3), an officer appointed in writing by the Local Government in this behalf may enter any place in which there is, under sub-rule (2), required to be a lightning-conductor, for the purpose of testing the efficiency of the lightning-conductor at any time after sunrise and before sunset.

7. The Chief Inspector of Explosives, the Inspector of Explosives, the District Magistrate, or any Deputy Magistrate or Sub-Deputy Magistrate or in the town and suburbs of Calcutta, the Commissioner of Police, or any Police Officer of, or above the rank of officer in charge of a police-station, may enter any place in respect of which a license for the possession of petroleum has been granted for the purpose of inspecting the same at any time after sunrise and before sunset.

Provided that a Police Officer below the rank of Inspector shall previously obtain the order of the District Magistrate or Commissioner of Police, or Deputy Commissioner of Police, or District Superintendent of Police, in writing for such duty.

8. The officer authorised by the preceding rule to enter on such premises may require a sample to be delivered to him from any tank or other receptacle containing petroleum stored in any licensed premises. The procedure prescribed in sections 12 and 13 of the Act shall apply to any demand for samples made under this rule, and to the testing of such samples.

9. The following fees shall be charged for licenses for the possession of petroleum in places situated within the Municipality and Suburbs of Calcutta:—

Licenses for the possession of dangerous petroleum:—

	Rs.
• For quantities not exceeding 40 gallons (section 5) * ...	3
• For quantities exceeding 40 gallons (section 5), but not exceeding 500 gallons ...	8
• For quantities exceeding 500, but not exceeding 1,000 gallons ...	12
• For quantities exceeding 1,000 gallons, but not exceeding 5,000 gallons ...	12 Plus Rs. 2 extra for 1,000 gallons or part thereof in excess of 1,000 gallons.
• For quantities exceeding 5,000 gallons and upwards to 50,000 gallons ...	20 Plus Rs. 4 for every 1,000 gallons or portion thereof in excess of 5,000 gallons.
• For quantities exceeding 50,000 gallons ...	250
Licenses for the possession of other petroleum:—	
• For quantities exceeding 500, but not exceeding 1,000 gallons ...	12
• For quantities exceeding 1,000 gallons, but not exceeding 5,000 gallons ...	12 Plus Rs. 2 for each 1,000 gallons or part of 1,000 gallons in excess of 1,000 gallons.
• For quantities exceeding 5,000 gallons, but not exceeding 50,000 gallons ...	20 Plus Rs. 4 for each 1,000 gallons or part of 1,000 gallons in excess of 5,000 gallons.
• For quantities exceeding 50,000 gallons ...	250

10. The fees for licenses for the possession of petroleum in places situated beyond the limits of the Municipality and suburbs of Calcutta shall be half those prescribed in rule 9:

Provided that no fee shall be charged under these rules for a license to possess petroleum within municipal limits other than Calcutta.

11. Every license for the possession of petroleum in any place shall specify the maximum quantity of petroleum which may be stored in that place.

12. Licenses for the possession of petroleum shall be in force until the 31st of December next following the date of issue of the license:

Provided that the Licensing Officer or the Local Government may, at any time, for good and sufficient reason, cancel a license.

13. Any premises belonging to the Commissioners for the Port of Calcutta and appertaining to the Budge-Budge Petroleum Depot, and any premises used by the Commissioners for the temporary storage of petroleum brought into the Port of Calcutta, shall be deemed to be places in respect to which licenses for the possession of petroleum have been granted under these rules.

14. Any tank or other receptacle for the storage of petroleum in bulk that may be erected on the land belonging to the Commissioners for the Port of Calcutta, and appertaining to the Budge-Budge Petroleum Depot, shall be deemed to be a place in respect of which a license for the possession of petroleum has been granted under rule 6.

Transport of Petroleum.

15. Receptacles for the transport of dangerous petroleum shall be of the same description as is required, under rule 5, for the possession of dangerous petroleum.

16. (1) Licenses for the transport of petroleum (other than dangerous petroleum) in quantities exceeding 500 gallons, and licenses for the transport of dangerous petroleum in quantities exceeding three gallons, may be either general or special. The transport of dangerous petroleum in bulk is absolutely prohibited.

(2) Licenses for the transport of petroleum, other than in bulk shall only be granted if the petroleum to be transported is packed in bottles securely stoppered and carefully packed so as to avoid risk of breakage or in air-tight tank carts of a pattern approved by an officer appointed by the Local Government in this behalf.

(3) Licenses for the transport of petroleum, in bulk (other than dangerous petroleum) by railway may be granted if the petroleum is contained in wagons approved by the railway administration over whose line it is proposed to transport it.

(4) (a) Licenses for the transport of petroleum in bulk (other than dangerous petroleum) by steamer or barge may be granted if the vessel is certified to be fit for the service by an officer appointed by the Local Government in this behalf. This certificate will remain in force for one year.

(b) The vessel, if a steamer, must possess a certificate of survey granted under the provisions of the Inland Steam-vessels Act, 1884.

(c) The vessel, if a barge, should be towed by a steamer.

(d) Vessels carrying petroleum in bulk shall not be allowed to carry other inflammable cargo at the same time, such as jute, cotton, straw, etc., nor passengers; and such vessels shall not be allowed to load any cargo or carry passengers after having discharged the petroleum, until the oil compartments have been thoroughly cleaned.

(e) No naked lights shall be allowed on board any vessel carrying petroleum in bulk.

17. General licenses for a period of twelve months shall be issued for transport by rail, by road, or by water. Such licenses shall authorise the holders to transport any petroleum being their own petroleum without restriction as to destination or quantity.

18. (1) The holder of a general license granted under rule 17 shall, with each consignment of petroleum conveyed under cover of this license, issue a pass in Form G appended to these rules, specifying the places from and to which the petroleum is to be conveyed, the route by which it is to be taken and the quantity of petroleum covered by the pass.

(2) Each such pass shall be numbered.

(3) When petroleum is being carried under any such pass by rail, it shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Railway Administration of the line over which it is being carried.

(4) When petroleum is being so carried by carts—

(a) the number of the general license under which the pass was issued shall be legibly marked on a conspicuous part of the last case on each cart, and

(b) the person or persons in charge of the cart or carts shall not permit them to be moved after sunset or before sunrise, or to carry any light, and shall not permit any smoking therein.

(5) When petroleum is being so carried by steamer, it shall be stored in such part of the steamer, and in such manner as may be approved by the licensing authority or any officers appointed by it in writing in this behalf.

(6) When petroleum is being so carried by boat—

(i) no person shall smoke or kindle or carry any fire or light in or into the boat, and

(ii) the person in charge of the boat shall, from sunrise to sunset show at its stern a red flag, 18 inches long and 12 inches broad, bearing the word "Petroleum Boat" marked on it in black letters.

19. The Licensing Officer may, for special reasons to be reported to Government, refuse a license in any case. The reasons for refusing a license shall be communicated to the applicant, if a request to that effect is preferred by him.

20. Every special license for the transport of petroleum shall specify the places from and to which, respectively, the petroleum is to be conveyed, the route by which it is to be taken, the quantity of petroleum covered by the license, and the time for which the license is in force.

21. Petroleum transported to Calcutta or Howrah under a license, whether general or special, shall be conveyed by land and not by water between Garden House and Cossipore:

Provided that dangerous petroleum, in quantities not exceeding 300 gallons, may be conveyed by water between Garden House and Cossipore, on condition that it is covered by the necessary license, and is not unloaded from boats at the following ghāts:—

On the Howrah side:—Bachali Ghāt, near the Howrah Jute Mills.

On the Calcutta side:—Jaggernath Ghāt, Sahib Bazar Ghāt, Ruitollah Ghāt and Bagbazar Ghāt.

Explanation.—This rule shall not apply to the conveyance of petroleum which is brought under a license from beyond the limits of Calcutta or Howrah, and is not intended to be landed within those limits.

22. Applications for special licenses for the transport of petroleum by rail, by cart, by boat, or by steamer, or by two or more of these modes of conveyance, shall specify the description and quantity of petroleum to be transported, and the places from and to which, respectively, the petroleum is to be conveyed, and the route to be taken, and shall describe the receptacles in which it is to be contained or, in the case of petroleum to be transported in bulk, shall state that the wagon or vessel in which it is to be carried has been approved or certified, as the case may be, as required by sub-rules (3) and (4) of rule 16. In the case of applications for licenses for the transport of dangerous petroleum under section 5 of the Act, the application shall also contain the particulars required by sub-section (2) of that section.

23. When a license has been granted under these rules for the transport of petroleum, the Chief Inspector of Explosives, the Inspector of Explosives, the District Magistrate, or any Deputy Magistrate or Sub-Deputy Magistrate, or, in the town and suburbs of Calcutta, the Commissioner of Police, or any Police Officer of, or

above, the rank of officer in charge of a police station may, at any time after sunrise and before sunset, and on or before the arrival of the petroleum at its place of destination, board any steamer or boat, or detain any cart, used for such transport, for the purpose of inspecting the license and seeing whether its provisions are being complied with.

Provided that a Police officer below the rank of Inspector shall previously obtain the order of the District Magistrate, or Commissioner of Police, or Deputy Commissioner of Police, or District Superintendent of Police, in writing for such duty.

24. The following fees shall be charged for licenses for the transport of petroleum under the Act:—

	Rs.
General licenses for the transport of petroleum for twelve months	100
Special license for the transport of dangerous petroleum:—	
For quantities exceeding 3 gallons, but not exceeding 40 gallons (section 6)	2
For quantities from 40 to 480 gallons	2
For quantities exceeding 480 gallons	8
Special license for the transport of other petroleum:—	
For quantities exceeding 500, but not exceeding 5,000 gallons	1
For every additional 5,000 gallons or part of 5,000 gallons	1

General.

25. License for the possession or transport of dangerous petroleum in quantities exceeding 40 gallons will be granted, subject to the provisions of section 5 of the Act, under the signature of an Under-Secretary to the Government of Bengal, on the recommendation of the Commissioner of Police, if the application for the license is made in the town and suburbs of Calcutta, or of the Commissioner of the Division, if the application is made elsewhere.

Application for such licenses should be made through the Commissioner of Police, Calcutta or the Commissioner of the Division, as the case may be.

26. Licenses for the possession or transport of dangerous petroleum in quantities not exceeding 40 gallons, and licenses for the possession or transport of other petroleum (except the possession of petroleum in

bulk) will be granted, in the town and suburbs of Calcutta by the Commissioner of Police, or Deputy Commissioner of Police, at Budge-Budge, by the Superintendent of the Petroleum Wharf, and elsewhere, by the District Magistrate, or by such other officer as the Local Government may, by order in writing, appoint in this behalf.

27. Licenses for the possession of petroleum in bulk will be granted, in the town and suburbs of Calcutta, by the Commissioner or Deputy Commissioner of Police, and by the Commissioner of the Division elsewhere, subject to the previous approval, in each case, of the Chief Inspector of Explosives.

28. Licenses granted under these rules, except those granted under rule 5 A, shall be in the forms and shall have endorsed on them the rules and conditions, respectively, prescribed for them in the schedule hereto annexed. Every such license shall, on the breach of any such condition, be liable to be forfeited.

29. Every application for the renewal of a license should be made in the same manner as an application for an original license. Every such application should be made at a date not less than fifteen days before the date on which the original license expires. The same fee shall be charged for the renewal of a license as for a new license.

SCHEDULE.

GENERAL FORM A.

License to possess dangerous Petroleum to be granted under section 5 or section 6 of Act VIII of 1899.

No.

Fee Rs.

LICENSEE is hereby granted to _____ for the storage, in the place described below, of _____ gallons of dangerous petroleum, subject to the rules and conditions on the back of this license.

Description of the place above referred to.

The _____ 19 _____

Under-Secy. to the Govt. of Bengal.

When the amount of petroleum does not exceed 40 gallons. { *Commissioner or Deputy Commissioner of Police or District Magistrate or Superintendent of the Petroleum Wharf at Budge-Budge.*

ENDORSMENT ON FORM A.

(Sections 6 and 7 of the Act to be printed here.)

Rules.

[Here enter Rules 2, 5, 7, 8, 9 (first part), 10 to 12, 25, 26, 28 and 29.]

Conditions.

1. All petroleum in the licensed place shall be contained in vessels of the kind referred to in rule 5 and labelled in accordance with section 7 of the Act.

2. No goods of a combustible nature shall be stored in the licensed place.

3. No smoking, light or fire in any form shall be permitted at any time within such building.

4. The license-holder is prohibited from delivering any quantity of dangerous petroleum exceeding three gallons to any one who has not a license under section 5 or 6 of the Act, or any less quantity of such petroleum, except in accordance with the conditions of the proviso to section 6 of the Act as to the vessels in which the petroleum must be contained.

FORM B.

License to possess Petroleum other than dangerous Petroleum to be granted under Section 11 of Act VIII of 1899.

No. _____ Fee Rs. _____
 LICENSE is hereby granted to _____ for the storage, in the place described below, of _____ cases containing _____ gallons of petroleum, subject to the rules and conditions, on the back of this license.

Description of the place above referred to.
 The _____ 19 _____

Commissioner or Deputy Commissioner of Police
 District Magistrate.
 Superintendent of Petroleum Wharf at Budge-Budge.

ENDORSEMENT ON FORM B.

Rules.

[Here enter Rules 2, 3, 4, 7, 8, 9, (so much as relates to petroleum other than dangerous,) 10, 11, 12, 26, 28 and 29 under section 9 of the Act.]

Conditions.

1. No goods of a combustible nature shall be stored in the licensed place.
2. No cask or other receptacle containing petroleum shall be opened or the oil drawn off, within the building in which the petroleum is stored.
3. No smoking, light or fire in any form shall be permitted at any time within such building.

FORM C.

License to possess Petroleum other than dangerous Petroleum in bulk, to be granted under section 11 of Act VIII of 1899.

No. _____ Fee Rs. _____
 LICENSE is hereby granted to _____ for the storage, in the place described below, of _____ gallons of petroleum, subject to the rules and conditions on the back of this license.

Description of the place above referred to.
 The _____ 19 _____

Commissioner of Police.
 Commissioner of Division.

ENDORSEMENT ON FORM C.

Rules.

[Here enter Rules 2, 3, 4, 7, 8, 9 (so much as relates to petroleum other than dangerous,) 10, 11, 27, 28 and 29 under section 9 of the Act.]

Conditions.

[Here enter such conditions as the Local Government has prescribed under Rule 6.]

FORM D.

Special License to transport dangerous Petroleum granted under section 5 or section 6 of Act VIII of 1899.

No. _____ Fee Rs. _____
 LICENSE is hereby given to _____ of _____ to transport cases containing in all _____ gallons of dangerous petroleum from _____ to _____ subject to the rules and conditions on the back of this license, and by the following route, namely:—

The amount of petroleum in each case is stated below.

This license shall continue in force till the _____ day of _____ 19 _____

Under-Secy. to the Govt. of Bengal.

Commissioner or Deputy Commissioner of Police.

In the case of the transport of dangerous petroleum in amount not exceeding _____ gallons.

District Magistrate.

Superintendent of the Petroleum Wharf at Budge-Budge.

ENDORSEMENT ON FORM D.

(Section 7 of the Act.)

Rules.

[Here enter Rules 2, 5, (a), (b), (c), 15, 19, 20, 21, 22, 23, 24, (so much as relates to dangerous petroleum), 25, 26, 28 and 29.]

Conditions.

1. The petroleum shall be contained in vessels of the kind referred to in rule 5 and labelled in accordance with section 7 of the Act.
2. The license-holder is prohibited from delivering any quantity exceeding three gallons to any one who has not a license under section 5 or 6 of the Act, or any less quantity of petroleum, except in accordance with the conditions of the proviso to section 6 of the Act as to the vessels, in which the petroleum must be contained.

FORM E.

Special License to transport Petroleum other than dangerous Petroleum granted under section 11 of Act VIII of 1899.

No. _____ Fee Rs. _____

LICENSE is hereby granted to _____ to transport from _____ gallons of petroleum, subject to the rules and conditions on the back of this license.

This license shall continue in force only till the _____ day of _____ 19 _____

Dated the _____ day of _____ 19 _____
 Commissioner or Deputy Commissioner of Police
 District Magistrate
 Superintendent of Petroleum Wharf at Budge-
 Budge.

ENDORSMENT ON FORM E.

Rules.

[Here enter Rules 2, 16, 19, 20, 21, 22, 23, 24, (so much as relates to special licenses for the transport of "other petroleum") 26, 27, 28 and 29.]

FORM F.

General License to transport Petroleum other than dangerous Petroleum to be granted under Section 11 of Act VIII of 1899.
 (see Rule 16).

No. _____

Fee Rs. 100.

A GENERAL LICENSE is hereby granted to _____ to transport petroleum subject to the rules and conditions on the back of this license.

This license shall continue in force till the _____ day of _____ 19 _____

Commissioner or Deputy Commissioner
 of Police or District Magistrate.

ENDORSMENT ON FORM F.

Rules.

[Here enter Rules 2, 16, 17, 18, 19, 21, 23, 24, (so much as relates to general licenses), 26, 28 and 29 under section 2 of the Act.]

*Omit these words when petroleum is to be transported in bulk.

FORM G.

Pass to be granted by the holder of General License No. _____ for the transport of Petroleum.

No. _____

This pass covers _____ containing _____ gallons of _____ petroleum, being the property of _____, while in transport from _____ to _____ (a)
 Holder of General License No. _____

Dated _____ 19 _____

FORM K.

General License to transport dangerous Petroleum granted under Section 5 or 6 of Act VIII of 1899.

No. _____

Fee Rs. _____

A GENERAL license is hereby granted to _____ to transport dangerous petroleum otherwise than in bulk subject to the rules and conditions on the back of this license.

This license shall continue in force till the _____ day of _____ 19 _____

Dated the _____ day of _____ 19 _____
 Under-Secy. to the Government of Bengal.
 Commissioner of Police.
 Superintendent of the Petroleum Wharf,
 Budge-Budge.
 District Magistrate.
 Officer appointed on this behalf.

ENDORSMENT ON FORM K.

(Section 5 and 7 of the Act.)

Rules.

* Here enter Rules 2, 5 (a), (b), (c), 15, 16, 17, 18, 19, 21, 23, 24 (so much as relates to general licenses), 25, 26, 28 and 29 under section 9 of the Act.]

Conditions of License.

1. The petroleum shall be contained in vessels of the kind referred to in rule 5 and labelled in accordance with section 7 of the Act.

2. The license-holder is prohibited from delivering any quantity exceeding three gallons to any one who has not a license under section 5 or 6 of the Act, or any less quantity of petroleum, except in accordance with the conditions of the proviso to section 6 of the Act, as to the vessels in which the petroleum must be contained.

(a) The route by which consigned and the manner of carriage to be filled in here.

Rules for regulating carriage of Petroleum in native passenger ships.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 113—MARINE.

The 5th September 1903.—The following notification by the Government of India, publishing rules for regulating the carriage of petroleum in native passenger ships, is re-published for general information.

No. 5100-S. R., dated Simla, the 20th August, 1903.

NOTIFICATION—*By the Government of India, Finance and Commerce Department.*

In exercise of the powers conferred by section 53 of the Native Passenger Ships Act, 1887 (X of 1887), the Governor General in Council is pleased to make the following rules regarding the carriage of petroleum in ships to which the said Act applies:—

1. No petroleum which is dangerous within the meaning of the Indian Petroleum Act, 1899 (VIII of 1899), shall be shipped on board any ship proceeding or departing from British India, and no other petroleum shall be carried on board such a ship otherwise than in accordance with the following conditions, namely:—

- (a) The master, owner or agent shall give notice to the Chief Customs officer, or such other officer as the Chief Customs Officer may nominate in this behalf, before permitting any petroleum to be shipped.
- (b) Each consignment of petroleum shipped shall be covered by a declaration made and signed by the shipper in Form A (hereto annexed), if the petroleum has been imported into British India, and otherwise in Form B.
- (c) Petroleum shall be shipped either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums.
- (d) The nature of every consignment of petroleum shipped shall be marked on the outside of the package containing it.
- (e) Petroleum shall be stored separate from all other cargo and, as far as possible, away from lights, or fires, and or boiler.
- (f) There shall be a water-tight bulkhead between the engine-room and any hold in which petroleum is stored, and the sluice-valves of such bulkhead shall be shut down and pad-locked.
- (g) Save where electric light is used, no petroleum shall be shipped or discharged except between sunrise and sunset; no lights other than electric lights shall be lit in a hold in which petroleum is stored; and no smoking shall be permitted in or near any such hold.

(A) No person shall otherwise than along with, or with the authority of, an officer of the ship, be permitted to visit a hold in which petroleum is stored.

(f) No more passengers shall be carried than can with safety be accommodated in the ship's boats in case of accident, unless the vessel is a coasting one proceeding on a short voyage and there are provided life-belts sufficient for such passengers as cannot be accommodated in the boats.

(j) At any port in which a ship carrying petroleum is for the time being, the Chief Customs Officer, or such other officer as the Chief Customs Officer may nominate in this behalf, may take and test any consignment of such petroleum or any single case or drum thereof.

(k) If any petroleum tested under clause (j) is found to be dangerous petroleum, defined as aforesaid, the whole consignment of which the petroleum tested formed a part, shall be liable to confiscation.

2. The officer authorised to grant a certificate in respect of a ship under sections 7 and 12 of the Native Passenger Ships Act, 1887 (X of 1887), shall, if there is petroleum on board, not grant the same without the consent of the Chief Customs Officer or such other officer as the Chief Customs Officer may nominate in this behalf.

3. Whoever commits a breach of any of these rules shall be punishable with fine which may extend to two hundred rupees, and when the breach is a continuing one, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

FORM A.

We hereby declare that the cases and drums marked as follows:—
presented for shipment on the S. S. contain imported petroleum, and that the petroleum is contained in the original packages in which it was imported into this country.

Place
Date

Shippers.

FORM B.

We hereby declare that the whole of the petroleum contained in the cases or drums marked and presented for shipment on S. S. is petroleum, which is covered by flash point certificate No. dated from the officer appointed by the Local Government for testing petroleum, a true copy of which, certified by us, is herewith attached.

Place
Date

Shippers

(Received with Government endorsement No. 1513—Marine dated, 11th September 1903, and published in Part I of the "Calcutta Gazette" dated 9th September 1903, pages 1189 to 1190.)

No. 55 Marine.—*The 2nd March 1897.*—In exercise of the powers conferred on him by section 11 of the Petroleum Act, 1886, and in supersession of rule 15, clause (3) of the Rules for regulating the grant of licenses to possess and transport petroleum in the Lower Provinces of Bengal, which were sanctioned under Notification No. 62 Marine, dated the 21st May 1895, which was published in part I, page 604 of the *Calcutta Gazette* of the 22nd idem, the Lieutenant-Governor sanctions the following revised rules:—

(a) Licenses for the transport of petroleum other than dangerous petroleum in bulk by steamer or barge may be granted if the vessel is certified to be fit for the service by an officer appointed by the Local Government in this behalf.

(b) The vessel, if a steamer, must possess a certificate of survey granted under the provisions of the Inland Steam-vessels Act, 1884.

(c) The vessel, if a barge, should be towed by a steamer.

(d) Vessels carrying petroleum in bulk shall not be allowed to carry other inflammable cargo at the same time, such as jute, cotton, straw, &c., nor passengers; and such vessels shall not be allowed to land any cargo after having discharged the petroleum, until the oil compartments have been thoroughly cleaned and certified by an officer of the Government to be quite free from petroleum.

(e) A steamer towing a barge carrying petroleum in bulk shall not be allowed to carry any such inflammable cargo, nor shall such steamer be allowed to have in tow at the same time any other vessel carrying such inflammable cargo.

(f) No naked lights shall be allowed on board any vessel carrying petroleum in bulk.

A. D. McARTHUR,
Colonel, R. E.,
Secretary to the Government of Bengal.

MARINE DEPARTMENT.

The 16th January 1903.

No. 7 Marine.—The following notification by the Government of India is re-published for general information.

W. A. INGLIS,
Offg. Secy. to the Govt. of Bengal

No. 1795, dated Calcutta, the 12th December 1902.

NOTIFICATION.—By the Government of India, Home Department.

In exercise of the powers conferred by section 3 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to make the following rule to regulate the transport of petroleum from one Province of British India to any other, namely:—

Where petroleum is transported from any Province of British India to any other such Province, the rules relating to the granting of transport licenses and to the transport of petroleum for the time being in force in the Province from which the petroleum is transported, and no others shall, so far as they can be made applicable, be deemed to apply to the petroleum, so long as it remains in transport, as though it were being transported within the limits of such last-mentioned Province.

MARINE DEPARTMENT.

The 15th April 1905.

No. 49 Marine.—The following notification by the Government of India is re-published for general information.

W. A. INGLIS,
Secretary to the Government of Bengal.

No. 965c, dated Simla, the 6th April 1905.

Notification.—By the Government of India, Department of Commerce and Industry.

In exercise of the powers conferred by section 8 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor General in Council is pleased to direct that the rule to regulate the transport of petroleum from one Province of British India to any other published with the notification of the Government of India in the Home Department No. 1795, dated the 12th December 1902, the brackets, figures and words "(1) Save as otherwise provided in sub-rule (2)" be prefixed and the following sub-rule shall be added, namely:—

"(2) Nothing in sub-rule (1) shall be deemed to limit or otherwise affect the exercise, for the due enforcement of the rules rendered applicable by the said sub-rule, or any powers of inspecting or detaining petroleum in transport, which may be exercisable by any Magistrate or Police Officer under any rules for the time being in force under the Indian Petroleum Act, 1899 (VIII of 1899), in the Province within which the petroleum is being transported."

RIVER DUE.

GOVERNMENT OF BENGAL MARINE DEPARTMENT.

NOTIFICATION.

No. 35—MARINE.

Calcutta, the 17th March 1908.—It is hereby notified, for general information, under the provisions of section 109 of the Calcutta Port Act, 1890, that, from the 1st April 1908, the following charges, framed by the Commissioners under section 103 of that Act, as amended by the Calcutta Port (Amendment) Act, 1907, will be levied by way of *River Due* upon goods landed from, or shipped into any sea-going vessel lying or being within the limits of the Port, whether such goods shall or shall not be landed or shipped at any dock, wharf, quay, stage, jetty or pier belonging to the Commissioners, etc.—

On all goods including Coal other than
Bunker Coal and Manganes Ore ... 4 annas per ton.

On Coal loaded into a vessel's bunkers for
consumption on board the vessel ... 3 " "

On Manganes Ore ... 12 " "

Goods landed from one vessel and shipped into another vessel in the course of transshipment within the Port shall be exempt from the payment of River Due; also ballast, within the exception of dressed stone.

On miscellaneous general cargo, landed or shipped at the jetties or the docks, for which the landing and shipping charges are not levied on the ton by weight, one-fifth of these charges will be levied as river due.

On goods landed or shipped over the Inland Vessels wharves or otherwise than through the docks or jetties, the due shall be levied on the actual weight where such is ascertainable, and in all other cases in accordance with the weights and measurements given in the schedule in force for the Inland Vessels Wharves.

R. E. CARTER,
Offg. Secy. to the Govt. of Bengal.

COMMISSIONERS FOR MAKING IMPROVEMENTS
IN THE PORT OF CALCUTTA.

NOTICE.

"The following revised scale of charges on goods landed at the Jetties and Docks, having been approved by His Honour the Lieutenant-Governor of Bengal, is now published for general information, in accordance with the provisions of section 107, Act III (B. C.) of 1890, and will come into force from the date hereof.

By order of the Commissioners,

R. A. DONNITHORNE,

20th May, 1908.

Secretary.

SCHEDULE A.

Scale of Rates to be charged on Imports at the Jetties and Docks.

No.	DESCRIPTION.	Wharfage.		Removal.		Wharf rent per month on goods not cleared within three clear working days after date of landing.
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
1	Abate, per cwt.	0 1	0 0	0 0	0 0	
2	Accommodations, military					
3	Do, surgeons, per case					
4	Armed vessels, per dozen quarts	8 4	0 0	0 0	0 0	
5	Almonds, per cwt.	0 1	0 0	0 0	0 0	
6	Alum	0 1	0 0	0 0	0 0	
7	Alum	0 1	0 0	0 0	0 0	
8	Ammonia	0 1	0 0	0 0	0 0	
9	Ammonia	0 1	0 0	0 0	0 0	
10	Ammonia	0 1	0 0	0 0	0 0	
11	Ammonia	0 1	0 0	0 0	0 0	
12	Ammonia	0 1	0 0	0 0	0 0	
13	Ammonia	0 1	0 0	0 0	0 0	
14	Ammonia	0 1	0 0	0 0	0 0	
15	Ammonia	0 1	0 0	0 0	0 0	
16	Alum	0 1	0 0	0 0	0 0	
17	Ballast, per ton	0 1	0 0	0 0	0 0	
18	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
19	Bark, in bags, of 12 linear measure, per bag	0 1	0 0	0 0	0 0	
20	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
21	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
22	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
23	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
24	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	
25	Bark, in bags, per cwt.	0 1	0 0	0 0	0 0	

No.	Description.	Wharfts.		Removal.		Wharf rent per month on goods not cleared within three clear working days after date of landing.
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
26	Saltpetre, per package	0 5 0	0 2 6	1 0 0		
27	Bottle in package, per cwt. ..	0 1 0	0 2 0	0 2 0		
28	Stated-out, per cwt.	0 1 0	0 9 6	0 9 6		
29	Synopsis, lithographs and photographs, per package ..	Measurement rates.				
30	Billiard requisites and parts of tables, per case ..	0 2 0	0 1 0	0 1 0		
31	Tables, per ton	4 0 0	2 0 0	4 0 0		
32	Benolite, in cases or casks, per case or cask ..	0 3 0	0 2 0	1 8 0		
33	Benolite, in barrels, per barrel ..	3 0 0	2 0 0	0 0 0		
34	Blacking, per case	0 2 0	0 1 0	0 12 0		
35	Blacking, powder, per cwt. ..	0 1 0	0 0 0	0 0 0		
36	Blacking, wooden, in cases ..	Measurement rates.				
37	Boots and shoes, in cases ..	Measurement rates.				
38	Boxes, per cwt.	0 2 0	0 1 0	0 10 0		
39	Bottles, empty, 4 oz. and over, per dozen ..	0 1 0	0 1 0	0 2 0		
40	Brass, per package	0 7 0	0 1 0	3 8 0		
41	Brass, of sorts, per cwt.	0 1 0	0 1 0	0 4 0		
42	Brimstone or Sulphur, per barrel ..	0 4 0	0 2 0	2 0 0		
43	Bridles, per cwt.	0 1 4	0 0 2	0 35 0		
44	Brimble, per case	0 12 0	0 2 0	2 0 0		
45	Buckles, Java, per dozen ..	0 4 0	0 1 0	0 4 0		
46	Buckles, per case	0 1 0	0 1 0	0 4 0		
47	Cables and chains, per cwt. ..	0 2 0	0 1 0	0 4 0		
48	Campbells, per case	0 1 0	0 1 0	0 4 0		
49	Campbells, per box of 20 tins ..	0 1 0	0 1 0	0 4 0		
50	Cans in India, per bale	0 4 0	0 4 0	2 0 0		
51	Cards and stamps	Measurement rates.				
52	Cards of Oblivion	Measurement rates.				
53	Carpenter, per cwt.	0 4 0	0 1 0	0 8 0		
54	Carpenter on four wheels, each ..	0 4 0	0 1 0	0 8 0		
55	Carriage on two wheels	0 4 0	0 1 0	0 8 0		
56	Carriage on four wheels, each ..	0 4 0	0 1 0	0 8 0		
57	Cartridges (empty), per case ..	Measurement rates.				
58	Cartridges (empty), per case ..	Measurement rates.				
59	Cartridges (empty), per case ..	Measurement rates.				
60	Cassids, per bag of 2 barrel mounds ..	0 0 0	0 0 0	0 0 0		
61	Cassids, in drums, per cwt. ..	0 0 0	0 0 0	0 0 0		
62	Cement, per barrel	0 3 0	0 2 0	0 8 0		
63	Chalk, in bags, per cwt.	0 0 0	0 0 0	0 0 0		
64	Chalk, per cwt.	0 0 0	0 0 0	0 0 0		
65	Chalk, per cwt.	0 0 0	0 0 0	0 0 0		
66	Chillies, per cwt.	See Holland.				
67	China roots, per cwt.	0 1 0	0 0 0	0 10 0		
68	Cigars in cases	Measurement rates.				
69	Cigars or Cans, per cwt.	0 3 0	0 1 0	0 4 0		
70	Clinks in cases, per case	0 3 0	0 1 0	0 4 0		
71	Cloves in bags, per cwt.	0 0 0	0 0 0	0 0 0		
72	Cloves in bags, per cwt.	0 0 0	0 0 0	0 0 0		
73	Cloves, export, in bags, per cwt. ..	0 0 0	0 0 0	0 0 0		
74	Cloves, per cwt.	0 4 0	0 2 0	0 8 0		
75	Coffin, per cwt.	0 0 0	0 0 0	0 0 0		
76	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
77	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
78	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
79	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
80	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
81	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
82	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
83	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
84	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
85	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
86	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
87	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
88	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
89	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
90	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
91	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
92	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
93	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		
94	Coffin, per cwt.	0 2 0	0 1 0	0 4 0		

* Rent Rs. 10 per 1 mtd. per day subject to a minimum of 10 mtd.

No.	Description.	Wharfts.		Removal.		Wharf rent per month on goods not cleared within three clear working days after date of landing.
		Rs. As. P.	Rs. As. P.	Rs. As. P.	Rs. As. P.	
95	Cabochs, per cwt.	0 1 0	0 0 0	0 0 0		
96	Cassids, per bag of 2 barrel mounds ..	0 0 0	0 0 0	0 0 0		
97	Cherrycombs, per package	0 12 0	0 10 0	0 2 0		
98	Chills or gambles, per cwt.	0 2 0	0 1 0	0 10 0		
99	Cutlery, per case	0 2 0	0 1 0	0 10 0		
100	Chambers, per cwt.	0 1 0	0 0 0	0 0 0		
101	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
102	Chips, per bag of 2 barrel mounds ..	0 1 0	0 0 0	0 0 0		
103	Chips, per bag of 1 barrel mounds ..	0 4 0	0 2 0	0 8 0		
104	Chips, each	0 1 0	0 0 0	0 0 0		
105	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
106	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
107	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
108	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
109	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
110	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
111	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
112	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
113	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
114	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
115	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
116	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
117	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
118	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
119	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
120	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
121	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
122	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
123	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
124	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
125	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
126	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
127	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
128	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
129	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
130	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
131	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
132	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
133	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
134	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
135	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
136	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
137	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
138	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
139	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
140	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
141	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
142	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
143	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
144	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
145	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
146	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
147	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
148	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
149	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
150	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
151	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
152	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
153	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
154	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
155	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
156	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
157	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
158	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
159	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
160	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
161	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
162	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
163	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
164	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
165	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
166	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
167	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
168	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
169	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
170	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
171	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
172	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
173	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
174	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
175	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
176	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
177	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
178	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
179	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
180	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
181	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
182	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
183	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
184	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
185	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
186	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
187	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
188	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
189	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
190	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
191	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
192	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
193	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
194	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
195	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
196	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
197	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
198	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
199	Chips, per cwt.	0 1 0	0 0 0	0 0 0		
200	Chips, per cwt.	0 1 0	0 0 0	0 0 0		

No.	Description.	Wharfrage.	Removal.		Wharf rent per month on goods not shipped within three clear working days after date of loading.
			Rs. As P.	Rs. As P.	
285	Turnsole, per cwt. ..	..	0 1 0	0 0 0	0 16 0
286	Turpentine, per imported gallon ..	..	0 1 4	0 0 2	2 2 0
287	Twine and linen, per bale or case ..	..	0 0 0	0 4 0	2 0 0
288	Twine and yarn, cotton, per package ..	..	0 1 6	0 7 0	0 0 0
289	0 1 6	0 7 0	0 0 0
290	0 1 6	0 7 0	0 0 0
291	0 1 6	0 7 0	0 0 0
292	0 1 6	0 7 0	0 0 0
293	0 1 6	0 7 0	0 0 0
294	0 1 6	0 7 0	0 0 0
295	0 1 6	0 7 0	0 0 0
296	0 1 6	0 7 0	0 0 0
297	0 1 6	0 7 0	0 0 0
298	0 1 6	0 7 0	0 0 0
299	0 1 6	0 7 0	0 0 0
300	0 1 6	0 7 0	0 0 0
301	0 1 6	0 7 0	0 0 0
302	0 1 6	0 7 0	0 0 0
303	0 1 6	0 7 0	0 0 0
304	0 1 6	0 7 0	0 0 0
305	0 1 6	0 7 0	0 0 0
306	0 1 6	0 7 0	0 0 0
307	0 1 6	0 7 0	0 0 0
308	0 1 6	0 7 0	0 0 0
309	0 1 6	0 7 0	0 0 0
310	0 1 6	0 7 0	0 0 0
311	0 1 6	0 7 0	0 0 0
312	0 1 6	0 7 0	0 0 0
313	0 1 6	0 7 0	0 0 0
314	0 1 6	0 7 0	0 0 0
315	0 1 6	0 7 0	0 0 0
316	0 1 6	0 7 0	0 0 0
317	0 1 6	0 7 0	0 0 0
318	0 1 6	0 7 0	0 0 0
319	0 1 6	0 7 0	0 0 0
320	0 1 6	0 7 0	0 0 0

* Cancelled, vide Notification of 31-5-01.

MISCELLANEOUS CHARGES ON IMPORTS.

Charges to vessels for use of jetty berth. I. Every vessel, whether working or not while alongside the Jetties will be charged Rs. 35 per diem.

Charges for heavy sheers or 30-ton crane for goods landed at the Jetties and Decks:—

LANDING CHARGES.		Rs. A. P.	
158	Iron and steel ...	0 12 0	Per ton.
160	Galvanised iron ...	1 2 0	" "
190	Nails in kegs ...	0 0 8	Per cwt.
28	Ofman's stores ...	0 0 8	" keg.
200	Paints in kegs ...	0 1 6	" cwt.
278	Tin plates ...	0 0 9	" box.
300	Wire ...	0 0 6	" cwt.

CHARGES FOR FLOATING CRANES.

For each lift not exceeding 2 tons		A. P.	
Ditto	exceeding 2 tons, but not exceeding 4 tons	1 0	"
Ditto	" 4 " " 10	3 0	"
Ditto	" 10 " " 30	6 0	"
Ditto	" 30 " " 100	8 0	"

3. When charging for lifts made by the 100-ton sheers or the 30-ton crane, the weight of the sling will be charged for separately—

Weight of sling.		Ton cwt. gr. lb.	
5 tons sling	...	0 2 0	3
5 " "	...	0 2 0	21
10 " "	...	0 5 0	0
10 " "	...	0 3 2	6
15 " "	...	0 7 3	16
20 " "	...	0 9 2	0
20 " "	...	0 12	2 17
30 " "	...	0 16	0
30 " "	...	1 1 1	3

Two shackles, each 3 cwt., used with a 30-ton lift. 100-ton Sheers.

Weight of sling.		Ton cwt. gr. lb.	
15 tons sling	...	0 8 1	12
30 " "	...	0 6 1	21
60 " "	...	0 14	2 7
90 " "	...	0 23	2 0
150 " "	...	0 39	3 7

* The present rates should be in force for other charges in connection with the use of 100 ton sheers.

Minimum charges for use of 100-ton sheers or 30-ton crane.

4. The minimum charge for use of the 100-ton sheers or the 30-ton crane is Rs. 50.

5. When the crane vessel is required to make lifts at any place within the port, either above the Howrah Bridge or below the Kidderpore Dock, an additional charge of Rs. 50 per day will be made.

6. When the 100-ton sheers or the 30-ton crane is required to make a lift after 6 P.M., a fee of Rs. 10 per hour will be charged for overtime, and on holidays a day's pay for each of the staff on duty.

7. Consignees must provide coolies for loading carts.

8. The charge for weighing goods will be one-third of the landing charge.

9. The charge for passing goods in wagons over weigh-bridge will be 8 annas per wagon.

10. No charge for hoisting will be made for this service in future, but the Commissioners do not guarantee to provide cranes for hoisting lifts on the carts, and the fact that the cranes are not available for the purpose at any time shall not constitute a reason for exemption from any wharf rent that may be incurred on this account.

11. *Discharged overide.*—Goods hoisted by the hydraulic crane on to the deck of a vessel and lowered from the deck into boats by the vessel's gear on the water charged one-third of the landing charges, except in the case of rails charged one-fifth of the landing charges.

12. *Landed and Re-shipped direct.*—Goods for overside, landed on trollies on the Docks or Jetties by one crane, trolled to another and re-shipped into boats direct, will be charged single landing rates.

13. *Landed and Re-shipped.*—Goods for overside landed on the Docks or Jetties and afterwards re-shipped will be charged double landing rates.

14. *Landed and Transhipped.*—Goods for transhipment landed on the Docks or Jetties and afterwards re-shipped will be charged one-and-a-third landing rates.

15. No charge for wharf rent will be made until the fourth day after landing, *i.e.*, goods landed on Monday will not be liable to wharf rent if removed before Thursday evening; and no charge for wharf rent will be made for holidays, when, owing to the Custom House being shut, consignees are unable, without any fault on their part, to clear their goods. Sundays and holidays will be exempted from rent,

unless the goods have already incurred rent, in which case Sundays and holidays are included.

16. When a vessel is entered at the Custom House after 2 P.M. on week days or after 1 P.M. on Saturday, in calculating wharf rent, the cargo she discharges either on or before the day of her entry will be considered as landed on the next working day.

17. *Damaged goods*, for which a claim is brought against the ship, will not be charged wharf rent until the fifth day after landing; provided notice of survey is given to the Dock or Jetty Superintendent, as the case may be, within 48 hours after the goods have been received from the ship.

18. No charge for wharf rent on re-shipment goods will be made until the fifth day after landing; provided the charges are to be debited against the vessel's account.

19. No charge for wharf rent on transhipment goods will be made until after the fourth day after landing.

20. The wharf rent on railway and warehouse goods will be charged up to the date of the submission of complete papers.

21. In cases of wine, free allowance of three clear days will be granted after the date of their removal to the Import Warehouse, but if they are once subject to rent, they are to be treated as ordinary goods, and wharf rent and removal charges will be levied from the date of their landing, after allowing the usual days of grace.

22. Goods for direct despatch up-country will be loaded into foreign wagons free of charge, provided the weight of each package is under four tons; but if loaded at the Jetties into local wagons, will be charged one-third of the landing charge irrespective of the weight.

23. Goods for the Commissioner's Warehouses will be transferred from the transit sheds and unloaded free of cost. If such goods are not taken delivery of within 24 hours, wagon demurrage will be charged at the rate of As. 6 per wagon per hour.

24. Goods transferred from transit sheds to the Import Warehouse and subject to wharf rent are liable to removal charges.

25. Removal charges are also to be made on goods returned from gates and put into the Import Warehouse, whether subject to wharf rent or not.

26. An advertising fee of As. 6 for each item will be charged on goods advertised.

27. Charges for the use of the Commissioners' articles—

	Rs.	A.
Tubs ... each	1	0
Platforms ... "	2	0
Hand-trucks ... "	2	0
Gangways ... "	0	8
Tally-books ... "	1	8

28. A fee of Rs. 1 will be charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 will be charged for issuing a short-landing certificate.

29. A fee of Rs. 2 per hour will be charged for passing out cargo before 10 A.M. and after 6 P.M.

30. Kettledge can be supplied for vessels requiring stiffening, especially at Budge-Budge, at the following rates:—

Hire for one month—As 8 per ton of 21 pieces.

Subsequent months—As 4 per ton of 21 pieces per month.

	Rs.
Boat-hire to Budge-Budge ...	25
Towage ...	50

31. It is optional with a vessel whether she uses her own or the Commissioners' cranes. If she uses the latter, the charges will be as follows:—

	Rs.	A.	P.
For each 35 cwt. crane per day ...	5	0	0
" 35 " " per ½ day ...	2	8	0
" 5 ton " per day ...	10	0	0
" 5 " " per ½ day ...	5	0	0

32. Day to be from 6 A.M. to 6 P.M., half-day to be from 6 A.M. to noon or noon to 6 P.M.

33. Any part of a day less than a half will be charged as a half-day.

34. On a ship applying for cranes, if they are supplied, payment must be made for at least half a day, whether they are used or not.

35. Should the application have been for the first half only of a day, and the crane be required for a longer time, another application must be made through the shed officer at least one hour before the expiration of the first half of the day.

36. Application for cranes required for the whole or half of the following day to be made by 4 P.M. to the shed officer.

37. Should cranes, for which application has been made for the whole day, not be required for more than the first half day, written notice must be given to the shed officer at least one hour previous to the end of the half-day, or full day will be charged for.

38. All applications for cranes to be in regular book forms with counterfoils, and to be signed by the ship's officer on duty, showing number of cranes required, from what time, and for how long.

NIGHT WORK.

39. Charge for each crane per hour between 6 P.M. and 6 A.M. covering cost of all other services rendered—

	Imports.
	Rs. A.
Crane charge for night work.	
If three cranes or less ...	2 12 each.
" four ...	2 8 "
" five or more ...	2 4 "

The above charges are subject to a minimum of Rs. 80 for half a night, but if more than one vessel is working at night, the sum of their charges may go to make the minimum. For instance, if two vessels were working one crane each for six hours on import cargo, then the charges under the Schedule would be for each vessel Rs. 16-8, but under the minimum rule they would each have to pay Rs. 40. If only one vessel is working, she must pay not less than Rs. 80 for the half-night.

40. A vessel supplied with electric light for deck and holds will be charged Rs. 7-8 from dark to midnight, and Rs. 7-8 from midnight to day-light.

41. Rate for haulage of cranes from Jetties to any point on the Port Trust Railway and back—

	Rs.
6-ton crane ...	15
10 " " ...	25

42. Gross weight on all goods, except metal, red and white lead, will be charged.

SCHEDULE B.

Scale of Charges and Wharf rent to be paid by Exporters for
Shipping Cargo at the Jetties or Docks.

No.	DESCRIPTION.	SHIPPING CHARGES.	
		Rs. As. P.	
1	Animal (Char report)	per ton	0 6 0
1A	Animal (Char report)	per ton	0 12 0
2	Animal (Char report)	per cwt.	0 1 0
3	Animal (Char report)	per cwt.	Measurement rates.
4	Animal (Char report)	per cwt.	0 1 0
5	Animal (Char report)	per bag	0 0 6
6	Animal (Char report)	per ton	0 5 0
7	Animal (Char report)	per cwt.	0 1 0
8	Animal (Char report)	per ton	0 5 0
9	Animal (Char report)	per cwt.	0 1 0
10	Animal (Char report)	per ton	0 12 0
11	Animal (Char report)	per bag	0 0 6
12	Animal (Char report)	per cwt.	0 1 0
13	Animal (Char report)	per cwt.	Measurement rates.
14	Animal (Char report)	per cwt.	Measurement rates.
15	Animal (Char report)	per cwt.	Measurement rates.
16	Animal (Char report)	per cwt.	Measurement rates.
17	Animal (Char report)	per cwt.	Measurement rates.
18	Animal (Char report)	per cwt.	Measurement rates.
19	Animal (Char report)	per cwt.	Measurement rates.
20	Animal (Char report)	per cwt.	Measurement rates.
21	Animal (Char report)	per cwt.	Measurement rates.
22	Animal (Char report)	per cwt.	Measurement rates.
23	Animal (Char report)	per cwt.	Measurement rates.
24	Animal (Char report)	per cwt.	Measurement rates.
25	Animal (Char report)	per cwt.	Measurement rates.
26	Animal (Char report)	per cwt.	Measurement rates.
27	Animal (Char report)	per cwt.	Measurement rates.
28	Animal (Char report)	per cwt.	Measurement rates.
29	Animal (Char report)	per cwt.	Measurement rates.
30	Animal (Char report)	per cwt.	Measurement rates.
31	Animal (Char report)	per cwt.	Measurement rates.
32	Animal (Char report)	per cwt.	Measurement rates.
33	Animal (Char report)	per cwt.	Measurement rates.
34	Animal (Char report)	per cwt.	Measurement rates.
35	Animal (Char report)	per cwt.	Measurement rates.
36	Animal (Char report)	per cwt.	Measurement rates.
37	Animal (Char report)	per cwt.	Measurement rates.
38	Animal (Char report)	per cwt.	Measurement rates.

Gunny baled or received from foreign railways to the Docks pays 6 annas per ton.

No.	DESCRIPTION.	SHIPPING CHARGES.	
		Rs. As. P.	
39	Hides, buffalo, in screwed bales	per 100 pieces	0 12 0
40	Hides, cow, in screwed bales	per 100 pieces	0 8 0
41	Hog's head, packed in tin with wood cases	per chest	0 1 0
42	Horns	per cwt.	0 0 6
43	Indiarubber	per chest	0 0 6
44	Indigo	per chest	0 0 6
45	Iron, in plates, bar, rod, hoop, pig, angle, mill,	per ton	0 12 0
46	Iron, galvanised	per ton	0 1 6
47	Iron, cylinders, columns, railings, bridge-works,	per ton	0 2 0
48	Iron scrap of which any single piece does not exceed 5 cwt.	per ton	0 0 6
49	Jute and jute-cuttings, in bales of 900 to 400 lbs.	per bale	0 2 0
50	Jute-twine or Jute-twist	per chest	0 4 0
51	Lead-ore	per ton	0 5 0
52	Lead-ore, in pieces or cases under 2 tons	per cwt.	See charges by weight.
53	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 0 6
54	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
55	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
56	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
57	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
58	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
59	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
60	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
61	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
62	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
63	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
64	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
65	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
66	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
67	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
68	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
69	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
70	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
71	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
72	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
73	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
74	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
75	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
76	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
77	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
78	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
79	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
80	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
81	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
82	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
83	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
84	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
85	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0
86	Lead-ore, in pieces or cases under 2 tons	per cwt.	0 1 0

No.	DESCRIPTION.	SHIPPING CHARGES.
		Rs. As. P.
87	Tallow, in casks per b. maund	0 0 9
88	Tamarind per cwt.	0 1 0
89	Ten in chests per chest	0 0 9
90	" in half-chests "	0 0 6
90A	Ten waste per bag	0 0 6
91	Tenweed, in bags per ton	0 5 0
91A	Tincher "	1 2 10
92	Tinical per cwt.	0 0 9
93	Tobacco leaf, and prepared "	0 0 9
94	Tranale, in casks "	0 1 0
95	Turnerie "	0 0 9
96	Twine and lines "	0 1 0
97	Twist, in bales per bale.	0 4 0
98	Wax, in cases "	0 1 0
99	Wood, sandal, red and sapan per cwt.	0 1 0
100	Woolen piece-goods of country or European manufacture, in cases or bales per case or bale	0 4 0
101	Wheat, in bags of 2 b. maunds per ton	0 4 0
101A	Wheat per hale	0 3 0
CHARGES BY MEASUREMENT.		
On all goods not enumerated if in cases, bales, crates or casks, and on all goods specified to be charged for by measurement, the rate will be—		
102	If under 3 cubic feet per ...	0 1 0
103	Over 3 cubic ft. and under 5 cubic ft. per pkg.	0 2 0
104	Do. 5 do. do. 10 do. do. do.	0 3 0
105	Do. 10 do. do. 15 do. do. do.	0 4 0
106	Do. 15 do. do. 20 do. do. do.	0 5 0
107	Do. 20 do. do. 30 do. do. do.	0 8 0
108	Do. 30 do. do. 40 do. do. do.	0 12 0
109	Do. 40 do. do. 50 do. do. do.	1 0 0
110	Do. 50 do. do. do.	2 5 0
CHARGES BY WEIGHT.		
111	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons per cwt.	0 1 6
112	On all goods exceeding 2 tons and not exceeding 4 tons "	0 2 0
113	Exceeding 4 tons and not exceeding 8 tons "	0 4 0
114	On all weights over 8 tons "	0 7 0

N.B.—Wharf rent is charged at 25 % of the shipping charges per week or part of a week. No charge will be levied on passengers' baggage.

* The charge to include free storage for 20 days, after which wharf rent will be charged at the schedule rate.

1. Exporters must provide coolies for discharging carts.

2. *Removal.*—The removal charge is 50 per cent. of the shipping charge, except in the case of wheat, seeds, gram, dhul, peas and lentils where the charge will be 4 annas per ton.

3. *Re-booking.*—A charge of 2 annas per ton on wheat, seed, gram, dhul, peas and lentils, and 25 per cent. of the shipping charge on other cargo will be made when goods originally declared for one vessel is re-declared for another or have been shut out from a vessel.

4. *Rent.*—Rent will be charged at 2 annas per ton on wheat, seeds, gram, dhul, peas and lentils, and at 25 per cent. of the shipping charge on other cargo, per week or part of a week—

(a) On goods received in a shipment shed before it is open for the receipt of exports for the vessel by which the goods are to be shipped. Such rent shall cease to accrue as soon as the shed is declared to be open for the receipt of exports by such vessel.

(b) On goods shut out, if a fresh dock challan is not submitted by the fourth day following that on which the vessel completed loading.

Note.—When cargo shut out by one steamer is shipped in another steamer of the same line and through the same shed within 7 days, from midnight of the date on which the vessels shutting out the cargo completed loading, the charge under clause 3 is waived: provided the shipping papers are submitted by the fourth day following that on which the vessel completed loading, failing which paragraphs 3 and 4 apply.

A rate of 2 annas per ton will be levied on all goods landed from, or shipped on, vessels, not being sea-going vessels, using the above wharves:

In addition to the foregoing charge, on all goods landed or shipped on Sundays and authorized holidays, an extra fee amounting to 25 per cent. of the ordinary charge will be levied.

For work done before 6 A. M. or after 6 P. M., a charge of one rupee per hour will be made in addition to the tonnage rate.

As regards the following classes of goods, the ton shall be reckoned at the respective weights and measurements hereunder appended to each class of goods, that is to say :—

[illegible]

[illegible]

N: B.—For all other goods, the ton shall be reckoned at 20 cwts.

1. Goods left in the export shed on the inland vessels' wharves in course of landing or shipping will incur no charge for wharf-rent during the first 36 hours.

II. Goods left beyond the 36 hours shall incur a wharf-rent charge of four annas per package per day for the first week, eight annas per package per day for the second week, and one rupee per package for every succeeding day, without reference to the size of the package.

III. The Commissioners accept no responsibility in reference to goods left in the sheds.

IV. Passes granted for landing or shipping of goods shall be in force only for three clear days in addition to the day on which the pass is issued.

Rent Charges.

- (1) Shed accommodation, as per schedule.
- (2) Stacking goods on the wharf, Rs. 1 per stack per night.
- (3) Leaving casks, teak squares or *sai* posts on the wharf
Rs. 1 per 25 casks, or 25 teak squares or *sai* posts
per night, subject to a minimum of Rs. 1 per night.
- (4) Space for scales and for packing, measuring, repairing,
marking or drying, Rs. 1 per scale or lot.
- (5) Stranding boats for repairs—blurs 8 annas per day per
blue boat Rs. 1 per day per boat; dinghee 4 annas
per day per dinghee. Steamers, flats, etc., under
special arrangement.
- (6) Space for keeping bullock-carts, 8 annas each per night.
- (7) Desks or chairs, Rs. 1 per day.
- (8) Fishing, Rs. 2 per season per net.
- (9) Grazing—Cows As. 6 " "

Oxves	"	8	"	per head per monsem.
Buffaloes	"	12	"	
Oxves	"	6	"	

Scale of charges for the use of herds on the Secbypore College property.

	First day.	Each succeeding day
	Rs. A. P.	Rs. A. P.
Boats under 10 tons	0 3 0	0 1 6
Do. from 10 to 25 tons	0 8 0	0 3 0
Do. over 25 and up to 100 tons	2 0 0	1 0 0
Do. over 100 tons	4 0 0	2 0 0

NOTE.—The day of arrival to count as one day if the arrival is before noon; the day of departure to count as one day always.

SCHEDULE H.

Bye-laws for the safe and convenient use of the Commissioners' Dry Docks.

1. Application to dock vessels in the Dry Docks shall be made in writing to the Deputy Conservator in the printed form attached (Appendix A), which may be obtained at the Harbour Master's office. Such applications shall be entered in the order in which they are received in an entry list. Any steam-vessel, but not a sailing-vessel, may be entered for docking before her arrival.

2. No vessel shall be entitled to be admitted into the Dry Docks without having the time and manner of her entry into, and of her remaining in, the Dry Docks previously regulated at the office of the Deputy Conservator in books to be kept there for that purpose. The Owner, Agents or Master of a vessel shall, therefore, as soon as practicable after her arrival in the port of Calcutta, submit an application, under his own signature, for regulation, in the form attached (Appendix B).

3. Until the Deputy Conservator shall have issued to the Master a regulation order in the form attached (Appendix C), no such application as aforesaid shall be deemed to have been accepted, and no regulation as to the time and manner of the entry of a vessel into a Dock, or of her remaining there, shall be deemed to have been made.

4. Prior to the time arranged for the admission of any vessel into the Dry Docks, the following arrangements must be carried out on board the vessel and order taken with reference thereto, *viz.* :—

Suitable ladders and heaving lines must be in readiness on each side, fore and aft, and gundlines rove for mast head pulleys.

The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, and the bilges must be perfectly dry, fore and aft, and kept so. All side and stern ports to be shut.

The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.

In the event of any Owner, Agent or Master being desirous of docking a vessel with cargo, the total weight of vessel and cargo shall be declared, and the Commissioners may refuse to dock such vessel if they consider it right to do so without assigning any reason for their refusal.

The Owner, Agent or Master of the vessel shall likewise be bound to make known to the Commissioners in writing on the application (Appendix B) the style of construction of the vessel's bottom, *e. g.*, whether she has a bar-keel, a keel-plate or camber in the keel, or any overhanging or other special construction.

The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra hands are required on board, they shall, for that purpose, be provided by the applicant.

If so required by the Dock Officers, the awnings shall be furled.

The vessel may be inspected by a Dock Officer, and should he find that any of the above-mentioned provisions of this bye-law have not been carried out, the vessel may be refused admission into the Dry Dock.

5. Save as hereinafter mentioned, no vessel shall remain in the Dry Docks longer than the time for which such vessel shall have been regulated. If, before the expiration of the time for which a vessel has been regulated, the Deputy Conservator shall be satisfied, on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated, or beyond the control of the parties engaged in the work, will prevent the completion, within the period for which the vessel was regulated, of work which can only be done in a Dry Dock, a new regulation may, if the Deputy Conservator thinks proper, be made for such further time; but no vessel shall be allowed to remain in the Dry Docks for more than four days in all, without special sanction from the Vice-Chairman of the Commissioners.

6. In regulating the admission of vessels into the Dry Docks preference shall be given to vessels with a gross tonnage of not less than 1,000 tons, and the Deputy Conservator shall likewise be at liberty, with the approval of the Vice-Chairman, to give priority of regulating to such vessels as shall require the use of the Docks for the least time not exceeding 24 hours, without regard to the order in which such vessels stand on the list. But no vessels to which priority shall have been given under this provision shall be entitled, under any circumstances, to remain in the Dry Docks beyond the time for which she was regulated.

7. If any vessel shall not leave the Dry Docks at the expiration of the period for which she was regulated or re-regulated, the Deputy Conservator may, with the approval of the Vice-Chairman, remove any such vessel.

8. The Deputy Conservator may, in his discretion, allow any vessel, which shall have been put back in a damaged condition, or which shall, under any other circumstances, be in such a condition as may in his judgment render her immediate admission to the Dry Docks actually necessary, to enter the Dry Docks in priority to all other vessels standing on the regulating list.

9. Blocks, shores and stages will be provided by the Commissioners as follows :—

Blocks.—One set for the length given at the time of regulating.

Bilge Shores.—In such number as may be required.

Horizontal Shores.—Two for every 15 feet of the length given at the time of regulating.

Stages and Stage-ropes with poles or outriggers.—A sufficient number to make one tier of stages round the vessel.

10. No block, shore, stage, pole, rope or other article belonging to the Commissioners may be removed without the permission of the Commissioners' Officer in charge of the Docks.

11. No article belonging to the Dry Docks may be destroyed cut or otherwise damaged or allowed to go adrift, nor timber or other heavy thing thrown down upon the steps and stonework nor passed into or out of the Docks otherwise than by the means prepared for that purpose.

12. No ballast, coals or any weights shall be shifted in or taken on board a vessel during the time she is in a Dry Dock.

And no out-board work shall be carried on in regard to a vessel during the time she is being docked or undocked.

13. Any breach of bye-laws Nos. 4, 5, 7, 10, 11 and 12 shall be punishable with a fine not exceeding Rs. 500, and when the breach is a continuing breach, to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues.

APPENDIX A.

To

THE DEPUTY CONSERVATOR,

PORT OF CALCUTTA.

SIR,

I have to request that the undermentioned vessel may be received into a Dry Dock on or about the _____

Name of Vessel _____

Name of Owner _____

Description of work to be done in Dry Dock—

For how many days the use of the Dock will be required _____

Date _____

Signature of Applicant, _____

APPENDIX B.

To

THE DEPUTY CONSERVATOR,

PORT OF CALCUTTA.

SIR,

I have to request that you will arrange to take the under-mentioned vessel, which ^{I am} _{we are} the "_____", into Dry Dock:—

Name of vessel _____

Length _____

Beam _____

Depth of hold _____

Gross tonnage _____

Draft forward _____

Draft aft _____

Displacement weight of vessel at draft stated _____

Whether keel is a keel-plate or bar keel _____

Date and hour when vessel will be ready to dock _____

Description of work to be done in dock _____

For how many days the use of the dock will be required _____

I hereby agree to accept the terms and conditions imposed by the bye-laws for the regulation of the Commissioners' Dry Docks under Calcutta Port Act, 1890, section 126 (c) and (d).

Signature _____

of S _____

Calcutta, _____

NOTE—Special notice must be given if a vessel has any overhang or any member in her keel, or other special construction.

* Please state at these places whether applicant is Owner, Agent or Master.

APPENDIX C.

To
THE COMMANDING OFFICER,

S.
ARRANGEMENTS have been made for the admission of the
S. into the Kidderpore Dry
Docks at M. on the day of

Your attention is invited to No. 4 of the Commissioners' by-laws, which is as follows:—

"Prior to the time arranged for the admission of any vessel into the Dry Docks, the following arrangements must be carried out on board the vessel, viz:—

"Suitable hawsers and heaving lines must be in readiness on each side, fore and aft, and gantlines rove for mast-head pendants.

"The vessel must be in ballast trim, must be upright and as nearly as possible, on even keel, and the bilges must be perfectly dry, fore and aft, and kept so. All side and stern ports to be shut.

"The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.

"The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra hands are required on board, they shall, for that purpose, be provided by the applicant.

"If so required by the Dock Officers, the awnings shall be furled.

"The vessel may be inspected by a Dock Officer, and should he find that any of the above-mentioned provisions of this bye-law have not been carried out the vessel may be refused admission into the Dry Docks."

The vessel shall undock at M. on the day of and water will be let into the Dock at M. on that day, before which the vessel's Officers shall satisfy themselves that sea-cocks bilge-holes, and other apertures in the vessel's bottom are securely closed.

Notice must be given by you to the Harbour Master of the exact time your vessel will be undocked, in order that he may make his arrangements.

PORT COMMISSIONERS' OFFICE ;
Calcutta, the 190 Deputy Conservator.

Notice for the guidance of Masters and Agents of vessels using the Kidderpore Dry Docks.

1. The period of a vessel's occupation of the Dry Docks counts from the time when the caisson was placed in position after entering till she has cleared the Dry Dock entrance when leaving.

2. The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.
See Bye-law No. 4.

3. The trim of a vessel is not to be altered, nor heavy weights moved on boardship while in the Dry Docks.
See Bye-law No. 12.

4. Water ballast is not to be run out of a vessel while in the Dry Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the Officer in charge of the Dry Docks.

5. Plugs are not to be removed from a vessel's bottom, and no bilge water is to be run or thrown or pumped out into the Dry Docks without the sanction of the Officer in charge of the Docks.
See Bye-law No. 4.

6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited in the proper receptacle which will be provided by the Officer in charge of the Dry Docks.
See Section 127, Calcutta Port Act, 1874 of 1890.

7. It is important that early intimation should be given to the Officer in charge of the Dry Docks when any work is to be carried on after 6 p.m., or before 6 A.M. or during the night, or on Sunday.
Sunday and night work.

8. All persons working in the Dry Docks shall obey the orders of the Deputy Conservator, or any Officer acting under his orders.

Scale of Charges for the use of the Commissioners' Dry Docks.

- | | Rs. As. P. |
|--|---------------------|
| 1. For the first 24 hours ... | 0 6 6 per gross ton |
| From the second to the eighth day inclusive—for every 6 hours or part thereof ... | 50 0 0 |
| From the 9th to the 20th day inclusive—for every 6 hours or part thereof ... | 75 0 0 |
| For re-docking within the period for which the vessel has been regulated or re-regulated for each re-docking ... | 120 0 0 per day. |
2. The above-stated charges include removal of vessels from Tidal Basin into the Dry Docks and back, docking, pumping, shoring and undocking, also the use of stages and stage ropes for cleaning and painting.
3. The period of a vessel's occupation of the Docks shall count from the time the caisson was placed in position after her entering till she has cleared the Dry Dock entrance when leaving.
4. In the event of a vessel being refused admission into the Dry Docks, because of any of the provisions of bye-law No. 4 not having been carried out, all the expenses incurred by the Commissioners in respect to the docking of such vessels shall be borne by the vessel.
5. The owners of any vessel removed from the Dry Docks under the provisions of bye-law No. 7 shall pay to the Commissioners all the expenses incurred in so doing including the cost of making the vessel water-tight, if necessary.
6. After 20 days the Commissioners reserve to themselves the right to increase the daily charge up to any sum not exceeding Rs. 500.
7. The Commissioners will not undertake the work of cleaning, painting or repairing vessels. Owners, Agents, or Masters, will have to make their own arrangements for the execution of the work.
8. No Commission or other fees will be levied on stores brought either by land or water into the Dry Docks for cleaning, painting or repairing.
9. No Dock-dues will be charged on vessels passing through the Tidal Basin to or from the Dry Docks.
10. The cost of deodorising and pumping out of the Dry Docks bilge-water and of water admitted to dilute bilge-water shall be borne by the vessel.

Scale of charges for licensing, registration and regulation of vessels plying for hire, &c.

CARGO VESSELS.

Scale of charges.

1. For surveying, registering, branding and painting number, and issuing license to cargo-boats, subject to a maximum of Rs. 32 per boat—

	Rs. As. P.
Boats of Class I, not above 40 tons	0 4 0 per ton.
Boats of Class I, above 40 and not above 70 tons	0 5 0 "
Boats of Class I, above 70 tons	0 6 0 "
Boats of Class II, per ton	0 4 0 "
Cargo flats (irrespective of tonnage)	8 0 0 each.

Explanation.—The words "ton" and "tonnage" in the foregoing scale refer to the tonnage as determined under rule 60 of the rules for the port of Calcutta as amended by Notification No. 144 Marine, dated the 30th November 1903.

- | | Rs. As. P. |
|--|------------|
| 2. Metal ticket for manjee, and manjee's license | 0 4 0 |
| 3. Endorsement of change of owner in register and license | 2 0 0 |
| 4. Issue of duplicate license to vessels, or tickets to manjees, in lieu of those defaced or lost | 1 0 0 |
| 5. Extension certificate for the period of extension required proportionate to twice the value of the annual license | |

PASSENGER VESSELS.

Scale of Charges.

6. For surveying, registering, branding and painting number and issuing license to passenger vessels—
- For every passenger which such vessel is licensed to carry ... 0 3 0
- up to a maximum of Rs. 7-8 in the case of a passenger rowing or sailing boat.
7. Plate showing number of license, crew and passengers, in English and Vernacular ... 0 8 0
8. License and metal ticket for persons in charge of vessels ... 0 4 0
9. Endorsement of change of ownership in register and license ... 2 0 0
10. Issue of duplicate license or tickets to vessels or manjees in lieu of those defaced or lost ... 1 0 0

N.B.—A license to carry passengers entitles a vessel to carry cargo without taking out a second license.

- (1) The Commissioners will refuse to accept all bales that arrive at the Docks in a burst condition and will return them to the Press Houses at once free of charge,
- (2) Bales that burst after arrival at the Docks will, if removed within four days after official advice (has been given) be sent from the shipment sheds to such other shed or warehouse as may be convenient to the Commissioners, and a removal charge of one anna per bale will be incurred.
- (3) Bales lying in these sheds will incur rent at the rate of two annas per bale per week or part of a week for the first week, four annas per bale for the second week, eight annas per bale for the third week and one rupee per bale for the fourth week.
- (4) Bales opened for examination will incur rent as above in addition to the existing removal charge of eight annas per bale, if not removed after the first week.
- (5) If after a month the bales are not removed by the shippers from the Commissioners' sheds, they will be sold by the Commissioners to defray the charges incurred.

Schedule of Charges for towing vessels.

The following tariff between Garden Reach Moorings, upwards or downwards, or the southern limits of the Port, or any of the Moorings :—

	Rs.	
Discharges over 100 tons but under 150 tons	25	Only through opening of
Ditto 150 " " " 200	32	the Bridge up or down.
All other vessels not exceeding 500	125	
Exceeding 500 tons " " 750	175	
Ditto 750 " " 1,000	200	
Ditto 1,000 " " 1,500	250	
Ditto 1,500 " " "	300	
Daily hire for tug "Hetty" for towing	500	
Demurrage charge of hire of steamer	50	
Charges for use of small steamer or		
steam-launch when not employed		
in towing " " " 1st hour	6	
Every succeeding hour	5	

Budge-Budge to Calcutta or Garden Reach moorings ...	Rs.	200
Budge-Budge to Dry Dock above bridge ...	do.	250
Dry Dock above bridge to Calcutta or Garden Reach moorings, or vice versa ...	do.	150
For moving a vessel from one mooring to another below bridge, or between a mooring below bridge and the entrance of the Kidderpore Docks ...	do.	100
For a small vessel for which the "Hetty" alone would be sufficient, two-thirds of any of the above charges.		
For a vessel for which one steam-hopper would be sufficient, half of any of the above charges.		
Half of any of the above charges when one tug belonging to the Port Commissioners is assisted by one not their property.		
Hire of "Hetty" for a day or part of a day ...	Rs.	250
Hire of steam-hopper for a day or part of a day ...	do.	150
Towing through the bridge, only dhonies between 100 and 150 tons ...	do.	25
Do. do. between 150 and 200 tons ...	do.	32

"Scale of charge for assisting vessels by the tug Rescue."

Scale of charge for assisting vessels from the jetties to the docks by the tug "Rescue" ... Rs. 100 for each operation.

, Scale of charges for services of tugs when employed on Salvage Work.

Rupees 600 for every 12 hours or part of 12 hours with a minimum charge of Rs. 600.

In addition to the above charges the actual cost of replacing any equipment lost and of repairing damage done to the tugs "Rescue," "Retriever" and "Active" during salvage operations will be recoverable from the owners or agents on whose behalf the tugs are employed.

Scale of charge for the hire of gangways.

On all vessels berthed at the Kidderpore Docks, including the coal dock, for the hire of gangways and services rendered in placing and removing them irrespective of the number of gangways supplied and the number of days a vessel is alongside the quay, Rs. 2 per vessel.

Scale of charges for the recovery of anchors and chains.

1. From Cossipore down to the old boundary pillar at Garden Reach—
 - (a) Hire of anchor-vessels at Rs. 150 per diem per vessel.
 - (b) Hire of heave-up boats at Rs. 20 per diem per boat.
 - (c) For service of crews at 2 annas per diem per man.
2. From the old boundary pillars to the sea—

Salvage charge of Rs. 3-8-3 per cwt. on anchors and chains recovered.

Scale of charges for the use of moorings by launches.

For small launches up to a limit of Rs.	
70 feet over all ...	25 per mensem,
For all launches more than 70 feet over all ...	30 "

Scale of charges for the hire of shackle, powder-boat and chain, &c.

Shackle hire 30 days at 4 annas each per day.	
" after 30 days at 2 "	"
Powder Boat hire at 2 " per package, including cooly hire.	"
Hire of Chain at 2 rupees per day for 30 fathoms.	
Compensation to Leadsman for being carried off to the sea at Rs. 5 per day.	

Scale of charges for putting Petroleum in cases out of the hold and over-side of vessels discharging at Budge-Budge.

From steamers.—At 3½ annas per ton of 27 cases.
From sailing vessels.—At 2½ annas per ton of 27 cases.

Scale of charges for the use of the receiving shed at the Kidderpore Docks.

The following charges for wharfrage, removal and re-booking will take effect on and from the time that the new sheds come into use :—

1. (a) Wharfrage, 25 per cent. of the shipping charge if instructions for shipment and all necessary papers are handed in within seven days from midnight of the date of receipt of the goods in the shed.
- (b) Wharfrage, 25 per cent. of shipping charge for every seven days or part thereof, if declared within seven days from midnight of date of receipt in the shed as for deferred shipment.
- (c) Wharfrage, 1 pie per maund per day or part thereof until the goods are removed, or shipping instructions given for each day after expiry of seven days from midnight of date of receipt in the

shed, if instructions for shipment and all necessary papers are not handed in before the expiry of the seven days.

2. Removal, *i.e.*, the charge made when goods received in one shed have to be transferred to another, or shipped in a vessel berthed opposite a shed other than that in which the goods are lying, 50 per cent. of the shipping charge.

3. Re-booking, *i.e.*, the charge made when goods originally declared for one vessel are re-declared for another, 25 per cent. of the shipping charge.

In lieu of the above charges for wharfrage, a shed or portion of a shed may be leased for five months on the following conditions:—

- (1) For each ton of goods placed in the shed, a charge of 2 annas, such charge for the five months not to be less than Rs. 125 for each 1,000 s. ft. of floor space occupied by the lessee.
- (2) The Commissioners to place the goods in the shed on arrival, stacking them by wagon-loads and removing them for shipment. The lessee to find all establishment and labour for the internal working of the shed.

Scale of charges for Wharfrage, Shed-rent and Handling on Kerosene Oil at Budge-Budge Petroleum Wharf.

Wharfrage on kerosene oil in cases, including storage, for seven weeks from the date of the vessel coming alongside a landing stage.	4½ pies per caso.
Wharfrage on bulk oil	10 annas per ton of 380 gallons.
Shed Rent.—Subsequent to the expiry of the time included in the wharfrage, 2 pies per caso per mensem.	

Handling Charges.—

1½ pies per caso from ship to shed.	
1½ " " " ship to railway wagon or boat.	
2½ " " " ship direct to railway wagon.	

Scale of Customs fee for delivering oil from Budge-Budge Warehouse, Ra. 2-4 for each transaction of taking kerosene out of bound,

Scale of charges for Wharfrage, Shed-rent and Handling on Petroleum in tins at Budge Budge Wharf.

Wharfrage, including seven weeks' storage	1 pie per gallon.
Shed-rent subsequent to the expiry of the time included in the wharfrage	1 pie per gallon per mensem.
Handling from ship to shed, shed to boats or wagons	½ pie per gallon.

Scale of charges for landing and shipping salt from and to sea-going vessels, &c., &c.

For landing salt from sea-going vessels in the Kidderpore Docks ... Rs. A. P. 0 12 0 per ton.
For shipping salt into sea-going vessels and inland steamers and flats in the Kidderpore Docks ... 0 8 0 "

Rates and conditions for landing salt at Kidderpore Docks.

1. A shed to be rented to Government at Rs. 600 a month; the Commissioners to erect partition walls 6 feet high for the purpose of keeping separate, different cargoes.

2. Government to levy rent for salt stored in the shed at the same rates as are in force at Sulka.

3. Boats to have free access to the Docks for the conveyance to the shed of salt discharged in the stream; the Government contractor to be paid rates fixed by the Collector of Customs for putting the salt from the boats into the shed.

4. If a vessel goes into the Docks to discharge the salt, the Commissioners to put the salt into the shed at a charge of 12 annas a ton, or Rs. 2-12 per 100 maunds. Out of this 12 annas, the Commissioners to pay the Government whatever they give to their contractor for handling.

5. The charge of Rs. 2-12 per 100 maunds to include subsequently landing the salt from the shed into wagons for despatch up-country.

6. If the salt be removed subsequently from the shed by boat or cart, the owner to pay the Government contractor for handling rates fixed by the Collector of Customs.

Scale of charges for edible grains landed at the Kidderpore Docks.

1. Landing including four days in shed ... 8 annas a ton.
2. Delivering from the sheds into boats in addition to landing charges. ... " 2½ "
3. On grain stacked in the Docks' sheds for which no forwarding note for despatch is given, or for the removal of which boats are not provided. The shed rent chargeable after the expiry of four clear days after the date of landing will be ... 1 anna a day
4. Grain sailed up for line delivery at Calcutta Port Trust Railway Station ... 10 annas a ton.

Scale of charge for supply of labour for tending scales for weighing coal at Kidderpore Docks.

For the supply of labour for tending scales for weighing coal shipped at the Kidderpore Docks ... Rs. 2 8 0 per 100 tons.

Schedule of charges on Coal.

- | | Per ton.
Rs. A. P. |
|---|-----------------------|
| (1) Coal shipped from the shut-out depot or after having been dumped in one berth removed to another berth for shipment to the shut-out depot ... | 0 6 0 |
| (2) Fourteen days' free time to be allowed at the depot, after which the coal to pay per month ... | 0 1 0 |
| (3) Squaring up and measuring coal left on the dumping-ground after a vessel has been completed ... | Actual cost |

N. B.—The Commissioners not to be required to ship more than 250 tons a day from the shut-out depot by any one vessel.

Scale of charges for the shipment of coal from the Kidderpore Docks.

1. For unloading coal arriving for a steamer at the Docks before its station has been opened or after it has been closed, a charge of 4 annas per ton will be levied in addition to the usual Dock charges for shipping and dumping, and rent for the ground occupied by the coal:
PROVIDED that if wagons arriving too early or too late for one vessel can be diverted from Dock Junction to another vessel whose station is open at the time, no charge shall be levied.
2. On coal despatched to a specified steamer in excess of 5 per cent. above what the steamer will carry, and dumped at the berth or elsewhere, an extra charge will be levied at the rate of 4 annas per ton on the excess quantity:
PROVIDED that when such excess coal is—

- (a) Shipped at the same berth by the next following steamer, or
- (b) Diverted from the junction to another steamer for which a station is open at the time, no charge shall be levied.

But if such excess coal be diverted, not from the junction but from the berth to which it is booked, to another berth, to be immediately loaded on another vessel or dumped ready for shipment by another vessel for which a station is open at the time, then a diversion charge of six pias a ton will be levied.

Shunting charge on coal booked to Shalimar Coal yard.

Shunting charge on coal booked to Shalimar coal yard to a consignee who is not a depot-holder	Rs. 1 per wagon
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NOTE.—The above charge is in addition to the terminal charge of one pie per maund paid by the railway.

Scale of charges for extra despatch in the loading and discharge of vessels.

The following charges will be made by the Commissioners for the Port of Calcutta, in addition to their ordinary charges, for extra despatch in the loading and discharge of vessels, in consideration of the additional charges incurred in effecting such despatch :—

(1) *Loading coal.*—The average rate of loading coal into suitable vessels being 1,000 tons a day, the shippers or the agents of the vessel may make special application to the Traffic Manager for a quicker rate of loading, and, if it is found possible to arrange for it, a payment shall be made of Rs. 400 for each day by which the loading days, calculated on the 1,000 tons a day basis, are reduced. Such payment to cover charges for night work. For instance, at the request of an interested party, a vessel carrying 5,000 tons is loaded in four days, and the despatch-money of Rs. 400 becomes due. If a vessel carrying 7,000 tons be loaded in five days, the party who asked the despatch would pay Rs. 800.

(2) *Discharging oil vessels at Budge-Budge.*—The advertised rate of discharge being 6,000 cases a day, despatch-money for reducing the number of days in which a vessel is discharged, calculating on this basis, shall be paid for by the person asking for rapid discharge at the following rates :—

	Rs.
1 day	50
2 days	125
3 days	250
Each day over 3 days ...	100 extra.

Quick loading and discharge of Inland Navigation Steam Vessels and Flats.

LOADING.

3,000 maunds in 24 hours	...	1 pie	per maund.
4,000 ditto	...	1½ "	ditto.
6,000 ditto	...	2 "	ditto.
10,000 ditto	...	2½ "	ditto.
15,000 ditto	...	3 "	ditto.

DISCHARGING.

3,000 maunds in 24 hours	...	2 pie	per maund.
5,000 ditto	...	2½ "	ditto.
8,000 ditto	...	3 "	ditto.
12,000 ditto	...	3½ "	ditto.
16,000 ditto	...	4 "	ditto.

On baled Jute these charges are subject to a discount of 30 per cent.

Use of moorings at Budge-Budge by flats.

	Rs.	A.	P.
For the use of moorings at Budge-Budge by flats, for the first 24 hours	...	10	0
For each succeeding 24 hours or part of 24 hours	...	2	0

Embarcation and disembarking of troops and followers at Kidderpore Docks and Jetties.

A charge of Rs. 2 per head will be levied on all troops and followers embarking or disembarking at the Kidderpore Docks or at the Jetties. The scale will have effect from the 22nd June 1900.

REVISED RATES FOR THE SHIPMENT, STORAGE, &c. OF WHEAT, SEEDS, GRAM, DHAL, PEAS AND LENTILS AT THE DOCKS.

Shipment Sheds.

A charge of 6 annas per ton will be made on wheat, seeds, gram, dhal, peas and lentils shipped from the quays. Such charge will include receiving the goods from railway wagons, flats, boats or carts and stacking them in the sheds prior to shipment. It will also include the Port Trust Railway freight on consignments delivered into the Commissioners' wagons at any of the town stations on the Port Trust Railway for shipment at the Docks.

2. The same rate of 6 annas per ton will be charged on consignments put into boats or flats for shipment in the stream.

3. A removal charge of 4 annas per ton will be made for removal of consignments from one shed to another, or from the Docks for shipment at the Jetties.

4. A charge of 2 annas per ton will be made when goods originally declared for one vessel are re-declared for another or have been shut out from a vessel.

5. Rent will be charged at the rate of 2 annas per ton per week or part of a week—

(a) On goods received in a shipment shed before it is open for the receipt of exports for the vessel by which the goods

are to be shipped. Such rent shall cease to accrue as soon as the shed is declared to be open for the receipt of exports by such vessel.

- (b) On goods shut out if a fresh dock chalan is not submitted by the fourth day following that on which the vessel completed loading.

Kantapur Sheds.

6. On consignments unloaded in the Kantapur Sheds, the following extra charges will be made:—

- (a) Rent at the rate of 2 annas per week or part of a week.
(b) Removal charge at 4 annas per ton for removal of consignment from one shed to another or to the shipment sheds.

7. Shed accommodation at Kantapur will also be rented out at the rate of Rs. 25 per 1,000 square feet per month, on the condition that the Commissioners, after delivering consignments into the shed, shall have no further responsibility in regard to them until such time as they are re-delivered to the Commissioners into wagons. The Commissioners will unload into the shed and re-load into wagons.

Note.—When cargo shut out by one steamer is shipped in another steamer of the same line and through the same shed within seven days from midnight of the date on which the vessel shutting out the cargo completed loading, the charge under clause 4 is waived, provided the shipping papers are submitted by the fourth day following that on which the vessel completed loading; failing which, paragraphs 4 and 5 apply.

SPECIAL NOTICE.

1. Consignors are specially advised that full wagon loads can be booked direct from up-country (a) to a shipper or (b) to a shipment shed, provided the vessel's name be previously declared. Full particulars in all such cases must be given in the railway receipts, invoices and wagon labels.

2. If a shipment shed be not specified, the goods will be unloaded in the general receiving sheds at Kantapur. Consignments rejected by shippers may, on the order of the owner, be reloaded and conveyed by rail to Mathkollah or Pathuringhitta at 6 annas per ton, the loading at the Dock being done by the Port Commissioners and the unloading at Mathkollah or Pathuringhitta by the consignees.

3. Consignors are further advised that consignees who are not also shippers will be allowed the same free time for taking delivery as at Howrah, and that demurrage will be charged as follows, counting from midnight of the day on which the goods become available for delivery:—

For the first 48 hours no charge, and for each subsequent 24 hours or part thereof, 1 pie per maund or part of a maund.

4. Shippers will be charged rent at the rate of 2 annas per ton per week or part of a week, but any unexpired free time allowed to consignees, whose goods have been taken over by them for shipment, will be added to the first week for which the charge of 2 annas is levied.

Scale of charges for loading, shipping and storing petrol, &c., at the Mayapur Depot.

	Per gallon.
	Pies.
(1) Wharfage charge to cover storage for one month ...	4
(2) Thereafter rent to be charged for every month or part of a month that petrol or other dangerous petroleum revenues is the duty, at the rate of ...	2

Scale of charges for storing duty-paid goods in the Jetty Warehouses.

Goods.	CHARGES.		Rent per week or portion of a week.
	Per.	Removing and storage charges.	
		A. P.	A. P.
1. Cement ...	Cask ...	1 0	0 6
2. Copper and yellow metal ...	Ton ...	10 0	2 0
3. Corrugated iron ...	...	8 0	2 0
4. Fire-arms ...	Package ...	2 0	0 9
5. Cutlery, earthenware, glassware, hardware, lumber, machinery to be charged by measurement ...	c. ft. ...	0 3	0 1
6. Unenumerated goods if charged by weight ...	Ton ...	10 0	2 0
7. If charged by measurement ...	c. ft. ...	0 3	0 1

Machinery and other bulky articles can only be accepted if space is available under special arrangements made with the Jetty Superintendent.

Corrugated iron and metals other than copper and yellow metal can only be received when there is space available.

Charges for night work for shipping exports at the Docks and Jetties.

1. Charges for each crane per hour, covering cost of all other services rendered:—

		Rs. As.
3 cranes or less ...	...	3 0
4 cranes ...	...	2 12
5 cranes or more ...	...	2 3

2. A vessel supplied at the Docks with electric lights for deck and holds will be charged Rs. 7-8 from dark to midnight and Rs. 7-8 from midnight to daylight.

3. The above charges are subject to a minimum of Rs. 80 for half night, but if more than one vessel is working at night, the sum of their charges may go to make up the minimum. For instance, if two vessels were working one crane each for six hours on export cargo, then the charges under the schedule would be for each vessel Rs. 18, but under this minimum rule they would each have to pay Rs. 40. If only one vessel is working, she must pay not less than Rs. 80 for the half night.

Landing charges on machinery at the Docks and Jetties.

Machinery under 2 tons, Re. 1 per ton.

Scale of charge for loading tea into wagons.

Description.	Charge.
Loading tea into wagons from direct shipment, tea sheds at Garden Reach.	Two pies per chest.

Scale of charges for Sundays, holidays and overtime work at the Docks and Jetties.

1. The extra charge for working on Chamber holidays and Sundays at the Jetties and Docks will be as follows:—
Jetties, Rs. 50 a day or part of a day.
Docks " 25 " " "

2. These charges will be levied in lieu of the charges heretofore made against vessels for the attendance of the Jetty and Dock staffs on these days.

3. No charge will in future be made for the overtime attendance of the staff up to 6 p.m. on ordinary working days.

Rates and charges on shut-out cargo.

The following consolidated rates will be levied in lieu of those heretofore charged in respect of shut-out cargo and will cover re-loading, removal and rent for seven days:—

Charges payable on shut-out cargo.

Description.	Amount.
	A. P.
Seeds and wheat ...	4 0 per ton.
Rice ...	4 0 "
Jute, lump, cotton ...	1 0 per bale.

Description.	Amount.
	A. P.
Hides ...	4 0 per bale.
Skins ...	2 0 "
Shellac ...	1 6 per chest.
Tea ...	2 0 "
Mica ...	1 0 per package.
Myrabollams ...	0 3 "
Tea waste ...	0 3 "
Lac ...	1 0 "
Tamarind ...	1 0 "
Manganese ore ...	4 0 per ton.
Goods not enumerated chargeable by weight ...	4 0 "
Goods not enumerated chargeable by package ...	2 0 per package.

If shut-out cargo is allowed to remain in the sheds more than seven days, an extra charge for rent will be made at 2 annas per ton on wheat, seeds, gram, dhal, peas and lentils, and at 25 per cent. of the shipping charge on their cargo per week or part of a week in excess of the seven days, but subject to the following conditions and limitations:—

- If a new dock challan is received for shut-out goods at any time up to 6 p. m. of the seventh day following that on which the vessel from which the goods were shut out completed loading, no charge for rent will be made in addition to the consolidated shut-out cargo rate.
- If a new dock challan is not handed in within the time mentioned in (c), or if the corrected Customs pass and the shipping order are not received by the time the vessel to which the goods are transferred begins to load, rent will be charged from midnight of the seventh day following that on which the vessel from which the goods were shut out completed loading.
- If instructions are given to transfer shut-out cargo to a vessel for which exports are not being received, rent will be charged from the seventh day following that on which the vessel shutting out the goods completed loading until the date on which exports are opened for the vessel to which the goods are transferred.

All charges leviable on shut-out cargo will be payable by shippers except in those cases in which owners or agents of vessels have accepted liability.

Importation and delivery of sugar at the Kidderpore Docks.

It is hereby notified, for the information of importers of sugar, that on and after the 1st of December, 1906, only such consignments discharged at the Kidderpore Docks as are to be delivered in the city

will be railled by the Commissioners to the Import Jetties. A written intimation that the consignments are to be so disposed of must, however, be lodged with the District Traffic Superintendent, Dock Section within the five free days allowed at the Docks, otherwise, the consignments will be removed from the Dock transit shed to any shed or warehouse, which the Commissioners may appoint for the storage of sugar remaining undelivered after the expiration of the free days.

2. The consignments that are railled to the Jetties for delivery will be dealt with in the same way, as if they had been discharged from vessels at the Jetties and be subject to the rates and regulations which may be in force at the Jetties for the time being. The date of unloading the wagons at the Jetties will be taken as the date from which the free days will run.

3. The consignments to be despatched by rail to stations on the Commissioners' line of railway or to stations up-country will be delivered at the Docks, and loaded at the Commissioners' cost into wagons which will be supplied at the Docks and there only for this traffic.

4. On and after the date above-mentioned, no rebate will be given on sugar discharged at the Docks which consignees may remove by carts.

5. Sugar remaining undelivered at the Docks after the expiration of five clear working days from the time of landing will be removed to Dock sheds "A" or "B" or any other shed or warehouse that the Commissioners may appoint, and will be liable from the time that the free days expired to the following charges, viz:—

Scale of Charges.

Removing and stacking in the sheds and afterwards reloading into railway wagons or carts—per bag not exceeding 2 cwt. ... 6 pies

Rent will also be charged at the following rates:—

For the first month or part of a month.

Per bag of 1½ cwt. ... 3 pie
" " of 2 " ... 4 "

For the second month or part thereof.

Per bag of 1½ cwt. ... 4 pies
" " of 2 " ... 5 "

For the third month and thereafter for every month or part of a month.

Per bag of 1½ cwt. ... 6 pies.
" " of 2 " ... 8 "

6. The Commissioners will deliver by rail without further charge at the Import Jetties any of the sugar stored in these sheds, which may be sold for delivery in the town.

Importation and delivery of sugar landed at the Jetties.

It is hereby notified, for the information of importers of sugar, that on and after the 1st of December, 1906, all consignments of sugar landed at the Jetties and remaining undelivered after the expiration of the three clear working days from the time of landing will be removed to Dock sheds "A" or "B" or any other shed or warehouse that the Commissioners may appoint, and will be liable from the time that the free days expired to the following charges, viz:—

Scale of Charges.

Removing and stacking in the sheds and afterwards reloading into railway wagons or carts—per bag not exceeding 2 cwt. ... 6 pies.

Rent will also be charged at the following rates:—

For the first month or part of a month.

Per bag of 1½ cwt. ... 3 pies.
" " of 2 cwt. ... 4 "

For the second month or part thereof.

Per bag of 1½ cwt. ... 4 pies.
" " of 2 cwt. ... 5 "

For the third month and thereafter for every month or part of a month.

Per bag of 1½ cwt. ... 6 pies.
" " of 2 cwt. ... 8 "

2. The consignments that are discharged from vessels at the Jetties will be subject to the rates and regulations which may be in force at the Jetties for the time being. The date of landing the consignments at the Jetties will be taken as the date from which the free days will run.

3. The consignments to be despatched by rail to stations on the Commissioners' line of railway or to stations up-country will, in the case of goods for which the despatching instructions have been given before the expiration of the free days, be loaded at the Jetties and despatched from there direct, but no instructions will be received at the Jetties on consignments which have already been despatched to the Docks at the expiration of the free days; for such consignments wagons will be supplied at the Docks and there only.

4. Sugar which has been railled to the Docks and stored in the appointed sheds after the expiration of the free days at the Jetties will, if consignees desire to take delivery at the Jetties for sale in the town, be railled up to the Jetties free of any further charges.

Scale of charges for landing explosives at Moyapora.

A. P.

Packages not exceeding 50 lbs. (small size) ...	0 6	} Per package.
Packages exceeding 50 lbs., but not exceeding 100 lbs. (medium size) ...	1 0	
Packages exceeding 100 lbs. (large size) ...	2 0	

Scale of charges for cargoes of "put back" Steamers at Kidderpore Docks.

Under the provisions of section 107 of the Calcutta Port Act, and with the sanction of Government, it is hereby notified, for general information, that rent at the rate of Rs. 4,500 per mensem will be charged for the occupation of the Kidderpore Dock sheds by cargoes of "put back" steamers.

No receipts are given by the Commissioners for "put back" cargo, and the goods remain in the charge of the Agents of the vessel to whom the keys of the shed can be made over.

Such cargo shall ordinarily be stored in the transit shed during the whole period the vessel is under examination or repairs, but the Commissioners shall have the option, if necessary, to remove the cargo by wagons at their own expense to a warehouse, without responsibility for any loss or damage that may occur during the process.

If land is required for the storage of any such cargo in the open, rent will be charged at the rate of Rs. 4 per cottah per mensem.

Scale of charges on Hides passed through the Hide Sheds and Docks rented to shippers.

SCALE OF SHIPPING CHARGES.

Cow Hides ...	Maximum 200 pieces per bale		
Buffalo Hides	100	"	"
Cow calf skins		"	"
under 5 lb.			
each	500	"	"
Buffalo calf			
skins under			
12 lb. each	400	"	"
Goat skins ...	500	"	"
Kid skins ...	1,000	"	"
Sheep skins ...	300	"	"
Wet salted goat skins in casks at As. 1-6 per cwt.			
Wet salted cow hides at As. 3 per bag of 6 pieces.			
Rent or Royalty on cuttings transported			
for shipment			As. 1-6 per cwt.

Rent or Royalty on cow or buffalo hides sold locally ...	As. 4 per 100 pieces.
Rent or Royalty on cow and buffalo calf skins, sheep and goat skins sold locally	As. 2 per 100 pieces.
Skin and hide cuttings in casks ...	Rs. 3 per ton.

Wharf limit on the West bank of the river Hooghly.

It is hereby declared that the wharf on the west bank of the river Hooghly, extending from Bhurpara Khal on the north, to the khal north of the Botanical Gardens on the south, is ready for receiving, landing or shipment of goods from or upon vessels (not being sea-going vessels).

LANDING AND BATHING GHATS

The 9th October 1880.—The following revised lists of landing and public landing and bathing ghats, reserved by the Commissioners for making improvements in the Port of Calcutta for the use of the public, having been approved by the Lieutenant-Governor, under the provisions of sections 54 and 55 of Act V (B. C.) of 1870, are published for general information in supersession of all lists previously notified:—

Ghats on the Calcutta Bank of the River.

No.	Landing or Passenger Ghats.	No.	Bathing Ghats.
1	Burra Sahib's Hat Ghat.	1	Burra Sahib's Hat Ghat.
2	Matlabrooj Ghat.	2	Matlabrooj Ghat.
3	Ali Nuckhee Khan's Ghat.	3	Ali Nuckhee Khan's Ghat.
4	Nimuck Mohal Ghat.	4	Nimuck Mohal Ghat.
5	Watgunge Ghat.	5	Watgunge Ghat.
6	Baloo or Hastings' Ghat.	6	Prinsep's Ghat.
7	Prinsep's Ghat.	7	Baboo Ghat.
8	Pany Ghat.	8	Police Ghat.
9	Outram Road Ghat.	9	Hera Lal Seal's Ghat or the ghat north of No. 1 Jetty.
10	Baboo Ghat.	10	Mullick's Ghat.
11	Chandpal Ghat.	11	Chittoor Lal's Ghat.
12	Colvin's Ghat.	12	Moorbuhur or Burra Bazar Ghat.
13	Police Ghat.	13	Navab or Juggurnath Ghat.
14	Armenian Ghat.	14	Prosono Coomarr Tagore's Ghat.
15	Mullick's or Durmahatta Ghat.	15	Nimola Ghat.
16	Moorbuhur or Burra Bazar Ghat.	16	Manick Bose's Ghat.
17	Navab or Juggurnath Ghat.	17	Aheerectollah Ghat.
18	Golab Ghat.	18	Mountancy's Ghat.
19	Prosono Coomarr Tagore's Ghat.	19	Rau's Ghat.
20	Nimola Ghat.	20	Champatollah Ghat.
21	Aheerectollah Ghat.	21	Coomertoolah Ghat.
22	Bartollah Ghat.	22	Rajah's Ghat.
23	Baugh Bazar Ghat.	23	Kany Mitter's Ghat.
		24	Thakoor Barce Ghat.
		25	Russick Nowgy's Ghat.
		26	Baugh Bazar Ghat.
		27	Doorga Churn Mookerji's Ghat.
		28	Davoo Roy's Ghat.
		29	Chitapore Ghat.

Ghats on the Howrah Bank of the River.

No.	Public Landing Ghat's.	No.	Public Bathing Ghat.
1	Botanical Garden Ghat.	1	Botanical Garden Ghat.
2	Bhurparrah Ghat.	2	Bhurparrah Ghat.
3	Seolapore Ghat.	3	Seolapore Ghat.
4	Kowraparran Ghat.	4	Kowraparran Ghat.
5	Banstolah Ghat.	5	Banstolah Ghat.
6	Ramkistopore Ghat.	6	Ramkistopore Ghat.
7	Telkui Ghat.	7	Telkui Ghat.
8	Chandmarce Ghat.	8	Chandmarce Ghat.
9	Golabaree Ghat.	9	Golabaree Ghat.
10	Chowla Putty Ghat.	10	Chowla Putty Ghat.
11	Moody's Ghat.	11	Moody's Ghat.
12	Banda Ghat.	12	Banda Ghat.
13	Banerjee's Ghat.	13	Banerjee's Ghat.
14	Bhote Bagan Ghat.	14	Bhote Bagan Ghat.
		15	Juggut Banerjee's Ghat.
		16	Cowie's Ghat.
		17	Mullick's Ghat.
		18	Salt Golah Ghat.
		19	Koyal's Ghat.
		20	Chatto Baboo's Ghat.
		21	Moraparah Ghat.
		22	Baxe Jamadar's Ghat.

Landing and Shipping on Inland Wharves.

BYE-LAWS.

1. With the exceptions hereinafter noted, no vessels not being sea-going vessels shall land or ship any goods at any wharf on the east bank of the river Hooghly between the northern boundary of the port and the Government Dockyard at Kidderpore except at the wharves duly notified by the Commissioners under section 64 of Act V of 1870.

2. The foregoing rule shall not apply to inland steamers or flats or to boats laden with vegetables, fruits, meat and market produce; such goods can be landed at the public ghats under any rules or restrictions at present or hereafter in force thereat.

3. By the term "market produce" shall be meant such perishable commodities as are imported for the bazars for immediate and daily consumption; but on such vegetables as potatoes, red gourds or pumpkins, and the like, which are imported and stored, the toll shall be levied.

4. No goods liable, under Schedule B, for payment of toll, on which toll has not been paid, shall be either landed from, or shipped into, boats or vessels using the inland vessels' wharves.

5. Goods landed from, or shipped into, boats or vessels without payment of the toll shall be detained by the Commissioners at the risk and expense of the consignees, until the toll has been paid.

6. If goods shipped have to be re-landed, or goods landed have to be re-shipped, such goods, having already paid toll for shipping or landing, shall be exempted from further payment for re-landing or re-shipping, provided such re-landing or re-shipping takes place on the same day as the landing or shipping.

7. Persons in charge of steam-ferries or passenger boats, plying from any public ghāt, shall not permit the landing or shipping from or upon their vessels of any goods liable, under Schedule B, for payment of toll, unless such goods are protected by passes.

8. Except for the purpose of enabling Masters of vessels to take measurements or weighments of goods to be shipped on board their vessels, no goods shall be permitted to be stacked on the wharves beyond the time actually necessary to convey them away.

9. During the time it is actually necessary for goods, in course of landing or shipping, to remain on the wharves, such goods shall be piled in places assigned for the purpose by the Superintendents of the wharves or their subordinates.

10. Boats shall not be moored or anchored at the wharves, in order that the owners of the goods brought in them may sell or barter.

11. Empty boats waiting to be hired, or having discharged goods shall anchor in the stream at least 150 feet off the wharves.

12. No persons shall float timber, rafts, or any obnoxious articles in the stream within 150 feet of the bank, so as to impede the movement of boats and vessels at the inland vessels wharves.

13. No persons shall prevent the Superintendents of the wharves, or other persons deputed by them, from boarding any boat or vessel within 150 feet of the wharves for the purpose of examining or ascertaining the quantities of the goods in them, or of detaining them for payment of tolls or other charges, or of giving effect to any of the bye-laws and rules passed by the Commissioners.

14. The hours for landing and shipping goods at the inland wharves for landing vessels wharves shall be from 6 A.M. to 6 P.M. on all days, except Sundays and holidays authorized by the Commissioners; and no business shall be transacted on the wharves during the hours intervening between 6 P.M. and 6 A.M., nor on such Sundays and authorized holidays, except on payment of overtime or extra fees respectively.

15. When goods are to be landed or shipped inward or outward authenticated challans, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these challans, the passes will be drawn up and the tolls levied. In the absence of such challans, or where reasonable doubts exist with regard to their genuineness or correctness, the calculation for levying the toll shall be based on the registered tonnage of the boats or vessels from which the goods are to be landed, or on which they are to be shipped.

16. Any person committing an infringement of any of the foregoing bye-laws shall be liable for the first offence to a fine not exceeding Rs. 100, and for a continuance of that offence, after notice shall have been given him by the Commissioners of his having committed the offence, to a further fine of Rs. 50 per diem.

TEA WAREHOUSE.

Notice.

The tea warehouse situated at Armenian Ghat, between the Hooghly Floating Bridge and No. 1 Jetty is open for receiving and storing teas intended either for direct shipment or for sale in Calcutta.

The warehouse has storage accommodation for about 150,000 chests of tea, is fitted with hydraulic elevators, and is in direct communication by railway with the Port Commissioners' jetties and wharves, the Eastern Bengal State Railway, and the East Indian Railway.

The wharf and shed abreast of the warehouse will be available for the landing of consignments of tea from inland steamers and flats, and tea landed at the wharves above bridge can be conveyed in the Commissioners' tramway wagons from such wharves to the Tea Warehouse. Teas brought down by the Eastern Bengal and East Indian Railways may be unloaded at a covered platform on the east side of the warehouse specially provided for railway traffic, and those intended for shipment will be loaded up at this platform and taken in covered wagons to the Jetty sheds. The proximity of the warehouse to the wharves, the railways, and the Jetty sheds will secure for teas using the warehouse special immunity from risk of damage in handling or from wet.

The Commissioners will undertake to receive from railway wagons, store and pile all tea brought by railway. They will also receive tea from steamers or flats brought alongside the landing-stage at Armenian Ghat, and store it in the warehouse, granting receipts for the marks and quantity landed and stored. In the case of tea sold in Calcutta, the Commissioners will provide labour, under European supervision, for opening, closing, re-soldering, laying down, re-opening, etc. Tea to be shipped on board of vessels at the jetties will be taken by wagons direct to the vessels, and the Commissioners will grant jettty receipts for such tea at the Tea Warehouse on the production of delivery orders and shipping documents.

The charges for the use of the warehouse will be as follows:—

	Rs.	A.	P.
(1) Receiving from railway wagons, cart, steamers, flats or boats, including Port Commissioners' railway freight and wharf charges, per package	0	0	6
(2) Laying down, opening, sitting for ordinary inspection, soldering and closing, and re-opening, re-soldering and re-closing two chests per lot for buyers' samples with storage for one month, per package	0	2	0
(3) Cross-cutting on one side, per package	0	0	6
(4) Ditto on both sides, per package	0	1	0
<i>Bulking.</i>			
(5) Opening, bulking or blending, weighing (gross and nett), re-soldering, closing and marking chest as bulked by Port Commissioners, per package	0	4	0
(6) Sorting and re-packing damaged teas without bulking, per package	0	4	0
(7) Weighing nett, per package, including opening re-soldering and closing	0	2	6
(1) Bulking (as defined in clause 5) sale* teas in lieu of laying down, etc. (under clause 2), including storage for one month, per package	0	5	0

Warehouse Rent.

(a) For any period not exceeding 15 days, per package	0	1	0
(b) Exceeding 15 days (or in the case of sale teas, one month), per week or part of a week, per package	0	0	6

* Teas to be declared within a week of arrival at warehouse as sale teas.

Delivering from Warehouse.

	Rs.	A.	P.
(10) Delivering from warehouse tea not intended for shipment at Docks, per package	0	0	6

Shipment Charges, &c.

(11) Despatching from warehouse or flats and shipping on board of vessel at the Docks, per chest containing not more than 50 lbs. tea	0	0	6
Do. per chest containing more than 50 lbs.	0	0	9
(12) Shipping at the Docks teas sent direct from up-country booked to a steamer or to a shipment shed, from which the teas will be shipped, per chest containing not more than 50 lbs.	0	0	6
Do. per chest containing more than 50 lbs.	0	0	9
(13) Renewal, <i>i.e.</i> , the charge made when goods received in one shed have to be transferred to another, or shipped in a vessel berthed opposite a shed other than that in which the goods are lying, per chest containing not more than 50 lbs.	0	0	3
Do. per chest containing more than 50 lbs.	0	0	4½
(14) Re-loading, <i>i.e.</i> , the charge made when goods originally declared for one vessel are re-declared for another, per chest containing not more than 50 lbs.	0	0	1½
Do. per chest containing more than 50 lbs.	0	0	3

In the case of shut-out teas, wharf rent is charged after 36 hours have elapsed from the time such cargo was shut out, at rupee 1 per full chest, annas 8 per half chest per month, until documents for shipment on board another vessel loading at the Docks have been received or the cargo is removed from the Docks.

N.B.—Teas sent direct to the Docks will be bulked for annas 4 per package if invoiced for bulking before shipment in a vessel for which cargo is being received. If once placed in shipment shed and removed for bulking, a transporting charge of 6 pies per package will be made.

WORKING OF THE KIDDERPORE DOCKS.

BYE-LAWS made by the Commissioners in Meeting under Act III of 1890 (B.C.), sections 126 and 127.

1. No stages, planks, poles, or any article provided by the Commissioners for vessels loading or discharging shall be used without a written order from the Dock or Jetty Superintendent; and when the discharging or loading is complete, they shall be replaced on the quay or Jetty alongside the vessels.

All stages, planks, poles, or other articles not provided by the Commissioners, after use in discharging or loading, shall be removed within 24 working hours from the Dock or Jetty premises.

2. All the quays, sheds, gates, and the land within the Dock or Jetty fence shall be in charge of the Dock or Jetty Superintendent, who will manage all operations connected with the landing and shipping of goods, storage in the sheds and open. He will be responsible for the proper custody of all goods within the enclosure and exclusion of improper characters, and will take whatever steps may be necessary for the proper maintenance of order on the premises.

3. The allotment of a berth shall be entirely at the discretion of the Commissioners; but as a general rule, vessels will be accommodated in the order of their arrival at the Dock entrance or off the Jetties.

4. Masters and owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock or Jetty officers in mooring, unmooring, moving or removing any vessel from one part of the Dock or Jetties to another part, or in regulating the position for loading and discharging of such vessels.

5. When berthed or moored in the Dock, a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Superintendent.

6. Projections from any vessel, whilst hauling in or out of Docks or to or from the Jetties, or which interfere with another vessel's loading or discharging, shall be removed on requisition by the Dock or Jetty Superintendent or other duly authorized officer of the Commissioners.

7. No fender which will not float shall be used over the side of a vessel. Sails shall only be loosed with the Dock Superintendent's permission, and must be stowed at once on his order. In all cases they must be stowed before sunset.

8. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Commissioners, pending whose decision he may refuse to pilot a berth.

9. The owners ^{and} master of a vessel shall—

(a) Supply warping and other necessary appliances.

(b) Secure hatches when not in use, and guard against accidents to life, limb and property.

(c) Keep their vessels so loaded ^{and} ballasted as to allow of their safe removal in the event of fire or other emergency arising.

(d) Provide proper lights in those parts of a vessel where work is going on, ^{and} when, owing to insufficient light, injury might result to life, limb, or property.

(e) Arrange that whilst a vessel is in Dock, or at the Jetties the Master or some other responsible officer shall always be on board in charge to superintend and assist in carrying out all duties in connection with the vessel or its cargo, and that there is a sufficient crew to carry out orders issued by the servants of the Commissioners in charge.

(f) See that all exhaust steam or water-pipes from winches or other machines are led down the side of the ship to below Dock wall coping by a hose or other appliance.

10. The owners ^{and} master of a vessel shall—

(a) At the Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed.

(b) Alongside any of the Jetties provide at least one gangway plank, not less than two feet six inches wide and of sufficient length, thickness, and strength, to form a convenient communication between the Jetty and the gangway of the vessel; and such gangway plank shall be properly and securely placed between the gangway of the vessel and the Jetty during the whole time the vessel remains alongside the Jetty.

11. A preferential use of cranes shall be given for the discharge of import cargo.

12. Heavy lifts of over 35 cwt. shall be declared by Masters of vessels, who shall be responsible for all accidents arising owing to misdeclaration of weights of such lifts.

Vessels carrying heavy lifts requiring the use of the 100-ton sheers shall be moved to the 100-ton sheers quay to make such lifts at such time as the quay is available.

13. No crane shall be hooked on to more than it is certified to lift by itself, and two cranes shall not be hooked on to one article. No crane shall be used to assist in lifting a weight, when such weight is being hoisted by the ship's own gear. Breaking out cargo with Dock or Jetty cranes is strictly prohibited.

14. Vessels requiring to carry out petty repairs may do so in the Wet Dock, when a berth is available, without detriment to ordinary traffic, but subject to the condition that a canvas-shoot or other safeguard be provided, so as to prevent loose material, chips, pieces of wood or other like material falling into the water.

15. Every barge or cargo boat, if permitted to remain in the Dock more than 12 hours after having received or discharged her cargo or 12 hours after she could have received or discharged such cargo, will be subjected to a charge as under for every day or part of a day while she so remain:—

		Rs.	A.	P.
Cargo boat or barge up to 15 tons	...	1	0	0
Do. above 15 and up to 25 tons	...	1	8	0
Do. above 25 tons	...	2	0	0

16. No bum-boat will be allowed into the Dock without the special sanction of the Dock Superintendent, and any bum-boat may be removed from the Dock at any moment.

17. The control of barges, cargo boats and bum-boats shall rest with the Dock Superintendent, who may prevent from entering, or turn out of the Dock, any boat, unless she is actually engaged for cargo; and no fires shall be allowed on them between 9 P.M. and 5 A.M.

18. Every cargo boat, barge, or bum-boat may be searched, at the discretion of the Dock Superintendent, before leaving Dock, either by a Dock official deputed to do so, or by the Police.

19. No person shall open, or attempt to open or shut, any Dock gate, sluice or valve, nor any swing-bridge, without orders from a duly authorised servant of the Commissioners.

20. The gates of the Dock or Jetty premises shall be kept open at hours fixed by the Commissioners, and ingress and egress allowed as directed by the Dock or Jetty Superintendent.

21. No person, unless duly permitted by the Dock or Jetty Superintendent, shall take inside the Dock or Jetty premises, carpenter's tools or other instruments for opening cases, and no cooper shall be allowed to work in the sheds without a license from the Dock or Jetty Superintendent.

22. Bells must not be struck to denote the hour on boardships in Dock.

23. No vicious or dangerous animals, and no loaded gun or other firearm shall be kept on board any vessel in Dock or at the Jetties.

24. No vessel having on board more than 100 native passengers or coolies shall be allowed to enter the Wet Dock unless covered by a certificate from the Health Officer that no persons on board are suffering from infectious diseases.

25. Smoking and the use of any unprotected fire or lights in any shed or warehouse within the Dock or Jetty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or ignite lucifer matches or other inflammable articles, on any pier or quay, or on board any vessel within the Dock, or at the Jetties except in such places as may be allotted for the purpose.

26. Fires of coal, charcoal, or coke may be used in the cabins, deck-houses, forecauties and caboose of vessels in Dock only between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Dock Superintendent.

Fires for donkey-engines, steam-winchs, and portable forges are also permitted during working hours, and for ship's engines for a reasonable period before a ship leaves and after a vessel is berthed in the Dock.

All lights, whether oil-lamps or candles, used on board vessels in Dock, except as mentioned in the following paragraph, shall be in globes or secured lanterns.

Naked lights may be used only on the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite any goods, property, or vessel in the Dock or on the Dock premises.

All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Superintendent before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Superintendent by 10 A.M. on the following day.

27. Vessels in Dock, and all parts thereof, shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it.

28. A vessel about to come into Dock is to be trimmed, if possible, on an even keel, or two to three inches by stern or head and kept upright. Side and stern ports to be shut in.

29. A vessel entering the Dock with her water-ballast tanks full, the tanks must be kept in that condition during her stay in Dock. Should, however, necessity arise to empty a tank, the same can only be done with the sanction of the Dock Master and under his supervision.

30. Water-ballast tanks, while the vessel is in Dock, shall not be filled without the previous sanction of the Dock Master.

31. No coals, cargo or ballast to be shifted in any of the holds or bunkers after the vessel is blocked, without the special permission of the Dock Master. If done, it will be at the risk and responsibility of the Commander.

32. From the time that the Dock ropes are made fast to the ship till she is secured on the blocks, all duty on board is to cease, in order that the crew may be available to trim the vessel, if required, by the Dock Master.

33. As soon as a ship is in Dock, the Commanding Officer will station his men to hook on the tackles for putting the ship fair over the blocks, both forward and aft, and to assist in pulling up the shores.

34. As the safety of the ship depends on her prompt shoring the most particular attention is requisite to the observance of the foregoing rule. No exertions of the Dock staff can effect this without the co-operation of the ship's crew.

35. Masters of vessels shall furnish special notice to the Commissioners before landing hazardous goods, *e.g.*, saltpetre, acids, sulphur, matches, spirits of wine, kerosine oil, turpentine, pitch, tar and petroleum, &c.

36. No person shall remove from the Dock or Jetties any goods other than those for which bills-of-lading, accompanied by Agent's or Master's delivery order, Customs bill-of-entry, and Dock or Jetty challan, have been deposited with the Commissioners.

37. Every package, bale, or case sent for shipment at the Dock or the Jetties shall be entered in a cart ticket in the form prescribed and no goods unaccompanied by this ticket will be allowed to pass into the Dock or Jetty enclosure. Every cart ticket shall contain the date, name of vessel on which the goods are to be shipped, the exporter's name, the marks, quantity, and description of articles shipped, and the current license number of the cart.

38. Working hours at the Dock or at the Jetties shall be as may be notified from time to time. Wharf-fee will not be charged for the days observed as holidays by the Custom House, but goods can be received and delivered on such days on payment of Custom House fees.

39. Application to work at night or on Sundays or holidays must be made to the Commissioners, who, on production of the Custom House permission, will order all the necessary arrangements for the proper conduct of business. For work at night and on Sundays and the holidays prescribed by the Commissioners, the extra rates fixed by the Commissioners from time to time must be paid.

N.B.—Rules 28 to 34 apply to only vessels going into the Graving Dock.

40. The sanctioned holidays recognised by the Commissioners shall be the holidays declared by the Dengat Chamber of Commerce.

41. No ashes, sweepings, or rubbish of any kind are to be landed on any part of the Dock or Jetty premises, except under such conditions as shall be approved by the Commissioners.

42. Except for the purpose of enabling Masters of vessels to take measurements or weighments of goods to be shipped on board their vessels, no goods shall be permitted to be stacked on the wharves beyond the time actually necessary to convey them away.

43. During the time it is actually necessary for goods in course of landing or shipping to remain on the wharves, such goods shall be piled in places assigned for the purpose by the Superintendents of the wharves, or their subordinates.

44. Boats shall not be moored or anchored at the wharves, in order that the owners of the goods brought in them may sell or barter.

45. Empty boats waiting to be hired, or having discharged goods shall anchor in the stream at least 150 feet off the wharves.

46. The hours for landing and shipping goods at the Inland Vessels' Wharves shall be from 6 A.M. to 6 P.M. on all days except Sundays and holidays authorised by the Commissioners; and no business shall be transacted on the wharves during the hours intervening between 6 P.M. and 6 A.M., nor on such Sundays and authorised holidays, except on payment of overtime or extra fees respectively.

47. When goods are to be landed or shipped, inward or outward, authenticated challans, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these challans, the passes will be drawn up and the tolls levied. In the absence of such challans, or where reasonable doubts exist with regard to their genuineness or correctness, the calculation for levying the toll shall be based on the registered tonnage of the boats or vessels from which the goods are to be landed, or on which they are to be shipped.

48. No unauthorized person shall lay hold of, or get into, or upon, any engine, carriage, or truck on the Commissioners' tramway.

49. No driver shall drive his engine over the Commissioners' tramway at a greater rate of speed than six miles per hour.

50. No person shall cross the Commissioners' tramway in front of an approaching engine, or between or under any vehicle standing or moving on the line.

51. No person shall remove or wilfully damage any lamp, engine carriage, truck, fencing or any other property whatever belonging to the Commissioners.

52. No person shall place any obstruction upon the Commissioners' tramway.

53. No person shall walk along the Commissioners' tramway within the fencing.

54. No person shall allow cattle in his or her charge to trespass on the Commissioners' tramway, nor to cross the line, except at the regular crossings.

55. No person shall smoke within any of the sheds and warehouses belonging to the Commissioners.

56. Any person committing an infringement of any of the foregoing bye-laws shall be liable to a fine not exceeding Rs. 500, and, when the breach is a continuing breach, to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues.

Revised Notification declaring the Port-due leviable on Vessels entering the Port of Calcutta.

Government of Bengal.

MARINE DEPARTMENT.

The 24th April, 1903.

No. 51.—*Marine*.—In exercise of the power conferred by section 33, sub-section (1) of the Indian Ports Act, 1889 (X of 1889), and in supersession of the Notification under the same sub-section, dated the 19th September, 1892, published in the *Calcutta Gazette* of the 21st *idem*, part I, page 373, the Lieutenant-Governor is pleased to direct that the Port-due leviable on vessels entering the Port of Calcutta shall be as follows, namely:—

- (1) On sea-going vessels of twenty tons and upwards (except those referred to in clause (2) *infra*) and on tug steamers and river steamers, four annas per ton;
- (2) On dhonis and country vessels of twenty tons and upwards employed in the coasting trade, two annas per ton.

Concession in Port due leviable on Vessels in ballast entering the Port of Calcutta.

The 24th April, 1903.

No. 52.—*Marine*.—In exercise of the power conferred by section 46 of the Indian Ports Act, 1889 (X of 1889), the Lieutenant-Governor is pleased to determine that the rate of Port-due to be charged on a vessel entering the Port of Calcutta in ballast and not carrying passengers shall be three-fourths of the rate with which she would, but for this Notification, be chargeable.

Tables of fees leviable for the following services under Act X of 1889.

	Rs.	A.	P.
Hauling to or from moorings, each operation	...	16	0 0
Hauling to or from swinging mooring, each, operation	...	10	0 0
Re-mooring	16 0 0
Hauling in and out of Docks	30 0 0

	Rs.	A.	P.
Transporting or removing from one part of the Port to another	13	0	0
Removing from one mooring to another at the request of the Agent or Master	50	0	0
Hooking	10	0	0
Measuring a vessel to fit tonnage	30	0	0
Measuring space occupied by crew in a sailing vessel	10	0	0
Measuring engine-room and crew space in steamers	30	0	0

No charge shall be made for removing vessels discharged at the Jetties to moorings in the stream for the convenience of the Commissioners.

NOTE.—In mooring or unmooring with a Harbour Master on board, the hire of the heave-up boat is included in the mooring or unmooring fee.

Mooring Hire

[Sanctioned by the Lieutenant-Governor of Bengal under clause (j), section 7 of Act XII of 1873.]

	All the year round	Rs.	A.	P.
	Per diem			
All vessels up to 199 tons	1	8	0	
" from 200 " 299 "	2	0	0	
" " 300 " 399 "	2	8	0	
" " 400 " 499 "	3	0	0	
" " 500 " 599 "	3	8	0	
" " 600 " 699 "	4	0	0	
" " 1,000 " 1,249 "	5	0	0	
" " 1,250 " 1,499 "	6	0	0	
" " 1,500 " 1,749 "	7	0	0	
" " 1,750 " 1,999 "	8	0	0	
" " 2,000 " 2,249 "	9	0	0	
" " 2,250 " 2,499 "	10	0	0	
" " 2,500 " 2,749 "	11	0	0	
" " 2,750 " 2,999 "	12	0	0	
" " 3,000 and upwards	15	0	0	
Occupation of swinging moorings	2	0	0	
Special rate for swinging moorings occupied by tug steamers	30	0	0	

N. B.—Mooring hire is charged on the gross registered tonnage.

Other Fees.

[Sanctioned by the Lieutenant-Governor of Bengal under section 65 of Act V (R.C.) of 1870.]

	Rs.	A.	P.
Use of buoy hauling in or out of Dock	10	0	0
Extra fee for Harbour Master employed on Sundays, holidays, or at night	16	0	0

	Rs.	A.	P.
Fee for transporting or removing a vessel from one part of the port to another	14	0	0
Fee for services of Assistant Harbour Masters employed on Sundays, holidays, and before or after the regular working hours	16	0	0
Detention of Harbour Master, per diem	10	0	0
Salvage on anchors and chains, per cwt.	3	8	3
Charge for examination of ship's bottom by native divers	37	9	0
Services of European diver with apparatus, per diem	50	0	0
Hire of heave-up boat or anchor-vessel not furnished with steam power, per diem	20	0	0
Steam anchor-boat	50	0	0
Hawser-boat hire	6	0	0
Magazine fees payable on delivery—			
On sporting powder, per lb.	0	0	6
On blasting	0	0	6
Godown rent on all cases of powder and ammunition at the rate of one pie per lb. per mensem or portion of a mensem.			

Hospital Dues.

	Rs.	A.	P.
Hospital port dues levied on ships entering the port of Calcutta shall be per ton	0	0	4½

TONNAGE SCALE FOR PILOTS, 1908.

Branch Pilots	...	Above	3,400 tons.
Senior Master Pilots	...	From over	1,800 to 3,400 tons.
Junior	...		1,800 to 2,800 "
Mate Pilots	...	Up to	1,800 "

STRENGTH OF THE BENGAL PILOT SERVICE, 1908.

Branch Pilots	...	...	18
Master	...	...	30
Mate	...	...	10
		Total	58

(Vide Port Officer's letter No. 233 of 14th January, 1909.)

* Government of Bengal, Marine Department, Notification No. 43-M., of 7th April 1908.

PILOTAGE CHARGES FOR CALCUTTA, 1908. (This scale will have effect from 1st April 1908.)

NOTIFICATION No. 65-MARINE.

The 2nd June, 1908.—With the previous sanction of the Governor-General in Council, the Lieutenant-Governor has been pleased, under section 35 (f) of the Indian Ports Act, X, of 1880, to sanction the following revised scale of pilotage fees for the Port of Calcutta:—

Steamers or Sailing Vessels taking steam from any part of the distance are entitled to a reduction of one-fourth from the charges for each portion of the distance.

DRAUGHT.	Full distance sailed.	INWARD OR BOWEN PILOTAGE.												
		1	2	3	4	5	6	7	8	9	10	11	12	
		1	2	3	4	5	6	7	8	9	10	11	12	
Not exceeding 8 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156	168
8 feet and not exceeding 9 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156	168
9 ditto ditto 10	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	36	54	72	90	108	126	144	162	180	200	216	234	252
10 ditto ditto 11	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	48	72	96	120	144	168	192	216	240	264	288	312	336
11 ditto ditto 12	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	60	90	120	150	180	210	240	270	300	330	360	390	420
12 ditto ditto 13	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	72	108	144	180	216	252	288	324	360	396	432	468	504
13 ditto ditto 14	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	84	126	168	216	264	312	360	408	456	504	552	600	648
14 ditto ditto 15	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	96	144	192	240	288	336	384	432	480	528	576	624	672
15 ditto ditto 16	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	108	162	216	270	324	378	432	486	540	594	648	702	756
16 ditto ditto 17	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	120	180	240	300	360	420	480	540	600	660	720	780	840
17 ditto ditto 18	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	132	198	264	324	384	444	504	564	624	684	744	804	864
18 ditto ditto 19	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	144	216	288	360	432	504	576	648	720	792	864	936	1008
19 ditto ditto 20	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	156	234	312	396	480	564	648	732	816	900	984	1068	1152
20 ditto ditto 21	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	168	252	336	420	504	588	672	756	840	924	1008	1092	1176
21 ditto ditto 22	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	180	270	360	450	540	630	720	810	900	990	1080	1170	1260
22 ditto ditto 23	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	192	288	384	480	576	672	768	864	960	1056	1152	1248	1344
23 ditto ditto 24	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	204	306	408	516	624	732	840	948	1056	1164	1272	1380	1488
24 ditto ditto 25	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	216	324	432	540	648	756	864	972	1080	1188	1296	1404	1512
25 ditto ditto 26	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	228	342	456	576	696	816	936	1056	1176	1296	1416	1536	1656
26 ditto ditto 27	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	240	360	480	600	720	840	960	1080	1200	1320	1440	1560	1680
27 ditto ditto 28	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	252	378	504	630	756	882	1008	1134	1260	1386	1512	1638	1764
28 ditto ditto 29	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	264	396	528	660	792	924	1056	1188	1320	1452	1584	1716	1848
29 ditto ditto 30	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	276	414	552	696	840	984	1128	1272	1416	1560	1704	1848	1992
30 ditto ditto 31	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	288	432	576	720	864	1008	1152	1296	1440	1584	1728	1872	2016

DRAUGHT.	Full distance sailed.	INWARD OR BOWEN PILOTAGE.											
		1	2	3	4	5	6	7	8	9	10	11	12
		1	2	3	4	5	6	7	8	9	10	11	12
Not exceeding 8 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156
8 feet and not exceeding 9 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156
9 ditto ditto 10	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	36	54	72	90	108	126	144	162	180	200	216	234
10 ditto ditto 11	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	48	72	96	120	144	168	192	216	240	264	288	312
11 ditto ditto 12	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	60	90	120	150	180	210	240	270	300	330	360	390
12 ditto ditto 13	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	72	108	144	180	216	252	288	324	360	396	432	468
13 ditto ditto 14	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	84	126	168	216	264	312	360	408	456	504	552	600
14 ditto ditto 15	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	96	144	192	240	288	336	384	432	480	528	576	624
15 ditto ditto 16	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	108	162	216	270	324	378	432	486	540	594	648	702
16 ditto ditto 17	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	120	180	240	300	360	420	480	540	600	660	720	780
17 ditto ditto 18	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	132	198	264	324	384	444	504	564	624	684	744	804
18 ditto ditto 19	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	144	216	288	360	432	504	576	648	720	792	864	936
19 ditto ditto 20	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	156	234	312	396	480	564	648	732	816	900	984	1068
20 ditto ditto 21	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	168	252	336	420	504	588	672	756	840	924	1008	1092
21 ditto ditto 22	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	180	270	360	450	540	630	720	810	900	990	1080	1170
22 ditto ditto 23	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	192	288	384	480	576	672	768	864	960	1056	1152	1248
23 ditto ditto 24	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	204	306	408	516	624	732	840	948	1056	1164	1272	1380
24 ditto ditto 25	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	216	324	432	540	648	756	864	972	1080	1188	1296	1404
25 ditto ditto 26	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	228	342	456	576	696	816	936	1056	1176	1296	1416	1536
26 ditto ditto 27	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	240	360	480	600	720	840	960	1080	1200	1320	1440	1560
27 ditto ditto 28	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	252	378	504	630	756	882	1008	1134	1260	1386	1512	1638
28 ditto ditto 29	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	264	396	528	660	792	924	1056	1188	1320	1452	1584	1716
29 ditto ditto 30	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	276	414	552	696	840	984	1128	1272	1416	1560	1704	1848
30 ditto ditto 31	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	288	432	576	720	864	1008	1152	1296	1440	1584	1728	1872

Table of Pilotage Charges for Steam Vessels or for Sailing Vessels using steam for the whole distance piloted.

INWARD PILOTAGE.

DRAUGHT OF VESSEL.	Full distance sailed.	INWARD PILOTAGE.											
		1	2	3	4	5	6	7	8	9	10	11	12
		1	2	3	4	5	6	7	8	9	10	11	12
Not exceeding 8 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156
8 feet and not exceeding 9 feet	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	24	36	48	60	72	84	96	108	120	132	144	156
9 ditto ditto 10	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	36	54	72	90	108	126	144	162	180	200	216	234
10 ditto ditto 11	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	48	72	96	120	144	168	192	216	240	264	288	312
11 ditto ditto 12	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	60	90	120	150	180	210	240	270	300	330	360	390
12 ditto ditto 13	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	72	108	144	180	216	252	288	324	360	396	432	468
13 ditto ditto 14	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	84	126	168	216	264	312	360	408	456	504	552	600
14 ditto ditto 15	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	96	144	192	240	288	336	384	432	480	528	576	624
15 ditto ditto 16	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	108	162	216	270	324	378	432	486	540	594	648	702
16 ditto ditto 17	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	120	180	240	300	360	420	480	540	600	660	720	780
17 ditto ditto 18	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	132	198	264	324	384	444	504	564	624	684	744	804
18 ditto ditto 19	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	144	216	288	360	432	504	576	648	720	792	864	936
19 ditto ditto 20	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	156	234	312	396	480	564	648	732	816	900	984	1068
20 ditto ditto 21	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	168	252	336	420	504	588	672	756	840	924	1008	1092
21 ditto ditto 22	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	180	270	360	450	540	630	720	810	900	990	1080	1170
22 ditto ditto 23	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	192	288	384	480	576	672	768	864	960	1056	1152	1248
23 ditto ditto 24	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	204	306	408	516	624	732	840	948	1056	1164	1272	1380
24 ditto ditto 25	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	216	324	432	540	648	756	864	972	1080	1188	1296	1404
25 ditto ditto 26	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	228	342	456	576	696	816	936	1056	1176	1296	1416	1536
26 ditto ditto 27	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	240	360	480	600	720	840	960	1080	1200	1320	1440	1560
27 ditto ditto 28	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	252	378	504	630	756	882	1008	1134	1260	1386	1512	1638
28 ditto ditto 29	Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs. Rs.	264	396	528	660	792	924	1056	1188	1320	1452	1584	1716

Table of Pilotage Charges for Steam Vessels or for Sailing Vessels using steam for the whole distance piloted.

DRAUGHT OF WATER.		OUTWARD PILOTAGE.															
		11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Exceeding 8 feet, but not ditto 9	Not exceeding 8 feet	40	8	36	12	33	12	30	0	27	0	23	4	20	4	17	4
Ditto 9	ditto ditto 10	53	12	58	8	53	4	48	4	43	12	37	12	32	4	27	4
Ditto 10	ditto ditto 11	96	0	87	12	80	4	73	0	63	12	56	4	48	0	40	8
Ditto 11	ditto ditto 12	111	2	102	0	93	0	83	4	74	4	65	4	55	8	46	8
Ditto 12	ditto ditto 13	127	8	116	0	106	8	96	0	85	8	75	4	63	12	53	4
Ditto 13	ditto ditto 14	144	0	132	0	120	0	108	0	96	0	84	4	72	0	60	0
Ditto 14	ditto ditto 15	168	0	156	12	139	8	126	0	111	12	98	4	84	0	70	0
Ditto 15	ditto ditto 16	191	4	176	8	159	12	144	0	127	8	111	12	96	0	80	0
Ditto 16	ditto ditto 17	227	12	212	0	192	12	174	0	154	8	135	0	116	4	96	12
Ditto 17	ditto ditto 18	267	16	252	0	232	4	216	4	191	4	168	0	144	0	120	0
Ditto 18	ditto ditto 19	325	4	307	8	279	0	251	4	223	8	195	12	168	0	139	8
Ditto 19	ditto ditto 20	385	4	367	8	339	0	311	4	283	8	255	12	227	4	199	8
Ditto 20	ditto ditto 21	450	8	431	2	403	0	383	8	355	12	327	4	299	8	271	4
Ditto 21	ditto ditto 22	518	4	497	8	469	0	448	8	418	8	372	0	339	4	299	8
Ditto 22	ditto ditto 23	588	0	561	8	533	0	503	8	473	8	432	8	394	8	354	8
Ditto 23	ditto ditto 24	658	0	629	8	599	0	569	8	539	8	498	8	458	8	418	8
Ditto 24	ditto ditto 25	728	0	699	8	669	0	639	8	609	8	568	8	528	8	488	8
Ditto 25	ditto ditto 26	798	0	769	8	739	0	709	8	679	8	638	8	598	8	558	8
Ditto 26	ditto ditto 27	868	0	839	8	809	0	779	8	749	8	708	8	668	8	628	8

Table of Pilotage Charges payable for Sailing Vessels piloted the whole distance to or from Calcutta, and using steam power while being piloted over the twelfths indicated below.

DRAUGHT OF WATER.		VESSELS PILOTED THE WHOLE DISTANCE BUT USING STEAM FOR THE DISTANCES NOTED.															
		Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11	Using steam. 11
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Exceeding 8 feet, but not ditto 9	Not exceeding 8 feet	40	8	41	12	42	12	44	0	45	0	46	4	48	4	49	8
Ditto 9	ditto ditto 10	63	12	65	8	67	4	69	0	70	12	72	8	74	4	76	0
Ditto 10	ditto ditto 11	87	12	90	0	92	8	95	4	97	8	99	12	102	4	104	12
Ditto 11	ditto ditto 12	104	4	107	4	110	0	113	0	115	12	118	12	121	8	124	8
Ditto 12	ditto ditto 13	120	0	123	4	126	12	130	0	133	4	136	12	140	0	143	4
Ditto 13	ditto ditto 14	135	12	139	8	143	4	147	0	150	12	154	8	158	4	162	0
Ditto 14	ditto ditto 15	150	12	154	8	158	4	162	0	166	4	170	12	174	8	178	4
Ditto 15	ditto ditto 16	165	12	169	8	173	4	177	0	181	4	185	12	189	8	193	4
Ditto 16	ditto ditto 17	180	12	184	8	188	4	192	0	196	4	200	12	204	8	208	4
Ditto 17	ditto ditto 18	195	12	199	8	203	4	207	0	211	4	215	12	219	8	223	4
Ditto 18	ditto ditto 19	210	12	214	8	218	4	222	0	226	4	230	12	234	8	238	4
Ditto 19	ditto ditto 20	225	12	229	8	233	4	237	0	241	4	245	12	249	8	253	4
Ditto 20	ditto ditto 21	240	12	244	8	248	4	252	0	256	4	260	12	264	8	268	4
Ditto 21	ditto ditto 22	255	12	259	8	263	4	267	0	271	4	275	12	279	8	283	4
Ditto 22	ditto ditto 23	270	12	274	8	278	4	282	0	286	4	290	12	294	8	298	4
Ditto 23	ditto ditto 24	285	12	289	8	293	4	297	0	301	4	305	12	309	8	313	4
Ditto 24	ditto ditto 25	300	12	304	8	308	4	312	0	316	4	320	12	324	8	328	4
Ditto 25	ditto ditto 26	315	12	319	8	323	4	327	0	331	4	335	12	339	8	343	4
Ditto 26	ditto ditto 27	330	12	334	8	338	4	342	0	346	4	350	12	354	8	358	4

Table of Pilotage Charges payable for Sailing Vessels plotted the whole distance to or from Calcutta, and using steam power while being piloted over the twelfthth indicated below.

OUTWARD PILOTAGE.

DIAMETER OF WATER.		VESSELS PILOTED THE WHOLE DISTANCE BUT USING STEAM FOR THE DISTANCES NOTED.											
Not exceeding 9 feet.	Exceeding 9 feet.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.	Using steam.
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Not exceeding 9 feet.	Not exceeding 9 feet.	40 8	41 12	42 12	44 0	45 12	46 8	47 4	48 0	49 0	50 0	51 12	52 12
From ditto ditto 10	From ditto ditto 10	50 0	50 12	51 12	52 12	53 12	54 12	55 12	56 12	57 12	58 12	59 12	60 12
From ditto ditto 11	From ditto ditto 11	55 0	55 12	56 12	57 12	58 12	59 12	60 12	61 12	62 12	63 12	64 12	65 12
From ditto ditto 12	From ditto ditto 12	60 0	60 12	61 12	62 12	63 12	64 12	65 12	66 12	67 12	68 12	69 12	70 12
From ditto ditto 13	From ditto ditto 13	65 0	65 12	66 12	67 12	68 12	69 12	70 12	71 12	72 12	73 12	74 12	75 12
From ditto ditto 14	From ditto ditto 14	70 0	70 12	71 12	72 12	73 12	74 12	75 12	76 12	77 12	78 12	79 12	80 12
From ditto ditto 15	From ditto ditto 15	75 0	75 12	76 12	77 12	78 12	79 12	80 12	81 12	82 12	83 12	84 12	85 12
From ditto ditto 16	From ditto ditto 16	80 0	80 12	81 12	82 12	83 12	84 12	85 12	86 12	87 12	88 12	89 12	90 12
From ditto ditto 17	From ditto ditto 17	85 0	85 12	86 12	87 12	88 12	89 12	90 12	91 12	92 12	93 12	94 12	95 12
From ditto ditto 18	From ditto ditto 18	90 0	90 12	91 12	92 12	93 12	94 12	95 12	96 12	97 12	98 12	99 12	100 12
From ditto ditto 19	From ditto ditto 19	95 0	95 12	96 12	97 12	98 12	99 12	100 12	101 12	102 12	103 12	104 12	105 12
From ditto ditto 20	From ditto ditto 20	100 0	100 12	101 12	102 12	103 12	104 12	105 12	106 12	107 12	108 12	109 12	110 12
From ditto ditto 21	From ditto ditto 21	105 0	105 12	106 12	107 12	108 12	109 12	110 12	111 12	112 12	113 12	114 12	115 12
From ditto ditto 22	From ditto ditto 22	110 0	110 12	111 12	112 12	113 12	114 12	115 12	116 12	117 12	118 12	119 12	120 12
From ditto ditto 23	From ditto ditto 23	115 0	115 12	116 12	117 12	118 12	119 12	120 12	121 12	122 12	123 12	124 12	125 12
From ditto ditto 24	From ditto ditto 24	120 0	120 12	121 12	122 12	123 12	124 12	125 12	126 12	127 12	128 12	129 12	130 12
From ditto ditto 25	From ditto ditto 25	125 0	125 12	126 12	127 12	128 12	129 12	130 12	131 12	132 12	133 12	134 12	135 12
From ditto ditto 26	From ditto ditto 26	130 0	130 12	131 12	132 12	133 12	134 12	135 12	136 12	137 12	138 12	139 12	140 12
From ditto ditto 27	From ditto ditto 27	135 0	135 12	136 12	137 12	138 12	139 12	140 12	141 12	142 12	143 12	144 12	145 12
From ditto ditto 28	From ditto ditto 28	140 0	140 12	141 12	142 12	143 12	144 12	145 12	146 12	147 12	148 12	149 12	150 12
From ditto ditto 29	From ditto ditto 29	145 0	145 12	146 12	147 12	148 12	149 12	150 12	151 12	152 12	153 12	154 12	155 12
From ditto ditto 30	From ditto ditto 30	150 0	150 12	151 12	152 12	153 12	154 12	155 12	156 12	157 12	158 12	159 12	160 12
From ditto ditto 31	From ditto ditto 31	155 0	155 12	156 12	157 12	158 12	159 12	160 12	161 12	162 12	163 12	164 12	165 12
From ditto ditto 32	From ditto ditto 32	160 0	160 12	161 12	162 12	163 12	164 12	165 12	166 12	167 12	168 12	169 12	170 12
From ditto ditto 33	From ditto ditto 33	165 0	165 12	166 12	167 12	168 12	169 12	170 12	171 12	172 12	173 12	174 12	175 12
From ditto ditto 34	From ditto ditto 34	170 0	170 12	171 12	172 12	173 12	174 12	175 12	176 12	177 12	178 12	179 12	180 12
From ditto ditto 35	From ditto ditto 35	175 0	175 12	176 12	177 12	178 12	179 12	180 12	181 12	182 12	183 12	184 12	185 12
From ditto ditto 36	From ditto ditto 36	180 0	180 12	181 12	182 12	183 12	184 12	185 12	186 12	187 12	188 12	189 12	190 12
From ditto ditto 37	From ditto ditto 37	185 0	185 12	186 12	187 12	188 12	189 12	190 12	191 12	192 12	193 12	194 12	195 12
From ditto ditto 38	From ditto ditto 38	190 0	190 12	191 12	192 12	193 12	194 12	195 12	196 12	197 12	198 12	199 12	200 12
From ditto ditto 39	From ditto ditto 39	195 0	195 12	196 12	197 12	198 12	199 12	200 12	201 12	202 12	203 12	204 12	205 12
From ditto ditto 40	From ditto ditto 40	200 0	200 12	201 12	202 12	203 12	204 12	205 12	206 12	207 12	208 12	209 12	210 12
From ditto ditto 41	From ditto ditto 41	205 0	205 12	206 12	207 12	208 12	209 12	210 12	211 12	212 12	213 12	214 12	215 12
From ditto ditto 42	From ditto ditto 42	210 0	210 12	211 12	212 12	213 12	214 12	215 12	216 12	217 12	218 12	219 12	220 12
From ditto ditto 43	From ditto ditto 43	215 0	215 12	216 12	217 12	218 12	219 12	220 12	221 12	222 12	223 12	224 12	225 12
From ditto ditto 44	From ditto ditto 44	220 0	220 12	221 12	222 12	223 12	224 12	225 12	226 12	227 12	228 12	229 12	230 12
From ditto ditto 45	From ditto ditto 45	225 0	225 12	226 12	227 12	228 12	229 12	230 12	231 12	232 12	233 12	234 12	235 12
From ditto ditto 46	From ditto ditto 46	230 0	230 12	231 12	232 12	233 12	234 12	235 12	236 12	237 12	238 12	239 12	240 12
From ditto ditto 47	From ditto ditto 47	235 0	235 12	236 12	237 12	238 12	239 12	240 12	241 12	242 12	243 12	244 12	245 12
From ditto ditto 48	From ditto ditto 48	240 0	240 12	241 12	242 12	243 12	244 12	245 12	246 12	247 12	248 12	249 12	250 12
From ditto ditto 49	From ditto ditto 49	245 0	245 12	246 12	247 12	248 12	249 12	250 12	251 12	252 12	253 12	254 12	255 12
From ditto ditto 50	From ditto ditto 50	250 0	250 12	251 12	252 12	253 12	254 12	255 12	256 12	257 12	258 12	259 12	260 12
From ditto ditto 51	From ditto ditto 51	255 0	255 12	256 12	257 12	258 12	259 12	260 12	261 12	262 12	263 12	264 12	265 12
From ditto ditto 52	From ditto ditto 52	260 0	260 12	261 12	262 12	263 12	264 12	265 12	266 12	267 12	268 12	269 12	270 12
From ditto ditto 53	From ditto ditto 53	265 0	265 12	266 12	267 12	268 12	269 12	270 12	271 12	272 12	273 12	274 12	275 12
From ditto ditto 54	From ditto ditto 54	270 0	270 12	271 12	272 12	273 12	274 12	275 12	276 12	277 12	278 12	279 12	280 12
From ditto ditto 55	From ditto ditto 55	275 0	275 12	276 12	277 12	278 12	279 12	280 12	281 12	282 12	283 12	284 12	285 12
From ditto ditto 56	From ditto ditto 56	280 0	280 12	281 12	282 12	283 12	284 12	285 12	286 12	287 12	288 12	289 12	290 12
From ditto ditto 57	From ditto ditto 57	285 0	285 12	286 12	287 12	288 12	289 12	290 12	291 12	292 12	293 12	294 12	295 12
From ditto ditto 58	From ditto ditto 58	290 0	290 12	291 12	292 12	293 12	294 12	295 12	296 12	297 12	298 12	299 12	300 12
From ditto ditto 59	From ditto ditto 59	295 0	295 12	296 12	297 12	298 12	299 12	300 12	301 12	302 12	303 12	304 12	305 12
From ditto ditto 60	From ditto ditto 60	300 0	300 12	301 12	302 12	303 12	304 12	305 12	306 12	307 12	308 12	309 12	310 12
From ditto ditto 61	From ditto ditto 61	305 0	305 12	306 12	307 12	308 12	309 12	310 12	311 12	312 12	313 12	314 12	315 12
From ditto ditto 62	From ditto ditto 62	310 0	310 12	311 12	312 12	313 12	314 12	315 12	316 12	317 12	318 12	319 12	320 12
From ditto ditto 63	From ditto ditto 63	315 0	315 12	316 12	317 12	318 12	319 12	320 12	321 12	322 12	323 12	324 12	325 12
From ditto ditto 64	From ditto ditto 64	320 0	320 12	321 12	322 12	323 12	324 12	325 12	326 12	327 12	328 12	329 12	330 12
From ditto ditto 65	From ditto ditto 65	325 0	325 12	326 12	327 12	328 12	329 12	330 12	331 12	332 12	333 12	334 12	335 12
From ditto ditto 66	From ditto ditto 66	330 0	330 12	331 12	332 12	333 12	334 12	335 12	336 12	337 12	338 12	339 12	340 12
From ditto ditto 67	From ditto ditto 67	335 0	335 12	336 12	337 12	338 12	339 12	340 12	341 12	342 12	343 12	344 12	345 12
From ditto ditto 68	From ditto ditto 68	340 0	340 12	341 12	342 12	343 12	344 12	345 12	346 12	347 12	348 12	349 12	350 12
From ditto ditto 69	From ditto ditto 69	345 0	345 12	346 12	347 12	348 12	349 12	350 12	351 12	352 12	353 12	354 12	355 12
From ditto ditto 70	From ditto ditto 70	350 0	350 12	351 12	352 12	353 12	354 12	355 12	356 12	357 12	358 12	359 12	360 12
From ditto ditto 71	From ditto ditto 71	355 0	355 12	356 12	357 12	358 12	359 12	360 12	361 12	362 12	363 12	364 12	365 12
From ditto ditto 72	From ditto ditto 72	360 0	360 12	361 12	362 12	363 12	364 12	365 12	366 12	367 12	368 12	369 12	370 12
From ditto ditto 73	From ditto ditto 73	365 0	365 12	366 12	367 12	368 12	369 12	370 12	371 12	372 12	373 12	374 12	375 12
From ditto ditto 74	From ditto ditto 74	370 0	370 12	371 12	372 12	373 12	374 12	375 12	376 12	377 12	378 12	379 12	380 12
From ditto ditto 75	From ditto ditto 75	375 0	375 12	376 12	377 12	378 12	379 12	380 12	381 12	382 12	383 12	384 12	385 12
From ditto ditto 76	From ditto ditto 76	380 0	380 12	381 12	382 12	383 12	384 12	385 12	386 12	387 12	388 12	389 12	390 12
From ditto ditto 77	From ditto ditto 77	385 0	385 12	386 12	387 12	388 12	389 12	390 12	391 12	392 12	393 12	394 12	395 12
From ditto ditto 78	From ditto ditto 78	390 0	390 12	391 12	392 12	393 12	394 12	395 12	396 12	397 12	398 12	399 12	400 12
From ditto ditto 79	From ditto ditto 79	395 0	395 12	396 12	397 12	398 12	399 12	400 12	401 12	402 12	403 12	404 12	405 12
From ditto ditto 80	From ditto ditto 80	400 0	400 12	401 12	402 12	403 12	404 12	405 12	406 12	407 12	408 12	409 12	410 12
From ditto ditto 81	From ditto ditto 81	405 0	405 12	406 12	407 12	408 12	409 12	410 12	411 12	412 12	413 12	414 12	415 12
From ditto ditto 82	From ditto ditto 82	410 0	410 12	411 12	41								

Port Office, General Order No. 841, dated 14th February, 1881.

By order of the Government of Bengal.

From the 1st of April 1881 leadsmen shall be appointed to all ships alike, as they are available, and leadsmen at the rate of Rs. 16, instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadsmen is appointed.

Pilotage Inward to within the Port of Calcutta.

Twelfth.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
1/2	From below Budge-Budge boundary pillars ...	136	107
1/2	Do. Hog River obelisk ...	236	100
1/2	Do. Anchoring Creek obelisk ...	312	96
1/2	Do. Diamond Harbour Telegraph Station ...	494	102
1/2	Do. Bellary Tidal Semaphore ...	520	86
1/2	Do. Mad Point Telegraph Station, east ...	616	98
1/2	Do. Cowooly Lighthouse, west ...	711	96
1/2	Do. Sagar Lighthouse, east, or E. buoy of Western Channel ...	810	90
1/2	Do. Upper Gasper Light, vessel or line between I and J buoys, Western Channel ...	901	81
1/2	Do. Lower Middle Ground buoy or C. M. G. buoy, Western Channel ...	993	92
1/2	Do. Intermediate Light, vessel or S. C. R. buoy, Western Channel ...	1076	83
1/2 or full pilotage.	Do. Lower Reef buoy ...	1158	82

THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port.

YEAR.	SAILING VESSELS.			STEAMERS.		
	Number.	Gross Tonnage.	Average Tonnage.	Passed the Suez Canal.	Gross Tonnage.	Average Tonnage.
1885 ...	871	486,374	1,307	532	1,243,500	2,333
1886 ...	441	610,457	1,361	587	1,363,932	2,322
1887 ...	349	507,862	1,455	676	1,616,677	2,435
1888 ...	309	457,431	1,480	745	1,818,424	2,440
1889 ...	306	466,433	1,524	717	1,741,791	2,439
1890 ...	228	369,651	1,621	802	2,008,010	2,503
1891 ...	220	338,173	1,537	903	2,275,689	2,520
1892 ...	250	403,548	1,614	843	2,252,241	2,631
1893 ...	168	282,835	1,683	815	2,245,353	2,755
1894 ...	166	298,703	1,769	840	2,367,469	2,818
1895 ...	140	234,823	1,677	930	2,725,650	2,930
1896 ...	113	181,274	1,604	906	2,728,761	3,011
1897 ...	117	207,405	1,772	1,059	3,162,974	2,986
1898 ...	116	208,800	1,800	1,115	3,428,080	3,074
1899 ...	91	166,192	1,826	1,132	3,581,675	3,164
1900 ...	42	64,877	1,544	1,352	4,421,559	3,270
1901 ...	31	43,400	1,400	1,308	4,514,973	3,444-16
1902 ...	29	30,721	1,399-08	1,292	4,498,927	3,478-27
1903 ...	29	42,128	1,432-68	1,311	4,787,009	3,613-27
1904 ...	25	37,913	1,516-52	1,453	5,484,332	3,761-51
1905 ...	18	27,607	1,533-72	1,554	5,799,319	3,731-86
1906 ...	11	17,094	1,551-00	1,584	6,101,947	3,852-23
1907 ...	8	13,430	1,678-75	1,546	5,986,939	3,940-19
1908 ...	1	1,829	1,829	1,634	6,233,940	3,814-14

Rules to regulate the importation, sale, &c., of Carbide of Calcium in Bengal.

The 19th April, 1906.

No. 41-Marine—Notification.—In exercise of the power conferred by section 9 of the Indian Petroleum Act, 1899 (VIII of 1899), and with the previous sanction of the Governor General in Council, the Lieutenant-Governor is pleased to make the following rules to regulate the importation, possession, sale and transport of carbide of calcium in Bengal.

W. A. INGLIS,
Secy. to the Govt. of Bengal.

Preliminary Definitions.

In the following rules and forms the expressions "the town of Calcutta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort William in Bengal; and the expressions "suburbs of Calcutta" means the area excluded under section 1 of the Calcutta Suburban Police Act, 1866 (Bengal Act II of 1866), from the general police district of Bengal.

PART I.—OF IMPORTATION OF CARBIDE OF CALCIUM.

1. Carbide of calcium may be imported only at the port of Calcutta.
2. The master or the agent of the owner of every ship arriving at any such port and carrying carbide of calcium shall, on entering the harbour and before landing any cargo, declare in writing to the Collector of Customs, and also to the Port Officer or Harbour Master, the quantity and description of such carbide of calcium; and the master shall moor the ship in such place as the Port Officer or Harbour Master may direct, and, while any carbide of calcium remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Port Officer or Harbour Master.
3. Carbide of calcium shall be brought into port only in substantial hermetically closed metal vessels, each containing not more than two hundred and twenty-four pounds, having no copper in their construction, and bearing the label and caution hereinafter prescribed by rule 1 of Part V.
4. No vessel containing carbide of calcium shall be opened within the limits of the port.
5. (1) Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide of calcium brought into port, and where such contact may have occurred, to prevent the gas generated from being ignited.

(2) The hold of every ship bringing carbide of calcium into port shall, from the time of the vessel's entering the port until all the carbide of calcium on board has been discharged or until the ship has left the port, be efficiently ventilated.

6. The master or the agent of the owner of any ship in port with carbide of calcium on board shall, when permitted to inspecting officers, so required by the Collector of Customs or by the Port Officer or Harbour Master, or by any Police Officer of or above the rank of Inspector appointed by the District Magistrate, in this behalf by order in writing, show to the "Commissioner of Police" such officer all carbide of calcium under his control or on board, and shall afford every reasonable facility to enable such officer to inspect and examine such carbide of calcium, so as to ascertain whether these rules are duly observed.

7. Carbide of calcium shall be landed only between sunrise and sunset and at such place or places as the Collector of Customs shall direct.

8. On receipt of the declaration referred to in rule 2, the Collector of Customs shall permit the carbide of calcium to be landed.

PART II.—OF POSSESSION AND SALE OF CARBIDE OF CALCIUM.

1. No carbide of calcium shall be kept at any place, with or without a license, unless it is "commercially pure," i. e., unless it contains no impurities liable to generate phosphoretted or silicuretted hydrogen so as to render the gas evolved liable to ignite spontaneously.
2. No license shall be required for the possession or sale of carbide of calcium (1) in any quantity not exceeding five pounds if it is kept in separate vessels, each containing not more than one pound of the nature described in, and labelled as required by rule 1 of Part V; (2) in any quantity exceeding five and not exceeding twenty-eight pounds where the following conditions are observed and the vessels containing it are labelled as required by rule 1 of Part V:—
 - (a) The carbide shall be kept only in metal vessels hermetically closed at all times when the carbide is not actually being placed in or withdrawn from such vessels;
 - (b) The vessels containing carbide shall be kept in a dry and well ventilated place;
 - (c) Due precautions shall be taken to prevent unauthorized persons from having access to the carbide;
 - (d) Notice shall be given of such keeping to the licensing authority referred to in rule 8 of this Part, and free access shall be afforded to any duly authorised Inspector to inspect the portion of the premises where the carbide is kept and the generator, if any, is situated.

* In Calcutta.

Where a fixed generator is used on the premises:—

- (c) Full and detailed instructions as to the care and use of the generator shall be kept constantly posted up in such place as to be conveniently referred to by the generator attendant.

Where it is desired to keep a greater quantity or where the above conditions cannot be complied with, application must be made to the licensing authority for a license.

3. Carbide of calcium in any quantity exceeding twenty-eight pounds may be kept only under a license to possess carbide of calcium granted under these rules. Every application for such a license shall be in form A in the schedule; and where the applicant proposes to engage in the manufacture of acetylene gas, the generating apparatus to be used by the licensee must, if manufactured in British India, have been examined by such competent authority as the Local Government or Administration of the province of manufacture may, from time to time, be specially authorised in this behalf, and certified by it to be suitable; or if imported, must either have been so examined and certified, or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.

4. Notwithstanding anything contained in rule 3 of this Part, storage of carbide of calcium may, with the special permission of the Local Government, and on such conditions as may be fixed by it, be stored without a license in premises provided for the purpose.

Note.—This rule is intended to be applied only in the case of Port Trust and similar premises.

Situation of storage buildings.

5. Carbide of calcium shall be stored,—
- (1) if in quantities aggregating not more than four hundred and fifty pounds—in a suitable uninhabited building at least twenty feet away from any other premises: provided that quantities not exceeding two hundred and twenty-five pounds may be stored in a place connected with a shop at a distance of at least ten feet from other premises;
 - (2) if in quantities aggregating more than four hundred and fifty pounds and not more than three thousand pounds—in a suitable uninhabited building at least forty feet away from any other premises;
 - (3) if in quantities aggregating more than three thousand pounds and not more than fifty tons—in an uninhabited building at least one hundred feet away from any other premises.
- Not more than fifty tons of carbide of calcium shall be stored in any one building.

Construction of storage buildings.

6. Every building for the storage of carbide of calcium shall be—
- (a) constructed with stone, brick or iron walls, with terraced, tiled or iron roofs, and with tiled, paved or cemented, or iron (or steel) floors raised at least a foot above the ground level and;

- (b) well ventilated and water-tight to the satisfaction of the licensing officer.

7. Carbide of calcium shall be stored only on racks or trestles standing at least one foot above the level of the ground, and no articles of an inflammable or combustible nature shall be kept in the same building.

8. Licensees to possess carbide of calcium shall be in Form B in the schedule, and may be granted by the Commissioner of Police in the town of Calcutta, and elsewhere by the District Magistrate or any Magistrate of the first class, or by such other officer as the Local Government may from time to time, by an order in writing, appoint in this behalf.

9. Such licensees shall be in force for one year from the date of issue:

Provided that the licensing officer may, at any time, for good and sufficient reasons, cancel any such license.

10. The fee for a license to possess carbide of calcium shall be five rupees.

11. Every application for the renewal of a license to possess carbide of calcium shall be made in the same manner as an application for original license.

12. Every such application shall be made at a date not less than fifteen days prior to the date on which the original license expires. The fee charged for the renewal of a license shall be three rupees.

13. Every retail vendor of carbide of calcium, selling any quantity exceeding half a pound to a purchaser, shall deliver it to him in an air-tight tin or drum packed and marked in accordance with these rules, and bearing the name of the vendor plainly printed on the package.

14. Every retail vendor shall keep his carbide of calcium in a packing and marking receptacle which can be easily opened and closed again so as to be air-tight, and shall open for the purposes of sale, not more than one receptacle at a time.

PART, III.—TRANSPORT OF CARBIDE OF CALCIUM.

1. No license shall be required for the transport of carbide of calcium in any quantity not exceeding five pounds if it is packed in separate vessels, each containing not more than one pound, of the nature described in, and labelled as required by, rule 1 of Part V.

2. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to transport carbide of calcium granted under these rules, and shall not be deposited at any time during transit in any building, and shall not be stored in any such building except in accordance with the conditions as to storage prescribed by rule 7 of Part II.

3. Notwithstanding anything contained in rule 2 of this Part, Conditions of transport by railway, carbide of calcium, while in the possession of a railway goods shed, but shall be stacked in the open under waterproof sheets and so placed as to prevent its getting wet.

4. All lights shall be kept away from carbide of calcium stacked as provided in rule 3 of this Part.

5. If any carbide of calcium is wotted while in the possession of Method of disposal if a railway for transport, it shall be destroyed by immersion in at least twenty times its bulk of water.

NOTE—The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum, and probably by a disagreeable odour, showing a leakage of gas.

6. (1) Where carbide of calcium is transported by passenger Condition of transport, train, no quantity exceeding four hundred and fifty pounds shall be carried by any one train and the vehicles shall be well ventilated, and as far as possible water-tight.

(2) In no circumstances shall a naked lamp or other unprotected artificial light be taken into a wagon, vessel or conveyance containing carbide of calcium.

7. Licenses to transport carbide of calcium shall be either general Transport licenses, or special in Form C or Form D in the schedule and may be granted by the Commissioner of Police in the town of Calcutta, and elsewhere by the District Magistrate or any Magistrate of the first class, or by such other officer as the Local Government may, from time to time, by an order in writing, appoint in this behalf.

8. A general license to transport carbide of calcium may be Grant of general transport license, granted only to a person who holds an annual license to possess a quantity exceeding four hundred and fifty pounds of carbide of calcium.

9. A special license to transport carbide of calcium may be Grant of special transport license, granted to any person for a particular consignment at the discretion of the licensing officer.

Fee for general transport license.

Application for general transport license.

(a) the number and date of the license; to possess carbide of calcium held by the applicant; and

(b) the period of currency of that license.

12. A general license to transport carbide of calcium shall be in Continuance of general transport license, force for not more than one year, and shall in no case remain in force after the date on which the license to possess carbide of calcium held by the applicant expires.

Application for special transport license. 13. An application for special license to transport carbide of calcium shall state—

- the place from which the carbide of calcium is to be transported;
- the place to which it is to be transported;
- the number of drums or cases;
- the quantity in each drum or case;
- the name and address of the consignee;
- whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported; and
- the date on which it is proposed to despatch the consignment.

14. A special license to transport carbide of calcium shall be in Continuance of special transport license, force for such period, not exceeding one month from the date of the grant of the license, as may be specified on the same.

Fee for special transport license. 15. The fee for a special license to transport carbide of calcium shall be one rupee.

16. The holder of a general license to transport carbide of calcium shall, with each consignment conveyed under cover of his license, issue a pass in Form E in the schedule specifying—

- the places from and to which the carbide of calcium is to be transported;
- the quantity of carbide of calcium covered by the pass;
- the name and address of the consignee; and
- whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported.

17. Carbide of calcium may be transported within this province under cover of any license granted by the prescribed authority in any other province; provided that the conditions of such license are observed throughout the period during which the carbide of calcium is in transit.

PART IV.—OF INSPECTION.

1. The Commissioner, the Deputy Commissioner or an Assistant Commissioner of Police in the town of Calcutta, and elsewhere the District Magistrate, the Sub-divisional Magistrate or any Magistrate subordinate to the District Magistrate appointed by him in this behalf, by order in writing, or any police officer of or above the rank of Inspector appointed by the District Magistrate in this behalf, by order in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a license to possess carbide of calcium has been granted, for the purpose of inspecting the same.

2. Any officer so inspecting may require a sample or samples to be delivered to him from any drum or case of carbide of calcium stored in the premises inspected.

3. The licensee of any premises inspected shall, personally or through a representative, show to the officer so inspecting every place and every vessel in which carbide of calcium in his possession is kept, deliver any samples required, and give such assistance as that officer may require.

4. Where a license to transport carbide of calcium has been granted, any officer authorized under rule 1 of this transit. Part may, at any time and on or before the arrival of the carbide of calcium at its destination, board any ship or detain any conveyance, used for such transport, for the purpose of inspecting the license granted for the transport of the consignment or the pass issued by the licensee and seeing whether the provisions of these rules and the conditions of the license have been complied with.

PART V.—GENERAL.

Description and marking of vessels.

1. Where carbide of calcium—

- (a) is imported or kept at any place after seven days from the date of its importation, or
- (b) is transported, or
- (c) is sold or exposed for sale,

it shall be contained in substantial hermetically closed metal vessels, each containing not more than two hundred and twenty-four pounds, having no copper in their construction and having attached to them labels stating in conspicuous characters the words—"Carbide of calcium—dangerous if not kept dry," together with the following cautions:—

The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas.

and with the addition,—

- (d) in the case of a vessel kept, of the name and address of the consignee or owner;
- (e) in the case of a vessel transported, of the name and address of the sender; and
- (f) in the case of a vessel sold or exposed for sale, of the name and address of the vendor.

2. A licensing officer may, for reasons to be reported to the Local Government, refuse a license in any case, the reasons for refusal being communicated to the applicant if a request to that effect is preferred by him; and the Local Government may, on receipt of such report, and of any representation made to it by the applicant, pass such orders on the case as it thinks fit.

3. Any explosion or accident occurring in connection with the importation, transport, possession or sale of carbide of calcium, shall be reported by the person in charge of the same for the time being without delay at the nearest police station.

4. Where a licensee dies or becomes insolvent or becomes mentally incapable or otherwise disabled, the person or disability of licensee carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably be necessary to allow him to make an application for a new license in his own name for the unexpired portion of the original license. Such new license shall be granted on payment of one rupee.

5. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted on payment of a fee of eight annas.

6. The fees chargeable under these rules shall ordinarily be levied by means of impressed stamps. An application for the grant or the renewal of a license shall bear, the proper stamp: provided that, if the application is refused, the value of the separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license, minus the deductions prescribed by section 44 of the Indian Stamp Act, 1859 (11 of 1859), may be refunded to the applicant. An application should not be made on the stamped paper intended for the license or renewed license: but where this has been wrongly done, the value of the stamp may be refunded minus—

- (i) the value of the stamp which should have been affixed to the application, and
- (ii) the deductions prescribed as aforesaid.

Where the fees leviable under these rules have been made over to any local body, the fees shall be paid in such manner as that local authority may from time to time direct.

7. Any person holding a license or acting under a license granted under these rules shall be bound to produce the same when called upon to do so by any Magistrate or Police officer of or above the rank of an officer in charge of a police station.

THE SCHEDULE.

FORM A.

REGD. No.

Application to the _____ of _____ for a license to possess
Carbide of Calcium.

Name in full of applicant with particulars of
his residence.

If a firm or company, its name or that of its
Agent or Secretary.

Situation of building for which the license is
required.

Quantity to be covered by license.

Is the carbide for use or for sale, unopened in
the vessels in which it is received, and, if not,
what will be done with it?

In what vessels will the carbide be kept, what
is the capacity of same, how are they closed
against moisture, and of what material are
they made?

In what part of the building will the carbide
be kept?

How are the premises constructed?

Are the premises used for other purposes, and
if so, for what purposes?

Is the carbide to be used for the manufacture
of acetylene gas?

How is the generator constructed, and what
is its capacity? Give sketch.

Give particulars as to the building in which
the generator will be placed, and state
whether it is detached from other buildings,
and whether it is used for other purposes.

How is it proposed to dispose of the residue?

Will the generator be in the sole charge of a
person competent to manage it?

Signature of applicant.

Postal address.

Dated

FORM B.

No. _____

A license to possess not more than _____ pounds of carbide of calcium at any one time in the building described on the reverse is hereby granted to _____

subject to the rules and conditions endorsed hereon. This license shall continue in force till, and become void after, the _____

(Description of the building referred to on the back of this license.) _____

Signature. _____

Dated the _____

190 _____

ENDORSEMENT ON FORM B.

Rules.

[Here enter rules 1, 2, 3, 5 to 14 of Part II, 1 to 3 of Part IV, and 1 to 7 of Part V.]

Conditions.

This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the possession and sale of carbide of calcium made thereunder.

2. If the licensing officer or any officer appointed under rule 1 of Part IV calls on the license-holder, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such officer, be necessary for the safety thereof, the license-holder shall execute the repairs within such period, not being less than one week from the date of receipt of the notice, as may be fixed by the notice.

3. Subject to the provisions of rule 2 of Part II, the licensee shall not deliver any quantity of carbide of calcium exceeding twenty-eight pounds to any one who has not a license under section 5 or 6 of the Act, or any quantity of such carbide of calcium exceeding half a pound, except in accordance with the rules as to, the manner in which carbide of calcium is to be packed.

4. Vessels containing carbide of calcium shall be opened only for the time necessary for the removal of any quantity of carbide of calcium or for the refilling of other vessels. During such removal or refilling, every reasonable precaution shall be adopted for preventing moisture being brought into contact with the carbide of calcium, as well as for guarding against the risk of ignition of any gas which may be liberated.

5. Every storage vessel of a greater storage capacity than two pounds shall be secured with a lock or be kept in a locked receptacle so as to prevent unauthorized persons having access to the contents.

6. Due precautions shall at all times be taken for the prevention of accidents from fire, and no smoking, light, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.

7. If carbide of calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be adopted:—

(a) The apparatus used must, if manufactured in India, have been "vide Rule 3 of Part II. examined by" and certified by it to be suitable, or, if imported, either have been so examined and certified or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.

(b) Every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of carbide of calcium shall be placed in an outbuilding which shall be separated as far as may be practicable from any inhabited building and shall be well ventilated.

(c) No fire or such artificial light as would ignite inflammable gas shall be taken into or near the building in which a gas-making apparatus is placed.

8. Every apparatus (including generator and gas-holder) used for the manufacture of acetylene gas shall, as far as practicable, be constructed and used so as to provide against special risk, that is to say:—

(a) Copper shall not be used in any part of the apparatus.

(b) The various parts shall be of adequate strength.

(c) The escape of gas from the apparatus shall be carefully guarded against.

(d) Satisfactory provision shall be made against the dangerous development of heat.

(e) Satisfactory provision against undue pressure shall be made by the employment of an adequate safety valve connected with a pipe discharging into the open air and a suitable pressure gauge shall be attached to the apparatus.

(f) Provision shall be made for the residue of the carbide of calcium being mixed with at least ten times its bulk of water on being removed from the apparatus.

(g) No person shall have charge of an apparatus unless he has been properly instructed in its management.

FORM C.

No. _____

A general license to transport pounds of carbide of calcium by rail, by road or by water, is hereby granted to _____, subject to the rules, and conditions endorsed hereon. This license shall continue in force till, and become void after, the _____

Signature. _____

Dated the _____

190 _____

of _____

ENDORSEMENT ON FORM C.

Rules.

[Here enter rules 1, 2, 6 to 8, 10 to 12 and 16 of Part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

Conditions.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899 (VIII of 1899), and the above-mentioned rules for the transport of carbide of calcium made thereunder.

2. Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer and in such manner as may be approved by the licensing officer.

3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

FORM D.

No. _____

A special license to transport pounds of carbide of calcium from _____ to _____ is hereby granted to _____, subject to the rules and conditions endorsed hereon, and by the following route, namely:—

The weight of carbide of calcium in each package shall not exceed _____

This license shall continue in force till, and become void after, the _____ day of _____ 190 _____

Signature. _____

Dated the _____

190 _____

of _____

ENDORSEMENT ON FORM D.

Rules.

[Here enter rules 1, 2, 6, 7, 9 and 13 to 15 of part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

Conditions.

1. This license is given subject to the provisions of the Indian Petroleum Act, 1899, (VIII of 1899), and the above-mentioned rules for the transport of carbide of calcium made thereunder.

2. Where the carbide of calcium is conveyed by steamer, it shall be stowed in such part of the steamer and in such manner as may be approved by the licensing officer.

3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

FORM E.

No. _____

This pass covers _____ packages containing pounds of carbide of calcium being the property of (consignee's name) while in transport to _____

The said (consignee's name) has a license to possess carbide of calcium sufficient to cover the amount above-mentioned.

Dated the _____

190 _____

Holder of General License No. _____

No. 4555.—A., dated the 31st May 1907.

In supersession of the Notification of the Government of India in the Home Department, No. 5528 (Public), dated the 11th October 1901, and of all amending notifications, and in exercise of the powers conferred by sections 5 and 7 of the Indian explosives Act, 1884 (IV of 1884), the Governor General in Council is pleased to make the following rules to regulate the transport and importation of explosives.

These rules extend to the whole of British India, but the rules relating to the transport of explosives shall cease to apply to any port as defined in the Indian Ports Act, 1889 (X of 1889) for which special rules made by the Local Government are for the time being in force, in so far as they are expressly superseded by, or are inconsistent with, such special rules.

Nothing in these rules shall apply to the packing, transport or importation of capped safety cartridge cases, if otherwise, empty when packed transported or imported in the same consignment with arms covered by a license granted under the Indian Arms Act. 1878 (XI of 1878).*

Classification of explosives	1. (1) For the purposes of these rules, explosives shall be classified as follows, namely :—		
Class 1	Gunpowder.
" 2	Nitrate-mixture.
" 3	Nitro-compound.
" 4	Chlorate mixture.
" 5	Fulminate.
" 6	Ammunition.
" 7	Firework.

(2) When any explosive falls within more than one of the said classes, it shall be deemed to belong exclusively to the latest of such classes.

* Further exemptions are made by section 14 of the Indian Explosives Act, 1884, which runs as follows:—

Saving for manufacture, possession use, sale, transport or importation by Government.

(a) By order of the Government, or

(b) By any person employed under the Government in the execution of this Act, or as a keeper of a magazine, artisan, soldier, sailor, policeman or otherwise, or enrolled as a volunteer, under the Indian Volunteers Act, 1869, in the course of his employment or duty as such."

3. The expression "nitrate-mixture," as used in these rules, Definition of "nitrate-mixture" (class 2) is any preparation other than gunpowder, which is formed by the mechanical mixture of nitrate with any form of carbon or with any carbonaceous substance not possessed of explosive properties, whether sulphur be or be not added to such preparation, and whether such preparation be or be not mechanically mixed with any other non-explosive substance.

Nitrate-mixture includes, among other explosives :—

Chilworth special powder,	Ripp-Lene,
Fortis explosive,	Safety blasting powder and
Westfallite.	

4. (1) The expression "nitro-compound" as used in these rules means any chemical compound which is possessed of explosive properties or is capable of combining with metals to form an explosive compound, and is produced by the chemical action of nitric acid (whether mixed or not with sulphuric acid), or of a nitrate mixed with sulphuric acid upon any carbonaceous substance, whether such compound is mechanically mixed with other substances or not.

(2) Nitro-compound shall, for the purposes of these rules, be sub-divided as follows, namely :—

(a) Division I, comprising—

(i) Such explosives as—

Amberite No. 1,
Ballistite
Blasting gelatine,
Carbonite,
Cordite,
Stonite

Dynamite,
Gelatine dynamite,
Gelignite,
Lithofracteur,
Nitro-glycerine, and
and

(ii) any chemical compound or mechanically mixed preparation which consists, either wholly or partly, of nitroglycerine or some other liquid nitro-compound; and

(b) Division II, comprising—

(i) such explosives as—

Amberite No. 2,
Amönite,
Bellite,
Coopal's powder,
Cotton gunpowder,
E. C. powder,
Gun-cotton ordinarily so-called.

Nitrated gun-cotton,
Picrates,
Picric powder,
Roburite,
Sawdust and gun-cotton powder,
Schultz's powder and
Tonite (or cotton powder) and

(ii) any nitro-compound, as hereinbefore defined, which is not comprised in Division I.

Definition and sub-division of "chlorate-mixture" (class 4.)

5. (1) The expression "chlorate-mixture", as used in these rules means any explosive containing a chlorate.

(2) Chlorate-mixture shall, for the purposes of these rules, be subdivided as follows, namely:—

(a) Division I, comprising—

(i) such explosives as—

Horsley's blasting powder and

Brain's blasting powder, and

(ii) any chlorate preparation which consists partly of nitro-glycerine or of some other liquid nitro-compound, and

(b) Division II, comprising—

(i) such explosives as—

Horsley's original blasting

powder,

Reichardt's powder,

Reveley's powder

Hochstadter's blasting

charges,

Reichen's blasting charges,

Toussaint, and

Chlorated gun-cotton, and

(ii) any chlorate-mixture, as heretofore defined, which is not comprised in Division I.

6. (1) The expression "fulminate", as used in these rules means any chemical compound or mechanical mixture of fulminate (class 5.)

(2) Fulminate shall, for the purposes of these rules, be subdivided as follows, namely:—

(a) Division I, comprising such compounds as the fulminates of silver and of mercury, and preparations of those substances such as are used in percussion caps, and any preparation consisting of a mixture of a chlorate with phosphorus, or certain descriptions of compounds of phosphorus, with or without the addition of carbonaceous matter, and any preparations consisting of a mixture of a chlorate with sulphur, or with sulphuret, with or without carbonaceous matter; and

(b) Division II, comprising such substances as the chloride and the iodide of Nitrogen, fulminating gold and silver, diazobenzol, and the nitrate of diazobenzol.

7. (1) The expression "ammunition", as used in these rules, means any explosive included in any of the foregoing definitions, when the same is enclosed in any case or contrivance, or is otherwise adapted or prepared, so as to form—

Definition of "ammunition" "percussion cap", "detonator", "safety fuse" and "safety cartridge", and sub-division of "ammunition" (class 6.)

(a) a cartridge or charge for small-arms, cannon or any other weapon, or for blasting or,

(b) a safety or other fuse for blasting or for shells, or

(c) a tube for firing explosives, or

(d) a percussion-cap, a detonator, a fog-signal, a shell, a torpedo, a war-rocket, or any other contrivance other than a firework.

(2) The expression "percussion cap", as used in these rules, does not include a detonator.

(3) The expression "detonator", as used in these rules, means a capsule or case which is of such strength and construction, and contains fulminate in such quantity, that the explosion of one capsule or case would communicate the explosion to other like capsules or cases.

(4) The expression "safety fuse", as used in these rules, means a fuse for blasting which burns and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction, and contains an explosive in such quantity, that the burning of such fuse would not communicate laterally with other like fuses.

(5) The expression "safety cartridge", as used in these rules,—

(i) means a cartridge for small-arms, the case of which can be extracted from the small-arm after firing, and which is so closed as to prevent any explosion in one cartridge being communicated to other cartridges; and

(ii) includes a rifle-caliber machine-gun cartridge, if it is as described in clause (i), whether it is for use with a machine-gun having chambers identical with those of rifles or with a machine-gun having special chambers:

Provided that the diameter of the cartridge in either case (i) or case (ii) does not exceed one inch.

(6) Ammunition shall, for the purposes of these rules, be subdivided as follows, namely:—

(a) Division I, comprising exclusively—

Safety cartridges,

Safety fuses for blasting,

Railway fog-signals, and

Percussion-caps; and

(b) Division II, comprising any ammunition, as heretofore defined, which does not contain its own means of ignition and is not included in Division I, such as—

Cartridges for small-arms, other than safety cartridges,

Cartridges and charges for cannon, shells, mines, blasting or other like purposes,

Shells and torpedoes containing any explosive,

Fuses for blasting, other than safety fuses;

Fuzes for shells,
Tubes for firing explosives, and
War-rockets,
which do not contain their own means of ignition
and;

- (e) Division III, comprising any ammunition, as hereinbefore defined, which contains its own means of ignition and is not included in Division I, such as—

Detonators,
Cartridges for small-arms, which are not safety
cartridges,
Fuzes for blasting, which are not safety fuzes,
Fuzes for shells, and
Tubes for firing explosives,
containing their own means of ignition.

Explanation.—The expression "ammunition containing its own means of ignition, means ammunition having an arrangement, whether attached to or forming part of the ammunition, which is adapted to explode or fire the ammunition by friction or percussion.

8. Fireworks shall, for the purposes of these rules, be sub-divided as follows, namely:—

- (1) Division I, comprising firework compositions, that is to say,—

- (a) any chemical compound or mechanically mixed preparation of an explosive or inflammable nature which is used for the purpose of making manufactured fireworks, and is not included in any of the foregoing definitions,
(b) any star, and
(c) (except as declared in the proviso to this rule) any coloured fire composition; and

- (2) Division II, comprising manufactured fireworks, that is to say, any explosive of class 1, 2, 3, 4, 5 or 6 and any firework composition, when such explosive or composition is enclosed in any case or contrivance or is otherwise manufactured so as to form a squib, cracker, toy can or snorter, serpent, rocket (other than war-rocket) mortar, lance, wheel, Chinese fire Roman candle, or other article specially adapted for the production of pyrotechnic effects or pyrotechnic signals or sound signals:

Provided that a substantially constructed and hermetically closed metal case, containing not more than one pound of coloured fire composition of such a nature as not to be liable to spontaneous ignition,

shall be deemed to be a "manufactured firework" and not a "firework composition."

TRANSPORT.

9. The following general rules shall be observed with respect to the packing of explosives for conveyance:—

- (1) Unless the context otherwise requires,—

the expression "outer package" means a box, barrel, case or cylinder of wood, metal or other solid material of such strength, construction and character, that it will not be broken or accidentally opened, nor become defective or insecure whilst being conveyed, and will not allow any explosive to escape;
the expression "inner package" means a substantial case, bag, canister or receptacle, made and closed so as to prevent any explosive from escaping;
the expression "authorized explosives" means exclusively an explosive included in a list of authorized explosives prepared by the Chief Inspector of Explosives with the Government of India, and published annually in the *Gazette of India* and in force for the time being;

the expression "propellant" means an authorised explosive of Class 3 adopted and intended exclusively for use as a propelling charge in cannon or small arms; and the expression "special authority" means a written authority granted by the Chief Inspector of Explosives, to which may be attached such condition as may, in the opinion of the Chief Inspector of Explosives, be necessary to meet the special requirements of the case.

- (2) The interior of every package shall be free from grit and otherwise clean.

(3) Save as hereinafter provided, there shall not be any iron or steel in the construction of any package unless the same is covered with suitable material so as effectually to prevent the exposure of such iron or steel.

(4) Every package when actually used for the packing of one explosive shall not be used for the packing of any other explosive or any other article or substance:

Provided that this rule shall not prevent the packing of inner packages containing a propellant in an outer package with inner packages containing gunpowder or another propellant:

Provided also that this rule shall not prevent the packing of any article which is not of an inflammable or explosive nature, or liable to cause fire or explosion, in the same package as an explosive of the 1st Division of the 6th (Ammunition) Class.

(5) Subject to the foregoing provisions, the following shall be the method of packing authorized explosives of various classes, respectively, and the maximum amounts which may be in any one package:—

Class.	Method of Packing.	Amount in any one outer package.	Amount in any one inner package.
Class 1	When the quantity in any one consignment does not exceed 5 lbs. in amount, a single outer package; otherwise— A double package, the inner and outer packages being as above defined.	100 lbs.	170 lbs.
Class 2	As for class 1	50 lbs.	25 lbs.
Class 3, Division I, other than propellants.	As for class 1, provided that either the outer or inner package shall be thoroughly water-proof, and both shall be without metal in the construction thereof.	50 lbs.	50 lbs.
Class 3, Division I, propellants	As for class 1	50 lbs.	50 lbs.
Class 4, Division II, other than Picric Acid and wet gun-cotton.	As for class 1	50 lbs.	50 lbs.
Picric Acid	As for class 1	Unlimited.	Unlimited.
Gun-cotton so wetted with water as to be absolutely unsoundable.	As for class 1, provided that the inner or outer package, or both of them, shall be of such a nature, and so closed, as to prevent any material loss of moisture during conveyance.	Unlimited.	Unlimited.
Class 4	As for class 1	50 lbs.	50 lbs.
Class 5	Packed in water. A treble package the innermost package being a bag permeable to water, enclosed in a case containing sufficient water to ensure the explosive being kept constantly wet; and the outer package containing sufficient water constantly to surround the case. Both the case and the outer package shall be of such construction as will not allow water to escape. If the explosive is of such character that it cannot be packed in a thoroughly wet condition, it shall be packed in accordance with conditions set forth in a special authority.	250 lbs.	25 lbs.

Class.	Method of packing.	Amount in any one outer package.	Amount in any one inner package.
Class 6, Division I, other than fire-drill cartridges for pistols.	A single outer package:— Provided that the above general rule (5) shall not apply to explosives of this division:— Provided also that bullet cartridges of a calibre exceeding 0.5 inch and belonging to this division shall be packed in such a manner that the point of any bullet carried, come in contact with the cap of another cartridge.	Unlimited.	.....
Fire-drill cartridges for pistols.	(c) Not exceeding 50 in number in any one consignment:—To be packed in a single package that the boxes lie alternately in opposite directions. The boxes and pins shall be so fitted into perforations in millboard or other suitable material as to prevent the firing of any one of the said cartridges by an explosion in any other of the said cartridges. (d) Exceeding 50 in number:—In an inner and outer package, the cartridges being packed in inner packages with millboard as above required.	50 in number.	.....
Class 6, Division II.	Explosives made up into cartridges or charges for cannon, shells, torpedoes, mines, blasting or other like purposes shall be packed in such manner and in such quantity as is required for the same explosive when not so made up; provided that, where a double package is required, the enclosing case of such cartridges or charges may, if it satisfies the conditions required for an inner package, be held to be such inner package. Other ammunition of this division:—A single outer package.	.....	.....
Class 6, Division III, other than Detonators and Electric Detonators.	As for class 1	100 lbs.	.....
Detonators	As for class 1	50 lbs.	2 lbs. or 10 in number whichever be the greater.
	Provided that bullet cartridges of a calibre exceeding 0.5 inch and belonging to this division shall be packed in such a manner that the point of any bullet carried, come in contact with the cap of another cartridge. (e) Not exceeding 1,000 in any one consignment:—As for class I, provided that the detonators and the pieces between the same and between the sides of the inner package and the said detonators shall all be filled, as far as practicable, with fine sawdust or other similar material; a layer of felt or other soft yielding material shall be placed between both ends of all the detonators and the in-	1,000 in number.	100 in number.

Class.	Method of packing.	Amount in any one outer package.	Amount in any one inner package.
	terior of the inner package in which the same are placed, in such manner, and so secured that both ends of the detonators will rest upon the said case of wood or other material; every inner package, if of metal, to be lined throughout with paper or other soft material; and		
	(b) Exceeding 1,000 detonators.— The detonators shall be packed in inner packages, with saw-dust and cotton wool as above described. Such inner packages shall be placed inside a substantial case of wood or metal, made and closed so as to prevent any of the inner packages escaping therefrom, and such case shall be placed inside an outer package in such manner and so secured as to leave a clear space of not less than three inches between the case and every part of the interior of the said outer package, notwithstanding that such clear space may, if preferred, be filled with sawdust, straw, or other similar material, or may contain a light framework of battens of wood to keep the case aforesaid in position in the outer package; and	10,000 in number.	100 in number.
	(c) where the number of detonators exceed 5,000, such outer package shall be provided with handles or other contrivance, by means of which it can be safely and conveniently carried.		
Electric Detonators.	As for class 1, provided that where the number in any outer package exceeds 200, such outer package shall be provided with handles or other contrivance, by means of which it can be safely and conveniently carried.	5,000 in number	100 in number.
Class 7, Division I.	Double package, the inner package being hermetically closed, and contained in an outer package as above defined.	50 lbs.	1 lb.
Class 7, Division II.	Single outer package, provided that the above general rule (3) shall not apply to explosives of this division.	100 lbs.	.....

(6) Nothing in this rule shall be deemed to prohibit the use of an additional package, whether inner or outer, provided that such additional package shall not be of such character as shall have been prohibited in writing by the Chief Inspector of Explosives.

(7) An explosive, which is not an authorised explosive, shall be packed in such manner, as may be directed by a special authority with reference to such explosive.

(8) On the outermost package there shall be affixed in conspicuous characters, by means of a brand or securely attached label or other mark, the word "Explosive," the name of the explosive, the number of the class and division to which it belongs, and the name of the manufacturer or sender.

In the case of explosives of Classes 3 and 4, there shall be added the date of manufacture or issue from the factory, of such sign indicating such date as may be approved by the Chief Inspector of Explosives:

Provided first, that in the case of cartridges or charges for cannon shells, mines, blasting or other like purpose, which do not contain their own means of ignition, the marking shall be as for the explosive when not so made up:

Provided, secondly, that in the case of explosives of Class 6, Division I (Safety Fuzes excepted), there shall be added the words "Not liable to explode in bulk."

Provided, thirdly, that in the case of Pin-fire cartridges for pistols, there shall be added the words "Pin-fire cartridges."

Provided fourthly, that in the case of Safety Fuzes or Gunpowder the word "Explosive" and the number of the class and division may be omitted; and

Provided, fifthly, that, where an outer package contains more than one explosive, the marking above required shall be affixed separately in respect of each explosive so contained.

(9) To meet special cases exemption may be granted by special authority from the observance of any one or more of the conditions imposed by this rule.

10. Whoever commits a breach of any of the foregoing rules relating to the packing of explosives for conveyance shall be punishable with fine which may extend to Rs. 1,000.

11. The following general rules shall be observed with respect to the conveyance of explosives.

I.—No explosives shall be conveyed from place to place unless packed in the manner provided for in the foregoing rules.

II.—There shall not be conveyed in any carriage or vessel, which is being used for the conveyance of an explosive, any explosives of a different class and division, of whatsoever nature, which contains its own means of ignition, unless it is sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

III.—Except in the case of small consignments carried by railway which may be unloaded at any time, explosives shall be loaded or unloaded only between sunrise and sunset. For the purposes of this rule, no consignment of more than half a wagon-load booked to one station shall be deemed to be a small consignment.

IV.—Whilst the explosive is being loaded on or unloaded out of any carriage or vessel, no fire or artificial light, or any article which

is liable to cause or communicate fire or explosion [such as charcoal, lucifer matches, articles for striking a light, petroleum to which the Indian Petroleum Act, 1899 (VIII of 1899), or any other Act for the time being in force regarding the importation, possession, and transport of petroleum, applies, or any spirit or oil or substance that gives forth an inflammable vapour at a temperature below 100° Fahrenheit] shall be, or shall be allowed to be, brought, had or used dangerously near to such carriage, ship, or boat, and no smoking shall be allowed in, on, or dangerously near to, the same:

Provided that when the use of a light for the purposes of such loading or unloading is unavoidable, a lamp of such construction, position, or character as not to cause any danger from fire or explosion may be used; and no person, while handling any explosive (except an explosive of Division I, Class 6, if packed in accordance with the packing rules), shall wear boots or shoes with iron or steel nails, heels or tips.

V.—In the loading or unloading of any explosive, the casks and packages containing the same shall be passed from hand to hand and not rolled upon the ground; they shall not be thrown or dropped down, but shall be carefully deposited and stowed.

VI.—The explosive shall not be conveyed except in the interior of a carriage so enclosed on all sides with wood or metal, or in the hold of a ship or boat having a close-deck so closed, as effectually to protect the explosive against accident by fire from without. If the explosive cannot be so secured, it shall be completely covered with painted cloth, tarpaulin, or other suitable material so as to effectually protect it against communication of fire.

VII.—There shall not be any iron or steel in the interior of the portion of the carriage or vessel with which the case containing the explosive is or may come in contact, unless the same is effectually covered with leather, wool, cloth, or other suitable material.

VIII.—In the stowing of the explosive, due precautions shall be taken by means of a partition or otherwise and by careful stowing to secure such explosive from being brought into contact with, or endangered by, any other article or substance conveyed in such carriage or vessel which is liable to cause fire or explosion; and if the explosive is dangerously affected by water, due precautions shall be taken to exclude water from coming into contact with such explosive.

IX.—The amount of the explosives conveyed in any one carriage or vessel at any one time shall not exceed 2,000 lbs. unless the carriage be so enclosed on all sides with wood or metal, or the vessel have a close deck so closed, as effectually to protect the explosive against accident by fire from without, in which case the amount of the explosive conveyed shall not exceed the following:—*

			Tons.
In any one carriage on a railway	...	...	10
In any one other carriage	...	...	2
In any one vessel	...	...	20

* Note.—This rule shall, in the case of dynamite conveyed by railway, be read subject to paragraph XII of Rule 12.

X.—Nothing in the foregoing rules (except Rule I) shall apply to any explosive of the 1st Division of the 6th (Ammunition) Class: Provided that all due precautions are taken for the prevention of accidents.

Conveyance otherwise than by railway. 12. The following rules shall be observed with respect to the conveyance of explosives otherwise than by railway:—

I.—No explosive shall be conveyed in a carriage or boat whilst carrying or plying for public passengers, unless the quantity is less than 5 lbs. and notice has been given beforehand to the person in charge of such carriage or boat, and all due precautions are taken for the prevention of accidents by fire or explosion:

Provided that there shall not be conveyed in any such carriage or boat any explosive of the 5th (Fulminate) Class or any explosive of the 3rd Division of the 6th (Ammunition) Class or of the 1st Division of the 7th (Firework) Class, except detonators packed according to Rule 9 to the number of 200:

Provided that the amount of explosive of the 5th (Fulminate) Class in the detonators shall in no case exceed in the aggregate 8 oz. (a certificate to this effect being given by the agent of the company by whom the detonators are tendered for transport):

Provided also that no other explosive is carried in the same compartment.

II.—With respect to the conveyance by carriage or vessel of explosives of the 5th (Fulminate) Class, or of the 3rd Division of the 6th (Ammunition) Class or of the 1st Division of the 7th (Firework) Class, or of larger quantities than 5 lbs. of any other explosive, the following regulations shall be observed:—

(1) The person in charge of the carriage or vessel shall not drive or conduct the same in a dangerous or reckless manner, and shall take all due precautions to avoid fire and explosion, and no person shall do any act or thing in relation to the explosive, which tends to cause fire or explosion, and is not reasonably necessary for the conveyance of the explosive or for work immediately connected with such conveyance; and a person who is intoxicated shall not have charge of any carriage or vessel conveying explosives, and shall not be permitted to be in, or on, or attending the same.

(2) A person shall not forward to any warehouseman or carrier a consignment of explosives, unless he has given notice to such warehouseman or carrier beforehand, stating the name and quantity of the explosive proposed to be conveyed, and the name and address of the proposed consignee, and has had an intimation that the warehouseman or carrier is prepared to receive the consignment, and a warehouseman or carrier shall not make such an intimation nor receive such consignment, unless he is prepared

to receive it, and forthwith to despatch the same, or to deposit it in a magazine or at a place at which a person is licensed to possess the same.

- (3) The carriage or vessel conveying the explosive shall be in charge of, and constantly attended by, some competent person, or by a sufficient number of competent persons, and such persons shall not, if the amount of the explosive conveyed exceed 100 lbs., stop or delay for a longer time than may be reasonably necessary or stop unnecessarily at any place where such stopping would be attended with special public danger.

III.—No explosive belonging to Class 1 (Gunpowder Class), Class 2 (Nitrate-mixture Class), Class 3 (Nitro-compound Class), Class 4 (Chlorate-mixture Class) or Class 5 (Fulminate Class), shall be carried otherwise than by rail, across any railway bridge over which reasonable facilities for the conveyance thereof by rail are afforded by the Railway Administration:

Provided that this prohibition shall not apply in respect of quantities of explosives of Class 1 (Gunpowder Class) or Class 2 (Nitro-compound Class) not exceeding 5 lbs. in weight.

13. The following rules shall be observed with respect to the conveyance of explosives by public railways:—

I.—No person shall send for carriage upon any railway any consignment of an explosive, unless he has given to the officer in charge of the railway station previous notice in writing which, at the option of the Railway Administration, may extend to 48 hours, of his intention to send such consignment, and stating the true name, description, quantity, and mode of packing of the explosive proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and unless he has had an intimation in writing from an authorized officer of the railway that such consignment will be received.

II.—No explosive which a Railway Administration shall, by any notice or regulation for the time being in force, notify that they will not receive, shall be brought, sent, or forwarded to or upon any railway of the said Railway Administration.

III.—Consignments of explosives shall be sent to the forwarding station and shall be received by the railway servants only at such times, between sunrise and sunset, as the Railway Administration may appoint; and every package containing any explosive proposed to be conveyed on any railway shall immediately, on arrival at the station, be unloaded and placed in a safe place under the special direction of the officer in charge of the station.

All gunpowder under despatch or receipt by a Government arsenal, depot, or factory shall be loaded or unloaded in the railway vans by Government servants employed in such arsenal, depot or factory, in each van used by the railway for the transport of

gunpowder, the packages of gunpowder shall be secured in such a way as to prevent concussion when the train is in motion.

IV.—An explosive shall be removed by the consignee from the receiving-station during the twelve hours of day-light after arrival: if this condition is not strictly complied with, the Railway Administration may return the consignment to the consignor at his risk and expense. And such packages shall in the meanwhile be kept as far away from the station buildings as possible, in the waggon they were conveyed in, or, if unloaded, shall be completely covered with tarpaulins or other suitable material and, if necessary, shall be protected by a police guard.

V.—The Railway Administration may refuse to receive any packages which they suspect to contain any explosive packed or sent in contravention of these regulations. And in case any package, which the Railway Administration suspect, shall be upon any railway, the Railway Administration may open, or require to be opened, such package to ascertain the fact, at the risk and expense of the consignor and may return the explosive contained in the package to the consignor at his risk and expense, keeping the packages, pending such return in the manner prescribed in the preceding rule.

VI.—Subject to the exception provided for in clause (c), no explosive shall be conveyed by passenger train except of the kinds and in the manner hereinafter specified in this rule:

(a) Safety-cartridges and percussion-caps and safety-fuses (for blasting), also fog signals for railway use which may be conveyed in ordinary waggons or carriages.

(b) Explosives of the 3rd (Nitro-compound) Class which may be carried in the form of cartridges up to the limit of 5 lbs: Provided that no detonators are carried in the same compartment.

(c) Detonators packed according to Rule 9 may be carried to the number of 200:

Provided that in no case the amount of fulminate of mercury in the package or packages containing the detonators exceeds in the aggregate 3 oz. (a certificate to this effect being given by the company, firm, or person tendering the detonators for transport or by its or his agent):

Provided also that no other explosive is carried in the same compartment.

(d) Sporting gunpowder or non-safety cartridges packed in double cases as before provided, so long as the gunpowder is contained in one-pound tin canisters packed in a stout wooden case with an outer covering of tin or zinc completely spark-proof, or in metal-lined cases of a pattern approved by the Railway Administration. But no outer case shall contain more than 25 lbs. of gunpowder, and the total consignment of gunpowder or non-safety cartridges by one train shall not exceed 80 lbs.

- (c) Explosives may be carried by mixed trains on any line on which goods trains are not running, subject to the conditions that they are loaded in properly constructed powder vans; that not more than one powder-van containing explosives is forwarded at any one time by a mixed train; that there are not less than three vehicles between the powder-van and either the engine or the passenger coaches; that the powder-van is close coupled to the adjoining vehicles; and that directly a powder-van containing explosives arrives at a section on which goods trains are running, it is detached from the mixed train.

VII.—Not more than five carriages containing explosives shall be loaded or unloaded at any railway station, or be conveyed by any one train at any one time; and the quantity of explosive to be contained in any one carriage shall not exceed two-thirds of the normal load, unless the carriages shall be specially built and approved by the Railway Board for the conveyance of explosives. But nothing in this clause shall be held to apply to separate consignments of safety cartridges for small arms.

VIII.—There shall not be conveyed in the same carriage with any explosive any lucifer or other matches, fuses, pipe-lights, acids, naphtha, paraffine or petroleum, to which the Indian Petroleum Act, 1899 (VIII of 1899), or any other Act for the time being in force regarding the importation, possession, and transport of petroleum, applies or any other volatile spirit substance liable to give off an inflammable vapour or liable to spontaneous ignition, or to cause or communicate fire or explosion.

IX.—The consignor shall attach to the consignment note a certificate or (provided the original is produced for verification) copy of a certificate, signed by an officer authorized by the Local Government in this behalf that the explosive, if it is an explosive of Class 3 or 4, is of the standard purity; and further in the case of dynamite and all nitro-glycerine compounds, that there are no signs of exuded nitro-glycerine or of liquefaction. The consignor shall also certify that the explosive has been packed in accordance with the packing rules in force in England or in British India.

X.—In the case of explosives under Classes 3 and 4, the outer packages shall be marked with the date of the manufacture of the explosives. The abovementioned certificate shall contain sufficient information to admit of all packages being easily recognized.

XI.—The certificate referred to in Rule 12 (IX) shall be valid for six months after date, if the examination has been made between the 15th October and 31st March, but any Railway Administration which accepts dynamite and other nitro-glycerine compounds for transport may demand a fresh certificate for these explosives, if presented, for conveyance between 1st April and 15th October (both inclusive).

XII.—Packages containing dynamite and other blasting explosives of the 3rd (Nitro-compound) Class, or explosives of the 4th (Chlorate-mixture), 5th (Fulminate) Classes or of the 1st Division of the 7th (Firework) Class shall be stowed in one layer only and secured so as to prevent movement during transit, and the gross load in any one wagon shall not exceed 3 tons.

Provided that, if the packages of explosive are in rectangular form and are properly secured so as to prevent movement during transit, they may be stowed in any number of layers not exceeding five, and the gross load in any one wagon shall not exceed 5 tons.

XIII.—No explosive of the 5th (Fulminate) Class or of the 3rd Division of the 6th (Ammunition) Class or of the 7th (Firework) Class shall be carried in the same train with any explosive not of the class and division to which it belongs, unless it be sufficiently separated therefrom to prevent any fire or explosion which may take place in one such explosive being communicated to another.

XIV.—Wagons used for the carriage of explosives shall be examined to see that they are spark-proof and have been cleaned out before they are loaded. Hair, cloth, hides, or other suitable materials shall be spread on the floor of the wagon, and between each layer of packages, except when the packages are covered with gunny or felt, or contain safety cartridges for small arms packed in tin-lined service-pattern boxes.

XV.—Wagons containing explosives shall be loaded and unloaded on sidings distant as far as possible from the station buildings.

XVI.—Packages containing explosives other than those referred to in Rule 13 (XII) shall not be stowed in more than three layers one above the other. But if the packages are in rectangular form and of uniform size (provided they are double packages, and are so secured as to prevent movement during transit), they may be packed in five layers one above the other. But in the carriages of safety cartridges for small arms packed in tin-lined service-pattern boxes, there is no restriction. Subject to the provisions of Rule 11 (III), the loading and unloading of explosives when once begun shall be diligently proceeded with until the same is completed.

XVII.—When the train is being marshalled, wagons loaded with explosives may be shunted by a locomotive, if they are separated from the engine by not less than three wagons containing no explosive nor easily inflammable substance. This precaution is not necessary with wagons specially constructed for the carriage of explosives. The speed of these movements shall be restricted to five miles an hour; they shall be superintended by a duly authorized officer, who shall be held responsible for the observance of these orders. Flying shunts are strictly prohibited.

XVIII.—Wagons containing explosives shall be placed at the end of the train away from the locomotive, and shall be close-coupled to one another as well as to the adjoining wagons, and shall be preceded and followed by three wagons not loaded with explosives or other traffic of an inflammable nature.

Provided as follows:

- (a) On the Darjeeling Himalayan Railway, wagons containing explosives and adjoining wagons need not be close-coupled to one another, and
- (b) On the Nilgiri-Railway only one wagon need intervene between the locomotive and wagons containing explosives.

XIX.—If the wagons employed in the transport of explosives are provided with brakes other than iron brakes, the brakes thereon shall on no account be worked while the wagons are running with a train, nor shall brakes, other than iron brakes, on vehicles immediately adjoining such wagons be worked while such wagons are so running.

XX.—Wagons shall in every case be locked when loaded with explosives.

XXI.—All operations connected with the transshipment of explosives at junction stations shall take place during day-light.

14. Whoever commits a breach of any of the foregoing rules relating to the mode of conveyance of explosives shall be punishable with a fine which may extend to Rs. 100.

IMPORTATION.

15. Subject to the following provisions, an explosive shall not be imported by sea or land into British India, except under and in accordance with the conditions of a license, to import the explosive:

Provided that explosives may be imported by sea, previous to the grant of an importation license, in accordance with rules I, II, III and IV of this rule.

I.—Any explosive other than an explosive specified in rule 18 may, previously to the grant of a license to import, if it is included in a list published under clause (1) of rule 1, be imported, if it is in force, and if it is certified to be of British manufacture or, if not of British manufacture, if it is imported from the United Kingdom and covered by the certificate granted by one of His Majesty's Inspectors of explosives in England, be landed in accordance with such regulations as the Local Government may prescribe in this behalf and be stored in a place set apart by the Local Government for this purpose, or in any private magazine declared by the Local Government to be suitable therefor.

II.—Any such explosive of British manufacture may also be transported by rail to any such private magazines previously to the grant of a license to import.

III.—The Governor General in Council may extend to any such explosive not of British manufacture, regarding which he is satisfied that it has been manufactured under adequate official supervision, the privilege of landing granted by rule I, but such explosive may not be transported by rail until an importation license has been granted.

IV.—Before any explosive is landed under rules I and III, the consignee shall give to the Chief Customs officer of the port such undertaking, with or without security, as the said officer thinks sufficient, to obey, in the event of the explosive failing to satisfy the prescribed tests, such directions as to its disposal as the Local Government may see fit to prescribe.

If samples are taken, the procedure shall be that described in rule 23:

Provided, also, that explosives of British manufacture may be imported by land, previous to the grant of an importation license, in accordance with rules V and VI of this rule.

V.—Explosives (except those specified in rule 18) included in list published under rule 9 (1), and certified to be of British manufacture, may, previously to the grant of a license, be imported and conveyed under such conditions as the Local Government may prescribe, to a magazine appointed in this behalf by the Local Government.

VI.—Before an explosive is imported under rule V, the consignee shall give to the Magistrate of the District in which the magazine appointed under rule V is situated, or to the Commissioner of Police if such magazine is situated, in a Presidency-town or Rangoon, such notice of his intention to import the explosive as the Local Government may prescribe and shall give such undertaking, with or without security, as the said District Magistrate or Commissioner of Police may require, that he will, in the event of the explosive failing to satisfy the prescribed tests, comply with such directions as to its disposal as the Local Government may issue.

If samples are taken, the procedure laid down in rule 24 shall be followed.

16. Whoever imports an explosive in contravention of Rule 15 shall be punishable with fine which may extend to three thousand rupees.

17. An explosive shall not be imported by sea except at one of the ports of Calcutta (including Moyapur and Diamond Harbour), Madras, Bombay, Rangoon, Calicut, Karachi, Aden, Chittagong and (in the case of crackers only) Negapatnam and Moulesme. But a license to import an explosive by sea from Rangoon into the port of Akyab, Sandoway, Kyauk Phyo, Tavoy, Mergui or Victoria Point, as the case may be, may be granted by the Magistrate of the District in which such port is situated. The fee payable in respect of each such license shall be one rupee, and the license shall be in Form A, in the schedule hereto annexed.

18. If the explosive is gunpowder or an explosive of the 1st Division of the 6th (Ammunition) Class or of the 7th (Firework) Class, the license to import Grant of licenses for importation in certain cases. the same may be granted,—

- (a) if the importation is by sea, by the Commissioner of Police of Calcutta, Madras, Bombay or Rangoon, or the District Magistrate of Calicut, Karachi, Aden, Chittagong, Negapatnam or Moulesme, as the case may be, and
- (b) if the importation is by land, by the officer appointed to grant licenses under rule 21.

19. The fee payable in respect of each such license shall be Rs. 10; but if any explosive imported under a license into a British port is exported thence to another British port named in Rule 17, the necessary license for such re-import may be granted on payment of a fee of one rupee instead of Rs. 10.

20. Licenses for the importation by sea of any explosives other than those specified in Rule 18 shall be granted by the Local Government or by some officer specially authorized by the Local Government in this behalf.

21. Licenses for the importation of explosives into British India by land shall be granted by the Magistrate of the District to which the explosives are consigned, or, if the explosives are consigned to a Presidency-town or Rangoon, by the Commissioner of Police. The fee payable in respect of each such license shall be Rs. 10.

22. No license shall be granted for the importation of any explosives of the description referred to in Rule 20 unless—

- (a) it is an explosive authorised for manufacture in, or importation into, the United Kingdom for general sale;
- (b) its importation is recommended by the Chief Inspector of Explosives with the Government of India; and
- (c) if it is an explosive for which a test or examination has been prescribed by or under the orders of the Government of India, samples of it taken as hereinafter provided are certified by the Chemical Examiner or some other officer appointed by the Local Government in this behalf to have passed the test or examination from time to time prescribed.

23. On the arrival in any port at which the importation of explosives is lawful of a ship having on board an explosive other than an explosive of the description referred to in Rule 18, such officer as the Chief Customs Officer authorizes in this behalf shall, as soon as may be proceeded on board and shall, if testing or examination is requisite under the last preceding rule, obtain samples of the explosive.

All explosives, of which samples are taken for examination, shall forthwith be deposited in a place or magazine set apart or notified under rule 151, and shall not be distributed for use until the importer has received from the licensing authority notice that it may be so distributed.

The master of the ship shall give to the said officer, without charge, such samples as he may require. The said officer shall affix to each such sample the name of the ship and of the consignee and such other distinguishing marks as he may think necessary and shall forward the same to the Chemical Examiner or officer, as aforesaid, for report.

The Chemical Examiner or officer as aforesaid, after testing the said samples, shall without delay forward to the licensing authority, through the Chief Customs Officer, a report under his signature certifying whether the explosive has satisfied the prescribed test.

24. When an explosive imported by land has been conveyed to and deposited in, the magazine referred to in rule 151(V), the person owning or being in charge of such magazine shall forthwith, if the testing or examination of the explosive is required by Rule 22, deliver free of charge to such officer or person as may be appointed by the Local Government in this behalf such samples as he may require. No explosive of which a sample has been so taken shall be removed to its destination or distributed for use until the importer or the person in charge of the magazine has received from the licensing authority a notice that it may be so removed or distributed.

The officer or person appointed as aforesaid shall affix to the sample received by him the name of the consignee and such other distinguishing marks as he may think necessary, and shall forward the sample for report to the Chemical Examiner or other officer appointed by the Local Government in this behalf.

The Chemical Examiner or such other officer as aforesaid shall, after testing the sample without delay, forward to the licensing authority, through the officer or person from whom he received the sample, a report under his signature certifying whether the prescribed test has been satisfied.

25. Explosives, other than those referred to in Rule 18, which have already undergone the test prescribed by Rules 22 and 23 at the ports of Calcutta (in, including Mysore and Diamond Harbour), Madras, Bombay, Rangoon, Calcutta, Karachi, or Aden, may be re-imported by sea into any other of those ports under a license granted under Rule 20 without re-testing, but subject, in the case of such explosives as are mentioned in Rule 13, Clause LX, to the production of the certificate prescribed in that clause.

Such certificate shall be valid for six months after date, if the examination has been made between the 15th October and 31st March; but in the case of dynamite, a fresh certificate may be demanded if the consignment is imported between the 1st April and 15th October (both inclusive).

26. The period for which a license to import an explosive, granted under Rules 20 and 21, shall continue in force, shall not exceed such period as may seem necessary to the authority granting the license.

27. The fee payable on a license granted under Rule 20 shall be Rs. 10, but if any explosive imported under a license into a British port is exported thence to another British port named in Rule 17, the necessary license for such re-import may be granted on payment of a fee of one rupee instead of Rs. 10.

28. Every license granted under Rules 18, 20 and 21, shall be in form A in the schedule hereto annexed, and shall be subject to the conditions therein prescribed, and also to such additional conditions with respect to the time and place of unloading, landing, delivery and conveyance of the explosive, and such other conditions as may in each case be thought by the licensing officer to be necessary for the public safety or in the interest of the State.

29. Whoever commits a breach of any condition, subject to which a license under Rules 18, 20 and 21 is granted, shall be punishable with fine which may extend to three thousand rupees.

30. (1) Any of the officers mentioned in clause (2) of this Powers of inspection. rule may, within the areas respectively search, seizure, etc. specified in that clause, but subject to the provisions of the Indian Arms Act, 1878 (XI of 1878), and of any rules for the time being in force thereunder, in cases to which that Act applies,—

- (a) enter, inspect and examine any carriage or vessel in which an explosive is being transported or imported under a license granted under these rules or any prior rules made under the Indian Explosives Act, 1884 (IV of 1884), or in which he has reason to believe that an explosive has been or is being transported or imported in contravention of the said rules or Act, and may enter, inspect and examine any magazine or place in which explosives are stored under the provisions of rule 15;
- (b) search for explosives in any such carriage, vessel, magazine or place;
- (c) take samples of any explosives found therein, on payment of the value thereof, if payment can be made at the time the samples are taken; and
- (d) seize, detain, remove and, if necessary, destroy or otherwise render harmless any explosive found therein in respect of which he has reason to believe that any of the provisions of the said rules or Act have been contravened.

(2) The officers and areas referred to in clause (1) of this rule are:—

Officers.
The Chief Inspector and Inspectors of explosives.
All District Magistrates.
All Magistrates subordinate to the District Magistrate.
The Commissioner of Police, and all Police officers of rank not below that of Inspector, if specially deputed in this behalf by the Commissioner of Police.

Areas.
In all parts of British India.
Within their respective districts.
Within the areas respectively subject to their jurisdiction.
In Presidency-towns and Rangoon.

Officers.

All police officers of rank not below that of Inspector. Within the respective areas over which their authority extends.

(3) Whenever the Chief Inspector or an Inspector of Explosives or any Magistrate subordinate to the District Magistrate, or any Police officer, seizes, detains or removes any explosive under this rule, he shall report the fact to the District Magistrate or (in a Presidency-town or its suburbs or in Rangoon) the Commissioner of Police.

(4) Neither the Chief Inspector nor an Inspector of Explosives, nor any Magistrate subordinate to the District Magistrate nor any Police officer, shall under these rules, destroy or otherwise render harmless any explosives without the previous sanction of the District Magistrate or (in a Presidency-town or its suburbs or in Rangoon) the Commissioner of Police, unless the matter appears urgent and fraught with serious public danger.

(5) Whenever any officer destroys any explosive or otherwise renders it harmless, he shall take and keep a sample thereof, and shall if required, give a portion of the sample to the person owning the explosives or having the same under his control at the time of seizure, and whenever any officer other than the District Magistrate or Commissioner of Police so deals with any explosive, he shall report the circumstances to the District Magistrate (or in a Presidency-town or its suburbs or in Rangoon) the Commissioner of Police.

GENERAL.

31. Every license granted under these rules shall be liable to be forfeited on breach of any of the conditions subject to which it is granted.

32. If a person licensed to import an explosive dies or becomes bankrupt or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Indian Explosives Act, 1884 (IV of 1884), or the rules thereunder, for acting under the license during such reasonable time as may be necessary to allow him to make an application to the authority granting the license in his own name during the currency of the unexpired portion of the original license. Such new license shall be granted on payment of one rupee.

33. All fees chargeable for licenses under these rules shall Method of levying fees. ordinarily be levied by means of impressed stamps. An application for the grant or the renewal of a license shall bear the proper stamp: provided that if it is refused, the value of separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license minus the deductions prescribed by section 54 of the Indian Stamp Act, 1899 (II of 1899) may be refunded to the applicant. An application should not be made on the stamped paper intended for the license or renewed license; but, where this has been wrongly done the value of the stamp may be refunded minus:—

- (i) the value of the stamp which should have been affixed to the application, and

- (ii) the deductions prescribed as aforesaid.

Where the fees leviable under these rules have been made over to any local body, the fees shall be paid in such manner as that local authority may from time to time direct.

34. When a license granted in accordance with these rules is lost or accidentally destroyed, a duplicate may be granted to the licensee on payment of a fee of annas.

35. Any person holding a license, or acting under a license granted in accordance with these rules, shall be bound to produce the same when called upon to do so by any Magistrate, or by any Police officer in charge of a Police station, or by any Police officer of higher rank.

36. All Magistrates or other authorities acting under these rules shall perform their duties subject to the control of their executive superiors and of the local Government.

37. Any authority empowered to grant a license under the foregoing rules may, if he thinks fit, direct, by an order written on the license, that it shall have the effect of a like license under the Indian Arms Act, 1878 (XI of 1878).

38. Any person lawfully entitled under the Indian Arms Act, 1878 (XI of 1878), or the rules thereunder, to possess any explosive coming under the head of ammunition, as defined in that Act, may import without license under these rules any such explosive in such quantities as may be prescribed by that Act or the rules thereunder, or when no quantities are prescribed, in reasonable quantities for his own private use; but, when an explosive is so imported, the Collector of Customs or other officer empowered by the Local Government in this behalf, or by virtue of his office, may at any time detain such explosive until he receives the orders of the Local Government thereon.

FORM A.

(See Rules 15, 20, 21 and 26.)

FEES—TEN RUPEES IN STAMPS.

License to import Explosives.

Name, etc., and address of licensee-holder.	Number of packages.	EXPLOSIVE.			Purpose for which required.	Destination.	Period for which license is valid.
		Description.	Weight.	Number.			
							From _____ th
							of _____ to the _____
							_____ th of _____
							_____ 190 _____

The

of

190

Seal.

(Signature)

of

CONDITIONS.

1. This license is given subject to the provisions of the Indian Explosives Act, 1884 (IV of 1884), and the rules thereunder. Certain general rules are quoted separately below.

2. This license shall become void after expiry of the period named thereon.

3. This license is valid for importation only, if the articles named herein are to be transported to any place outside the Presidency, they must be protected by a transport license, to be issued in accordance with the rules under the Indian Arms Act, 1878 (XI of 1878), except in the case of explosives, despatched to places or magazines set apart or notified under the proviso to rule 15.

4. On the outside of each package there shall be affixed in conspicuous characters by means of a brand or securely attached label or mark the word "explosive," followed by the name of the explosives or other description of the contents and the name and address of the owners or senders.

GENERAL RULES.

31. Every license granted under these rules shall be liable to be forfeited on breach of any of the conditions subject to which it is granted.

32. If a person licensed to import an explosive dies becomes bankrupt or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Indian Explosives Act, 1884 (IV of 1884) or the rules thereunder for acting under the license during such reasonable time as may be necessary to allow him to make an application to the authority granting the license for a new license in his own name during the currency of the unexpired portion of the original license. Such new license shall be granted on the payment of one rupee.

33. All fees chargeable for licenses under these rules shall ordinarily be levied by means of impressed stamps. An application for the grant or the renewal of a license shall bear the proper stamp: provided that, if it is refused, the value of the separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license minus the deductions prescribed by section 54 of the Indian Stamp Act, 1899 (II of 1899), may be refunded to the applicant. An application should not be made on the stamped paper intended for the license or renewed license; but where this has been wrongly done, the value of the stamp may be refunded minus:—

(a) the value of the stamp which should have been affixed to the application, and

* Note.—In the case of explosives imported into a town other than a Presidency town as defined in the General Clauses Act, 1859 (X of 1859), section 3, clause (41), the name of the town should be inserted.

(ii) the deduction prescribed as aforesaid.

Where the fees leviable under these rules have been made over to any local body, the fees shall be paid in such manner as that local authority may from time to time direct.

34. When a license granted in accordance with these rules is lost or accidentally destroyed, a duplicate may be granted to the licensee on payment of a fee of 8 annas.

35. Any person holding a license, or acting under a license granted in accordance with these rules, shall be bound to produce the same when called upon to do so by any Magistrate, or by any Police officer in charge of a Police station or by any Police officer of higher rank.

Rules for Testing Explosives.

With reference to Rule 22 of the Rules to regulate the transport and importation of explosives published with this Notification, and in supersession of the Notification of the Government of India in the Home Department, No. 5529 (Public), dated the 11th October 1901, the Governor General in Council is pleased to make the following rule on the subject of the tests which explosives should be required to pass before their importation is permitted.

RULES.

Class 1.—Gunpowder class. Gunpowder is not required to pass a test.

Class 2.—Nitrate-mixture class. Nitrate-mixture explosives are not ordinarily required to pass a test. The Local Government, however, or the authorized officer granting the import license under Rules 20 and 21 of the Rules to regulate the transport and importation of explosives published with this Notification may, in any particular case or class of cases, require that a sample of the explosive which is to be imported be sent first to the Chemical Examiner for an analysis of its constituent parts.

Class 3.—Nitro-Compound class. It is for explosives of this class that testing is chiefly required in respect to the purity of their composition and their liability to liquifaction or exudation. The tests prescribed for nitro-compound explosives are contained in Schedule A attached to this rule.

Class 4.—Chlorate-mixture class. See Schedule A for remarks regarding the testing of class (c).

Class 5.—Fulminate class. No test has been laid down for explosives of the Fulminate class (c).

Class 6.—Ammunition class. No test is required for explosives of the 1st Division of this class. If the substances, of which explosives of the 2nd and 3rd Divisions are composed, have to be tested under the preceding rules, they will be equally liable to be tested when enclosed in any case or contrivance, and thus falling under the Ammunition class.

(c) Licenses are not at present given for the importation into British India of any explosives of these classes.

Class 7.—Firework class. Explosives of this class are not required to pass a test.

SCHEDULE A.

Heat Test as applied to Explosives of the Nitro-compound Class.

GENERAL INSTRUCTIONS.

Apparatus required.

1. A water bath, consisting of a spherical glass or copper vessel [(a) Fig. I.] of about 8 inches diameter, and with an aperture of about 5 inches; the bath is filled with water to within a quarter of an inch of the edge. It has a loose cover of sheet copper about 6 inches in diameter (b), and rests on a tripod stand about 14 inches high (c), which is covered with coarse iron wire gauze (d), and is surrounded with a screen of thin sheet, tin or copper (e). Within the latter is placed an Argand burner (f), with glass chimney. The cover (b) has four holes arranged as seen in Fig. II, No. 4 to receive the regulator, No. 3 the thermometer, Nos. 1 and 2 the test-tubes containing the gun-cotton or other materials to be tested. Around holes Nos. 1 and 2 on the under side of the cover are soldered three pieces of brass wire with points slightly converging (Fig. III); these act as springs and allow the test-tubes to be easily placed in position and removed.

Fig. I.

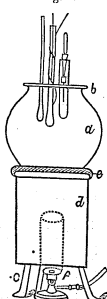


Fig. II.

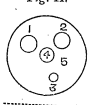


Fig. IV.



Fig. III.



- * 2. Scheibler's or Page's temperature regulator.
- * 3. Two cells of Le Clanche's battery No. 1 † if Scheibler's regulator is used.
- * 4. A few yards of insulated copper wire.
5. Test-tubes from 5½ to 5½ inches long, and of such diameter that they will hold from 20 to 21 cubic centimeters of water when filled to a height of 5 inches.
6. India-rubber stoppers, fitting the test-tubes and carrying an arrangement for holding the test-paper, viz., a narrow glass tube passing through the centre of the stopper, drawn out so as to form a hook, or terminating in a platinum wire hook (Fig. IV).
7. A thermometer, with range not less than from 80° to 212° Fahrenheit.
8. A minute clock.

Materials required.

(a) *Test-paper*.—The test-paper is prepared as follows:—45 grains of white maize starch (cornflour), previously washed with cold water, are added to 8½ ounces of distilled water, the mixture is stirred, heated to boiling, and kept gently boiling for 10 minutes; 15 grains of pure potassium iodide (i. e., which had been re-crystallized from alcohol) are dissolved in 8½ ounces of distilled water. The two solutions are thoroughly mixed and allowed to get cold. Strips and sheets of best white English filter paper, weighing air dry, from 4½ to 4½ grammes per 100 square inches previously washed with water and re-dried, are dipped into the solution thus prepared, weighing air dry about 6.5 grammes per 100 square inches, and allowed to remain in it for not less than 10 seconds; they are then allowed to drain and dry, in a place free from laboratory fumes and dust. The upper and lower margins of the strips or sheets are cut off, and the paper is preserved in well-stoppered or cork bottles and in the dark.† The dimensions of the pieces of test-paper used are about $\frac{1}{16}$ inch by $\frac{1}{16}$ inch (10 mm. by 20 mm.).

(b) *Standard tint paper*.—A solution of caramel in water is made of such concentration that when diluted one hundred times (10 cc. made up to 1 litre), the tint of this diluted solution equals the tint produced by the Nessler test in 100 cc. water containing 0.000075 gm.

* This is not absolutely required, as the temperature of the bath can be kept constant by proper attention to the heating flame.

† When a paper is freshly prepared, and as long as it remains in good condition a drop of dilute acetic acid put on the paper with a glass rod produces no coloration, in process of time, however, the stronger the light to which the paper is exposed, the sooner a drop of acid produces a brown or bluish coloration (6 days' exposure of direct sunlight produces a marked effect); and whenever this is the case, the paper should be rejected. After preparation, the paper should be kept in the dark for a month before being taken into use. After that, if carefully kept in the dark, it will remain good for six months or more, but should be tested from time to time as above.

of ammonia or 0.00028595 grm. of chloride of ammonium. With this caramel solution lines are drawn on strips of white filter paper* by means of a clean quill pen. When the marks thus produced are dry, the paper is cut into pieces of the same size as the test-paper previously described, in such a way that each piece has a brown line across it near the middle of its length, and only such strips are preserved to 1 mm. ($\frac{1}{16}$ of an inch to $\frac{1}{8}$ of an inch).

I.—Testing Dynamite, Blasting Gelatine, and other explosives of the First Division of the Nitro-compound class.

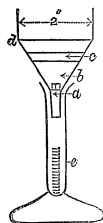
A.—DYNAMITE, ETC., ETC.

Nitro-glycerine preparations, from which the nitro-glycerine can be extracted in the manner described below, must satisfy the following test:—

This test, however, though at present looked upon as the most important, as far as testing the purity of the nitro-glycerine is concerned, is in England only one of several which any given sample of nitro-glycerine preparation has to satisfy in order to establish its compliance with the definition in the Authorised List.

Apparatus required.

A funnel 2 inches across (A), a cylindrical measure divided into grains (C). (See sketch).



Mode of operation.

About 800 to 400 grains of dynamite (b) finely divided are placed into the funnel which has previously been loosely plugged by some freshly-ignited asbestos (a).

* This paper must be carefully washed with distilled water in the first instance, to remove any traces of bleaching matter, and dried.

The surface is smoothed by means of a flat-headed glass rod or stopper, and some cloth washed and dried Kieselguhr (c) is spread over it to the depth of about $\frac{1}{8}$ inch.

Water is next carefully dropped from a wash bottle upon this Kieselguhr, and when the first portion has been soaked up, more is added; this is repeated until sufficient nitro-glycerine has been collected in the graduated measure (c) below.

If any water should have passed through with the nitro-glycerine, it should be removed with a piece of blotting paper, and the nitro-glycerine, if necessary, filtered through a dry paper filter.

Application of the Test.

The thermometer is fixed so as to be inserted through the lid of the water bath described under I into the water (which is to be steadily maintained at a temperature of 160° Fahr.) to a depth of 2½ inches. Fifty grains of nitro-glycerine to be tested are weighed into a test-tube in such a way as not to soil the sides of the tube. A test-paper is fixed on the hook of the glass rod, so that when inserted into the tube, it will be in a vertical position. A sufficient amount of a mixture of half distilled water and half glycerine to moisten the upper half of the paper is now applied to the upper edge of the test-paper by means of a camel's hair pencil, the cork carrying the rod and paper is fixed into the test-tube and the position of the paper adjusted, so that its lower edge is about half-way down the tube; the latter is then inserted through one of the perforations of the cover to such a depth that the lower margin of the moistened part of the paper is about five-eighths of an inch above the surface of the cover. The test is complete when the faint brown line, which after a time makes its appearance at the line of boundary between the dry and moist part of the paper, equals in tint the brown line of the standard tint paper.

The nitro-glycerine under examination will not be considered to have satisfied the test unless the time necessary to produce the standard tint as above described is at least 15 minutes.

B.—BLASTING GELATINE, GELATINISED DYNAMITE AND ANALOGOUS PREPARATIONS.

Fifty (50) grains of blasting gelatine are to be intimately incorporated with one hundred (100) grains of French chalk.† The mixture is to be gradually introduced into a test-tube of the dimensions prescribed above for the dynamite heat test, with the aid of gentle tapping upon the table, between the introduction of successive portions of the mixture into the tube, so that when the tube contains all the mixture, it shall be fixed to the extent of 1½ inches (one inch and

‡ For explosives supplied for His Majesty's Military and Naval Services, the temperature is fixed by the War Office at 180°.

† This can be readily effected by carefully working the two materials together with a wooden pestle in a wooden mortar.

The French chalk should be of good commercial quality, and, after being carefully washed with distilled water and dried in a water oven, it should be exposed under a bell jar to moist air until it has taken up about 0.5 per cent. of moisture. It should then be bottled for use; and with ordinary care the limits of 0.5 per cent. can be maintained in keeping.

three quarters) of its height. The test-paper is then to be inserted and the heat is to be applied in the manner prescribed above for the dynamite heat test, and the sample tested is to withstand exposure to 160° Fahr. for a period of ten (10) minutes, before producing a discoloration of the test-papers corresponding in tint, to the standard colour test which is employed for governing the results of the dynamite heat test.

(For Exudation and Liquification test for Blasting Gelatine, etc., etc., see Appendix.)

N. B.—Non-gelatinized nitro-glycerine preparations, from which the nitro-glycerine cannot be expelled by water, are tested without any previous separation of the ingredients, the temperature being as above (160° Fahr.) and the time being seven (7) minutes.

C.—CORDITE AND BALLISTITE.

1. Apparatus required.

The apparatus necessary for the application of the heat test to cordite is identical with that described above for explosives of the nitro-compound class generally* with the addition of mill and a nest of sieves† similar to those used at Waltham Abbey for preparing the cordite for testing (see instructions below.)

2. Preparation of the sample to be tested.

Pieces half an inch long are cut from one end of every stick selected for the test; in the case of the thicker cordites, each piece so cut is further sub-divided into about four portions. These cut pieces are then passed once through the mill, the first portion of material which passes through being rejected on account of the possible presence of foreign matter from the mill. The ground material is put on the top sieve of the nest of sieves and sifted. The portion which has passed through the top sieve and been stopped by the second is taken for the test. If the mill is properly set, the greater portion of the ground material will be the proper size.

If the volatile matter in the explosive exceed 0.5 per cent., the sifted material should be dried at a temperature not exceeding 140° Fahr. until the proportion does not exceed 0.5 per cent.

After each sample has been ground, mill must be taken to pieces and carefully cleaned.

* In the Waltham Abbey apparatus, the cover (Fig. II) has all the holes around the circumference instead of having one in the centre and three around the circumference.

† A nest of two sieves with the holes drilled in sheet copper. The holes in the top are a diameter = 14 B. W. G.; those in the second = 21 B. W. G.

† too hard for the mill, it may be softened by exposure to the vapour of acetone, or reduced to the necessary degree of sub-division by means of a sharp moderately coarse rasp. Should it have become too soft, in the acetone vapour for mill, it should be cut up into small pieces which may be brought to any desired degree of hardness by simple exposure to air.

Explosives which consist partly of gelatinized collodion cotton and partly of ungelatinized gun-cotton are best reduced to powder by a rasp, or softened by exposure to mixed ether and alcohol vapour at a temperature of 90° to 100° Fahr.

3. Application of the Test.

The thermometer is fixed so as to be inserted through the lid of the water bath described under 1, so as to be immersed in the water to a depth of 2½ inches. The water is maintained at a constant temperature of 180° Fahr. When this temperature is reached, 25 grains of the sifted cordite are put into one of the test-tubes, and collected at the bottom by gentle tapping. A test-paper is fixed on to the hook of the glass rod, so that when inserted into the tube, it will be in a vertical position. A mixture of equal parts of distilled water and pure glycerine (Price's) is now applied to the upper edge of the test-paper by means of a camel's hair pencil, in sufficient amount to moisten the upper half; the stopper carrying the rod and paper is fixed into the test-tube and the position of the paper adjusted so that its lower edge is about half-way down the tube; the latter is then inserted through one of the perforations of the cover to the same depth as the thermometer. The lower margin of the moistened part of the paper should then be about five-eighths of an inch above the surface of the cover. The test is completed when the faint brown line, which after a time makes its appearance at the margin between the wet and dry portions of the test-papers, equal in depth of tint the brown line drawn on the standard tint paper.

4. The time which elapses between the insertion of the test-tube and the completion of the test must not be less than 15 minutes.

N. B.—In the case of ballistite the treatment is the same except that when it is in a very finely granulated condition, it need not be cut up.

II.—Testing Gun-cotton, Schult's Gun Powder, E. C. Powder and other explosives of the 2nd Division of the Nitro-compound class.

A.—COMPRESSED NITRO-CELLULOSE, TONITE, ETC., ETC.

Sufficient material to serve for two or more tests is removed from the centre of the cartridge by gentle scraping, and, if necessary, further reduced by rubbing through a sieve with a clean hard brush.

The fine powder thus produced is spread out in a thin layer upon a paper tray 6 inches by 4½ inches which is then placed outside a water oven, kept, as nearly as possible, at 120° Fahr.

The wire-gauze sieves in the oven should be about 3 inches apart. The sample is allowed to remain at rest for 15 minutes in the oven, the door of which is left wide open.

After the lapse of 15 minutes, the tray is removed and exposed to the air of the room for two hours, the sample being at some point within that time rubbed upon the tray with a brush, in order to reduce it to a fine and uniform state of division.

Application of the Test.

The cover of the water bath is fitted with the gas regulator which is inserted through the centre hole No. 4. The thermometer is fixed into hole No. 3. The water in the bath is then heated to 170° Fahr. and the regulator set to maintain that temperature. Twenty grains of the sample to be tested are weighed out, placed on the test-tube, and gently pressed down until the specimen occupies a space of not more than 1½ inches in a test-tube of the dimensions specified. A test-paper is affixed to the hook of the glass rod or tube and moistened by touching the upper edge with a drop of distilled water containing 50 per cent. of Price's glycerine. The quantity of liquid used must be only sufficient to moisten about half of the paper. The cork carrying the rod and test-paper is then fixed into the test-tube, and the latter inserted into a bath to a depth of 2½ inches measured from the cover, the regulator and thermometer being inserted to the same depth. The test-paper is to be kept near the top of the test-tube, but clear of the cork, until the tube has been immersed for about five minutes. A ring of moisture will about this time be deposited upon the sides of the test-tube a little above the cover of the bath; the glass rod must then be lowered until the lower margin of the moistened part of the paper is on a level with the bottom of the ring of moisture in the tube; the paper is now closely watched. The test is complete when the faint brown line, which makes its appearance at the line of boundary between the dry and moist part of the paper, equals in tint the brown line of the standard tint paper.

The interval of time between the first insertion of the tube containing the sample of gun-cotton in the water at 170° and the production of the standard tint constitutes the test, and this interval of time must be not less than 10 minutes, or the sample will not be considered to have satisfied the test.

B.—GELATINIZED AND SEMI-GELATINIZED NITRO-CELLULOSE PREPARATIONS.*

Twenty-five grains introduced into the test-tube* of the dimensions prescribed for the dynamite heat test, then proceed as for blasting gelatine, etc, taking the temperature at 180° Fahr., and the time as 15 minutes.

C.—NITRO-CELLULOSE NOT INCLUDED IN A. OR B., SCHOLTE'S POWDER, E. C. POWDER, ETC, ETC.

Sufficient of the sample, without further mechanical division, is dried in the oven as above, and then exposed for two hours to the air. The test as directed above for compressed nitro-cellulose, etc., is then applied, the minimum duration of test being the same, viz., 10 minutes.*

D.—PRICOR ACID.

(1) The material shall contain not more than 0.3 part of mineral, or non-combustible matter in 100 parts by weight of the material dried at 160° Fahr.

(2) It should not contain more than a minute trace of lead.

* If in a compressed form, it should be broken up in the same manner as cordite and ballite.

(3) One hundred parts of the dry material shall not contain more than 0.3 part of *total* (free and combined) sulphuric acid, of which not more than 0.1 part shall be *free* sulphuric acid.

(4) Its melting point should be between 248° and 253° Fahr.

E.—AMMONITE BELLITE, ROBURITE AND EXPLOSIVES OF SIMILAR COMPOSITION.

These are required to stand the same heat test as compressed Nitro-Cellulose.

III.—Testing Chlorate Mixture.

The material must not be too sensitive* and must show no tendency to increase in sensitiveness on keeping.

The material must contain nothing liable to reduce the chlorate. Chlorides calculated as potassium chloride must not exceed 0.25 per cent.

The material must contain no free acid, or substance liable to produce free acid.

Explosives of this class containing nitro-compounds will be subject to the heat test as if they belonged to Class III.

APPENDIX.

Exudation and Liquefaction Test for Blasting Gelatine, Gelatine Dynamite and analogous Preparations.

TEST FOR LIQUEFACTION.

A cylinder of blasting gelatine is to be cut from the cartridge to be tested, the length of the cylinder to be about equal to its diameter and the ends being cut flat.

The cylinder is to be placed on end on a flat surface without any wrapper, and secured by a pin passing vertically through its centre.

In this condition the cylinder is to be exposed for one hundred and forty-four (144) consecutive hours (six days and nights) to a temperature ranging from 85° to 95° Fahr. (inclusive), and during such exposure, the cylinder shall not diminish in height by more than one-fourth of its original height, and the upper cut surface shall retain its flatness and the sharpness of its edge.

Note.—If the blasting gelatine and the gelatine dynamite to be tested be not made up in a cylindrical form, the above test is to be applied with the necessary modifications.

TEST FOR LIABILITY TO EXUDATION.

There shall be no separation for the general mass of the blasting gelatine or gelatine dynamite of a substance of less consistency than the bulk of the remaining portion of the material under any conditions of storage, transport, or use, or when the material is subjected three times in succession to alternate freezing and thawing, or when subjected to the liquefaction test hereinbefore described.

B. ROBERTSON,

Offg. Secretary to the Government of India

* They will be considered too sensitive if they can be exploded, however, partially by means of a glancing blow with a broomstick on soft wood (such as depl.)

EXCHANGE, PRECIOUS METALS, &c.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1907.

DATE OF MAIL.	Telegraph.	Demand.	Bank Bills, three months.	Credit six months.	Document for payment, three months.	Document for remittance, six months.	Silver per oz. in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	Refused Rupee Paper 31 per cent.	Government Securities 31 per cent.	Government Securities 3 per cent.
1907.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent.	Per cent.	£	Rs.	Rs.
3rd Jan.	$\left\{ \begin{smallmatrix} 1 & 4\frac{1}{2} \\ 1 & 4\frac{1}{2} \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	32 $\frac{1}{2}$	9	64-5-0	95-8-0	84-0-0N
11th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	32 $\frac{1}{2}$	9	64-10-0	96-2-0	84-0-0N
17th "	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 & 4\frac{1}{2} \\ 1 & 4\frac{1}{2} \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	64-10-0	96-2-0	84-0-0N
24th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	64-10-0	97-1-0	84-0-0N
31st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	64-17-0	97-1-0	84-0-0N
7th Feb.	$\left\{ \begin{smallmatrix} 1 & 4\frac{1}{2} \\ 1 & 4\frac{1}{2} \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	65-5-0	97-6-0	84-0-0N
14th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	65-5-0	97-8-0	84-0-0N
21st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	65-3-0	97-3-0	82-8-0N
28th "	H	O	L	I	D	A	Y.					
7th March	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	65-3-0	97-3-0	82-4-0 to 82-12-0
14th "	$\left\{ \begin{smallmatrix} 1 & 4\frac{1}{2} \\ 1 & 4\frac{1}{2} \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	31 $\frac{1}{2}$	0	65-10-0	98-1-0	82-4-0 to 82-12-0
21st "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	0	65-0-0	97-7-0	82-4-0 to 82-12-0
28th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	0	65-0-0	97-4-0	82-12-0 to 82-0-0
4th April	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30	0	65-3-0	97-2-0	82-0-0 to 82-3-0
11th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30	0	65-6-0	97-3-0	82-3-0 to 82-6-0
18th "	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	8	65-11-0	97-12-0	82-6-0 to 82-9-0
25th "	$\left\{ \begin{smallmatrix} 1 & 4\frac{1}{2} \\ 1 & 4\frac{1}{2} \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	30 $\frac{1}{2}$	7	65-15-0	98-0-0	82-9-0 to 82-3-0

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1908.

DATE OF MAIL.	Telegraph.	Demand.	Bank Bill, three months.	Credit, six months.	Demand for payment, three months.	Document for acceptance, three months.	Ships per cent.	Bank of Bengal minimum.	Bank of England rate of discount.	Refined Paper, 1 per cent.	Government Securities, 3 per cent.	Government Securities, 4 per cent.
1908.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.	Per cent.	Per cent.	Rs.	Rs.	Rs.
2nd Jan.	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	Nil	0	7	63-15-0	96-6-0	94-0-0
9th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	8	7	63-17-6	96-1-0	94-0-0
16th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	6	63-11-3	95-10-0	94-0-0
23rd "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	8	63-11-3	95-10-0	94-0-0
30th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	4	63-11-3	96-0-0	94-0-0
6th Feb.	H	O	L	I	D	A	Y.					
13th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	4	63-15-0	96-1-0	94-0-0
20th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	4	63-15-0	96-3-0	94-0-0
27th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	9	4	63-15-0	96-2-0	94-0-0
6th Mar.	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	8	4	63-13-9	95-18-0	94-0-0
12th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	8	3½	63-10-0	96-10-0	94-0-0
19th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	8	3½	63-10-0	96-12-0	94-0-0
26th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	3	63-10-0	96-2-0	94-0-0
2nd April	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	3	63-10-0	96-0-0	94-0-0
9th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	8	63-16-9	96-12-0	94-0-0
16th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	3	63-16-3	96-11-0	94-0-0
23rd "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	8	63-16-0	96-7-0	94-0-0
30th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	25½	7	3	63-7-0	96-0-0	94-0-0

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1908—(Contd.)

DATE OF MAIL.	Telegraph.	Demand.	Bank Bill, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Ships per cent.	Bank of Bengal minimum.	Bank of England rate of discount.	Refined Paper, 1 per cent.	Government Securities, 3 per cent.	Government Securities, 4 per cent.
1908.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s.	Per cent.	Per cent.	Rs.	Rs.	Rs.
7th May	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24	7	3	63-0-0	95-10-0	94-0-0
14th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	7	3	63-2-6	95-12-0	94-0-0
21st "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	3	63-3-9	95-14-0	94-0-0
28th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	3	63-3-9	95-15-0	94-0-0
4th June	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	2½	63-5-0	96-0-0	94-0-0
11th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	2½	63-5-0	95-11-0	94-0-0
18th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	2½	63-11-3	95-13-0	94-0-0
25th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	6	2½	63-12-6	96-0-0	94-0-0
2nd July	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	4	2½	63-11-3	96-0-0	94-0-0
9th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	4	2½	63-10-0	96-0-0	94-0-0
16th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	3	2½	63-5-0	96-0-0	94-0-0
23rd "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	8	2½	63-0-0	95-14-0	94-0-0
30th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	8	2½	62-18-0	95-10-0	94-0-0
6th Aug.	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	3	2½	63-1-3	95-10-0	94-0-0
13th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	3	2½	63-9-0	95-12-0	94-0-0
20th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	3	2½	63-7-6	95-12-0	94-0-0
27th "	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	3	2½	63-6-3	95-9-0	94-0-0
3rd Sept.	1 3½	1 3½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	1 4½ to 1 5½	24½	4	Nil	Nil	95-6-0	94-0-0

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1908.—(Concl'd).

DATE OF MAIL.	TELEGRAPH.	DEMAND.	Bank Bills, three months.	Credit six months.	Document for pay- ment, three months.	Document for ac- count, three months.	Notes on ex- change, three months.	Bank of Bengal minimum.	Bank of England 2 per cent.	Repeate Super. per cent.	Government Secu- rities, 2 1/2 per cent.	Government Secu- rities, 3 per cent.
1908.	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>Rs.</i>	<i>Per cent.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
10th Sept.	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	NH	NH	95-8-0
17th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	63-8-0	95-5-0	81-0-0
24th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	63-10-0	95-7-0	81-0-0
1st Oct.	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	NH	4	NH	NH	95-7-0
8th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	63-7-0	95-4-0	...
18th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	63-3-0	95-3-0	81-0-0
22nd "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	63-0-0	95-4-0	81-0-0
29th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	4	62-17-6	95-2-0	81-0-0
5th Nov.	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	5	62-2-6	94-13-0	81-0-0
12th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	5	NH	NH	94-10-0
19th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	5	62-11-3	94-8-0	81-0-0
26th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	6	62-11-3	94-8-0	81-0-0
3rd Dec.	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	6	62-11-3	94-0-0	81-0-0
10th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	6	62-17-6	95-0-0	81-0-0
17th "	1 3/16 to 1 3/16	1 3/16 to 1 3/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	1 4/16 to 1 4/16	23 1/2	6	62-13-3	94-14-0	81-0-0
24th "	H	O	L	I	D	A	Y.					
31st "	H	O	L	I	D	A	Y.					

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS
SOLD DURING THE YEAR 1908.

On Calcutta	Rs.	8,30,38,621-13-10	=	£ 6,511,354-6-8
" Bombay	"	4,59,92,098-8-7	=	" 3,552,391-19-6
" Madras	"	3,17,22,972-10-0	=	" 2,104,972-14-5

TOTAL Rs. 16,07,54,688-0-5 = £ 10,668,722-0-7

MONTHS AND DATES.	LETTRES ON MINIMUM RATE OF ALIQUOT.		LETTRES ON MINIMUM RATE OF ALIQUOT.		MONTHS DATES.	CLARETS ON LETTRES.		MONTHS DATES.	ROMANS ON LETTRES.	
	Cash Bills.	Telegraphic Transfers.	Cash Bills.	Telegraphic Transfers.		Credit Bills 6 mths.	Document 6 mths.		Credit Bills 3 mths.	Document 3 mths.
Jan. 3	1	1	1	1	Jan. 3	1	1	1	1	1
" 10	1	1	1	1	" 10	1	1	1	1	1
" 17	1	1	1	1	" 17	1	1	1	1	1
" 24	1	1	1	1	" 24	1	1	1	1	1
" 31	1	1	1	1	" 31	1	1	1	1	1
Feb. 7	1	1	1	1	Feb. 7	1	1	1	1	1
" 14	1	1	1	1	" 14	1	1	1	1	1
" 21	1	1	1	1	" 21	1	1	1	1	1
" 28	1	1	1	1	" 28	1	1	1	1	1
March 6	1	1	1	1	March 6	1	1	1	1	1
" 13	1	1	1	1	" 13	1	1	1	1	1
" 20	1	1	1	1	" 20	1	1	1	1	1
" 27	1	1	1	1	" 27	1	1	1	1	1

RATES OF EXCHANGE DURING THE YEAR 1908.—(Contd.)

MONTHS DAYS.	LONDON OR MILWAUKEE rate of Allotment.		LONDON OR MILWAUKEE rate of Allotment.		MONEY DATA.		CALCUTTA ON LONDON.		MONEY DATA.		BOMBAY ON LONDON.	
	Credit Bills.	Debit Transfers.	Credit Bills.	Debit Transfers.	April	May	Credit Bills 6 m.	Debit Bills 6 m.	April	May	Credit Bills 3 m.	Debit Bills 3 m.
April	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	April 3	May 3	1 4 1/2	1 4 1/2	April 3	May 3	1 4 1/2	1 4 1/2
" 8	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 10	" 10	1 4 1/2	1 4 1/2	" 10	" 10	1 4 1/2	1 4 1/2
" 15	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 23	" 23	1 4 1/2	1 4 1/2	" 23	" 23	1 4 1/2	1 4 1/2
" 25	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 24	" 24	1 4 1/2	1 4 1/2	" 24	" 24	1 4 1/2	1 4 1/2
May	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	May 3	May 3	1 4 1/2	1 4 1/2	May 3	May 3	1 4 1/2	1 4 1/2
" 6	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 8	" 8	1 4 1/2	1 4 1/2	" 8	" 8	1 4 1/2	1 4 1/2
" 15	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 15	" 15	1 4 1/2	1 4 1/2	" 15	" 15	1 4 1/2	1 4 1/2
" 20	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 23	" 23	1 4 1/2	1 4 1/2	" 23	" 23	1 4 1/2	1 4 1/2
" 27	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 29	" 29	1 4 1/2	1 4 1/2	" 29	" 29	1 4 1/2	1 4 1/2
June	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	June 5	June 5	1 4 1/2	1 4 1/2	June 5	June 5	1 4 1/2	1 4 1/2
" 8	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 12	" 12	1 4 1/2	1 4 1/2	" 12	" 12	1 4 1/2	1 4 1/2
" 17	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 19	" 19	1 4 1/2	1 4 1/2	" 19	" 19	1 4 1/2	1 4 1/2
" 24	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 24	" 24	1 4 1/2	1 4 1/2	" 24	" 24	1 4 1/2	1 4 1/2

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MONTHS DAYS.	LONDON OR MILWAUKEE rate of Allotment.		LONDON OR MILWAUKEE rate of Allotment.		MONEY DATA.		CALCUTTA ON LONDON.		MONEY DATA.		BOMBAY ON LONDON.	
	Credit Bills.	Debit Transfers.	Credit Bills.	Debit Transfers.	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
July	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	July 8	Aug. 7	Sept. 4	Oct. 2	Nov. 6	Dec. 4	Jan. 4	Feb. 4
" 9	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 10	" 14	" 11	" 10	" 13	" 11	" 10	" 10
" 16	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 17	" 21	" 18	" 17	" 20	" 18	" 17	" 17
" 22	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 24	" 28	" 25	" 24	" 27	" 25	" 24	" 24
Aug.	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	Aug. 7	Sept. 4	Oct. 2	Nov. 6	Dec. 4	Jan. 4	Feb. 4	Mar. 4
" 10	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 14	" 18	" 15	" 14	" 17	" 15	" 14	" 14
" 19	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 21	" 25	" 22	" 21	" 24	" 22	" 21	" 21
" 26	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 28	" 31	" 28	" 27	" 30	" 28	" 27	" 27
Sept.	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	Sept. 4	Oct. 2	Nov. 6	Dec. 4	Jan. 4	Feb. 4	Mar. 4	Apr. 4
" 16	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 11	" 15	" 12	" 11	" 14	" 12	" 11	" 11
" 23	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 18	" 22	" 19	" 18	" 21	" 19	" 18	" 18
Oct.	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	Oct. 2	Nov. 6	Dec. 4	Jan. 4	Feb. 4	Mar. 4	Apr. 4	May 4
" 14	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 9	" 13	" 10	" 9	" 12	" 10	" 9	" 9
" 23	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 16	" 20	" 17	" 16	" 19	" 17	" 16	" 16
Nov.	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	Nov. 6	Dec. 4	Jan. 4	Feb. 4	Mar. 4	Apr. 4	May 4	June 4
" 4	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 13	" 17	" 14	" 13	" 16	" 14	" 13	" 13
" 11	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 20	" 24	" 21	" 20	" 23	" 21	" 20	" 20
" 25	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 27	" 31	" 28	" 27	" 30	" 28	" 27	" 27
Dec.	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	Dec. 4	Jan. 4	Feb. 4	Mar. 4	Apr. 4	May 4	June 4	July 4
" 2	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 11	" 15	" 12	" 11	" 14	" 12	" 11	" 11
" 10	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 18	" 22	" 19	" 18	" 21	" 19	" 18	" 18
" 19	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 25	" 29	" 26	" 25	" 28	" 26	" 25	" 25
" 28	1 31 1/2	1 31 1/2	1 31 1/2	1 31 1/2	" 31	" 3	" 28	" 27	" 30	" 28	" 27	" 27

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REGISTERED DEBT.

Total Amount of Registered Debt in India and England; the Net Amount borrowed and paid off; the Cash Balances on the last day of each year, and the interest payable annually in India and England during 20 years.

Year.	+ NET AMOUNT BORROWED, - NET AMOUNT PAID OFF.		TOTAL DEBT REGISTERED ON THE LAST DAY OF EACH YEAR.		CASH BALANCES OF THE LAST DAY OF EACH YEAR.		INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND.	
	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.
	Rs.	£	Rs.	£	Rs.	£	Rs.	£
1888-89	5,769,580	+ 15,597,472	109,870,712	55,035,010	13,500,189	8,200,913	4,157,315	5,893,474
1889-90	1,861,433	+ 3,136,381	105,701,777	56,102,291	14,748,821	5,402,732	4,210,609	5,321,348
1890-91	—14,620	+ 6,215,317	102,146,559	54,408,268	17,876,244	8,233,506	4,175,311	5,024,276
1891-92	—54,238	+ 2,599,956	108,092,317	57,404,343	17,287,605	4,172,670	4,371,500	5,602,349
1892-93	—	—720,705	102,397,248	56,683,767	15,271,736	5,255,388	4,157,770	5,794,682
1893-94	+ 245,253	+ 740,823	105,146,078	54,113,792	25,565,285	1,840,361	4,269,506	5,687,906
1894-95	+ 7,409,358	+ 1,692,034	104,371,749	55,005,856	22,525,485	5,661,214	3,610,014	5,526,323
1895-96	—44,412	—102,084	100,783,078	53,905,722	16,500,510	3,209,739	3,640,071	5,807,023
1896-97	+ 5,256,353	+ 1,026,409	109,115,603	54,881,233	13,574,752	2,625,704	3,754,370	5,815,308
1897-98	+ 2,580,043	+ 5,301,647	111,695,624	55,574,680	15,992,443	2,234,514	3,671,109	5,829,716
1898-99	+ 598,004	+ 932,325	115,076,958	56,068,605	16,768,104	3,530,943	3,808,652	5,829,716
1899-00	—129,097	—14,504	115,474,701	55,144,441	12,635,741	3,850,943	4,005,860	5,156,351
1900-01	+ 5,637,565	+ 9,290,978	115,231,066	57,435,870	15,698,472	4,099,028	4,005,860	5,156,351
1901-02	+ 4,635,477	+ 971,711	116,191,383	58,407,600	17,859,452	4,600,137	4,005,860	5,156,351
1902-03	+ 1,351,683	—103,829	117,544,066	58,376,201	18,123,824	5,767,237	4,198,372	5,156,351
1903-04	+ 1,759,258	—750,437	119,454,301	58,955,344	17,141,656	10,562,581	4,326,323	5,156,351
1904-05	+ 5,178,720	—155,052	122,707,821	59,307,191	17,671,185	8,436,319	4,581,007	5,156,351
1905-06	+ 7,783,238	+ 13,570,518	126,081,028	60,487,339	18,123,824	5,698,812	4,538,071	5,156,351
1906-07	+ 4,374,044	+ 1,091,155	130,455,080	61,578,494	15,077,555	5,735,419	4,616,613	5,033,422
1907-08	+ 5,387,430	+ 8,985,440	136,879,496	62,563,939	13,277,555	5,735,419	4,616,613	5,033,422

DRAWINGS OF THE HOME GOVERNMENT.

AMOUNT OF HOME BILLS paid in Calcutta, Madras and Bombay; the Charge for Exchange and the Bills of Exchange drawn on India during 20 years, from 1888-89 to 1907-08.

Years.	AMOUNT IN RUPEES AND PAIAS PAID IN INDIA.				PRODUCE IN £ STERLING.				AVERAGE RATE OF EXCHANGE.				CHARGE FOR EXCHANGE.*				Amount of Bills drawn on India.
	Calcutta.	Madras.	Bombay.	Total.	Calcutta.	Madras.	Bombay.	Total.	Calcutta.	Madras.	Bombay.	Total.	Calcutta.	Madras.	Bombay.	Total.	
	Rs.	Rs.	Rs.	Rs.	£	£	£	£	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
1888-89	9,595,271	1,559,279	10,154,550	21,309,100	6,717,011	1,325,137	6,940,857	13,029,075	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	6,940,857
1889-90	12,248,243	2,108,608	14,356,851	28,713,702	8,295,765	1,595,386	2,197,777	12,090,928	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	7,095,708
1890-91	8,679,204	2,065,200	10,744,404	21,488,808	6,613,194	1,254,422	5,115,072	11,297,266	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	7,750,211
1891-92	15,782,351	2,416,127	18,198,478	36,406,955	9,565,711	1,879,294	5,513,400	16,798,304	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	8,687,213
1892-93	15,782,351	2,416,127	18,198,478	36,406,955	9,565,711	1,879,294	5,513,400	16,798,304	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	8,687,213
1893-94	7,290,454	1,278,733	8,569,187	17,138,970	4,435,965	1,042,336	4,480,301	9,960,701	1 4/8	1 4/4	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	10,562,581
1894-95	16,787,760	3,330,744	20,118,504	40,256,008	10,600,520	1,817,447	4,784,299	17,202,266	1 1/8	1 1/4	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	10,562,581
1895-96	17,522,524	3,586,497	21,109,021	42,698,042	10,800,790	2,002,619	6,068,723	18,871,212	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	11,600,492
1896-97	14,556,506	3,007,321	17,563,827	35,123,654	8,762,384	1,803,444	4,965,828	15,529,656	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	12,568,547
1897-98	7,647,631	1,540,116	9,187,747	18,374,913	4,887,000	1,168,687	3,026,091	9,121,778	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	10,607,023
1898-99	12,068,332	3,446,101	15,514,433	31,028,866	8,053,818	2,185,173	8,564,391	18,803,379	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	11,600,492
1899-00	15,098,721	4,387,414	19,486,135	39,172,270	10,711,621	2,503,729	8,605,360	21,718,710	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	12,568,547
1900-01	11,071,109	6,085,709	17,156,818	34,313,636	7,071,367	1,719,419	5,756,184	13,586,941	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	13,586,941
1901-02	19,448,207	4,245,113	23,693,320	47,441,639	10,981,207	2,503,729	8,605,360	21,718,710	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	13,586,941
1902-03	19,448,207	4,245,113	23,693,320	47,441,639	10,981,207	2,503,729	8,605,360	21,718,710	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	1 3/4	13,586,941
1903-04	10,174,176	4,095,493	14,270,669	28,790,348	5,600,411	1,307,433	5,807,844	12,708,688	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	14,270,669
1904-05	10,174,176	4,095,493	14,270,669	28,790,348	5,600,411	1,307,433	5,807,844	12,708,688	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	14,270,669
1905-06	27,099,079	5,408,383	32,507,462	65,014,915	14,000,000	3,000,000	17,000,000	34,000,000	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	17,000,000
1906-07	28,130,017	6,101,257	34,231,274	68,462,551	15,350,000	4,150,000	19,500,000	39,000,000	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	19,500,000
1907-08	11,841,018	3,444,927	15,285,945	30,571,910	5,883,097	1,402,510	7,285,607	14,561,214	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	1 4/8	15,285,945

* The charge on account of exchange represents the sum which must be deducted from the sterling equivalent to obtain the amount, in Rupees, of the bills paid.
† In 1890-91, Rs. 20,000,000 were drawn against the Gold Reserve Fund and Paper Currency Reserve. In 1891-92, Rs. 20,000,000 were drawn against the Gold Reserve. In 1892-93, Rs. 20,000,000 were drawn against the Gold Reserve. In 1893-94, Rs. 20,000,000 were drawn against the Gold Reserve. In 1894-95, Rs. 20,000,000 were drawn against the Gold Reserve. In 1895-96, Rs. 20,000,000 were drawn against the Gold Reserve. In 1896-97, Rs. 20,000,000 were drawn against the Gold Reserve. In 1897-98, Rs. 20,000,000 were drawn against the Gold Reserve. In 1898-99, Rs. 20,000,000 were drawn against the Gold Reserve. In 1899-00, Rs. 20,000,000 were drawn against the Gold Reserve. In 1900-01, Rs. 20,000,000 were drawn against the Gold Reserve. In 1901-02, Rs. 20,000,000 were drawn against the Gold Reserve. In 1902-03, Rs. 20,000,000 were drawn against the Gold Reserve. In 1903-04, Rs. 20,000,000 were drawn against the Gold Reserve. In 1904-05, Rs. 20,000,000 were drawn against the Gold Reserve. In 1905-06, Rs. 20,000,000 were drawn against the Gold Reserve. In 1906-07, Rs. 20,000,000 were drawn against the Gold Reserve. In 1907-08, Rs. 20,000,000 were drawn against the Gold Reserve.

DRAWINGS OF THE HOME GOVERNMENT—(Contd.)

AMOUNT OF BILLS drawn by the Home Authorities on Calcutta, Madras and Bombay, with the drawing rates and the amount borrowed in England, during 20 years, from 1888-89 to 1907-1908.

Year.	Calcutta.	Madras.	Bombay.	Total Amount.	Exchange per Rupee.												India average.	Amount borrowed in England.
					CALCUTTA.			MADRAS.			BOMBAY.			Hight.	Lowest.	Average.		
					Hight.	Lowest.	Average.	Hight.	Lowest.	Average.	Hight.	Lowest.	Average.					
£	£	£	£	£	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	£
1888-89	5,245,627	1,274,484	6,172,698	14,892,809	161	161	161	163	163	163	161	161	161	163	163	163	10-770	14,866,727
1889-90	5,728,251	2,145,209	4,289,552	14,473,456	171	161	164	172	161	167	17	18	20	171	171	171	10-565	41,61,000
1890-91	7,131,428	1,766,437	6,829,749	15,709,614	27	17	161	207	17	18	20	171	163	163	163	163	10-580	6,803,000
1891-92	9,209,646	1,632,640	5,268,268	16,092,854	171	15	163	171	154	167	171	171	171	171	171	171	10-721	4,600,000
1892-93	9,277,292	2,206,061	6,695,109	16,338,210	163	145	141	161	141	141	161	161	161	161	161	161	11-984	1,300,000
1893-94	4,218,020	504,432	5,341,710	9,539,234	16	154	143	16	154	142	167	171	171	171	171	171	11-946	1,486,000
1894-95	5,619,596	2,920,062	5,341,710	14,281,372	154	15	15	154	154	154	154	154	154	154	154	154	11-109	9,000,000
1895-96	9,236,212	2,152,213	6,141,601	17,529,026	163	15	154	163	154	154	154	154	154	154	154	154	11-025	2,000,000
1896-97	9,061,713	1,857,281	4,969,722	15,888,716	154	15	154	154	154	154	154	154	154	154	154	154	11-419	3,500,000
1897-98	4,589,239	1,624,454	3,952,783	9,166,475	164	15	154	164	154	154	154	154	154	154	154	154	11-902	9,500,000
1898-99	8,802,116	2,023,744	6,268,217	16,993,077	163	154	154	163	154	154	163	163	163	163	163	163	11-973	9,727,554
1899-00	11,091,272	3,039,688	5,986,461	19,967,422	163	154	15	163	154	154	163	163	163	163	163	163	11-907	6,000,000
1900-01	7,231,301	4,694,403	7,164,513	19,089,217	163	154	15	16	16	16	163	163	163	163	163	163	11-973	14,422,359
1901-02	9,609,233	2,007,688	6,310,260	18,226,971	16	154	154	164	154	154	154	154	154	154	154	154	11-907	6,000,000
1902-03	10,441,200	2,868,268	5,216,519	18,505,987	16	154	154	164	154	154	154	154	154	154	154	154	11-900	5,000,000
1903-04	11,153,441	2,661,769	10,460,590	23,505,330	163	16	16	163	154	154	163	163	163	163	163	163	11-909	3,000,000
1904-05	12,165,181	2,432,787	9,174,787	21,412,655	16	154	16	163	16	163	163	163	163	163	163	163	11-905	3,000,000
1905-06	10,661,692	2,862,861	9,922,253	21,546,713	163	154	163	163	163	163	163	163	163	163	163	163	11-904	11,494,444
1906-07	19,067,270	4,159,678	10,368,391	33,435,339	163	154	154	163	163	163	163	163	163	163	163	163	11-904	2,600,000
1907-08	7,764,214	2,825,462	6,187,284	15,976,961	163	154	16	163	163	163	163	163	163	163	163	163	11-977-17	

* Fractions of less value than 1 have been omitted.

† Includes £1,207,691, £283,000, £2,700,700 and £100,395 drawn against the Gold Reserve Fund respectively; and £1,876,33 drawn against the Gold Reserve Fund and Paper Currency Reserve.

‡ Includes £255,284 drawn against Gold Standard Reserve.

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Table of Gold for 25 years, from 1884 to 1908.

GOLD-EXCHANGE.

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Year.	WORLD PRODUCTION.		NET GOLD RESERVE.		Rate, first rate January 1900 = 100.	Average demand for gold in 1900 = 100.	Amount received in sterling for the year.
	Quantity.	Value.	Quantity.	Value.				£ s. d.	£ s. d.
1884	4,602,880	20,835,492	979,633	3,114,624	1 7 1/2	1 7 1/2	13,748,609
1885	5,002,584	22,469,972	614,477	3,861,507	1 7 1/2	1 7 1/2	10,292,622
1886	5,041,285	21,457,445	383,714	3,461,837	1 7 1/2	1 7 1/2	12,395,370
1887	5,061,490	21,500,197	353,738	3,068,987	1 5 1/2	1 5 1/2	15,338,477
1888	5,172,223	21,958,011	461,077	2,875,666	1 5 1/2	1 5 1/2	14,692,469
1889	5,041,245	22,055,447	773,384	3,079,500	1 6	1 6	15,669,034
1890	5,711,431	24,501,402	1,011,229	3,276,448	1 5 1/2	1 5 1/2	16,404,238
1891	5,595,232	25,702,687	420,488	3,760,195	1 4 1/2	1 4 1/2	16,404,238
1892	7,041,822	29,912,201	454,489	1,877,122	1 4 1/2	1 4 1/2	16,404,238
1893	7,077,233	30,422,607	50,206	427,467	1 4 1/2	1 4 1/2	16,404,238
1894	8,453,232	35,762,662	68,970	—	1 4 1/2	1 4 1/2	16,404,238
1895	9,252,008	40,900,778	829,625	1,688,906	1 5 1/2	1 5 1/2	17,006,663
1896	9,839,075	41,714,715	800,845	1,612,769	1 5 1/2	1 5 1/2	17,006,663
1897	11,452,712	46,790,211	708,036	3,272,282	1 5 1/2	1 5 1/2	16,601,005
1898	14,016,774	52,358,632	1,093,000	4,785,061	1 5 1/2	1 5 1/2	18,712,464
1899	15,232,232	64,622,633	1,569,512	6,203,728	1 4 1/2	1 4 1/2	19,007,469
1900	15,684,008	65,883,104	1,601,678	6,614,423	1 4 1/2	1 4 1/2	18,693,717
1901	15,891,525	64,773,309	1,601,678	6,614,423	1 4 1/2	1 4 1/2	18,693,717
1902	14,457,695	61,258,330	1,414,018	6,640,044	1 4 1/2	1 4 1/2	18,693,717
1903	15,778,016	67,021,866	1,669,237	6,621,106	1 4 1/2	1 4 1/2	22,869,203
1904	16,728,448	71,068,837	1,616,993	6,470,931	1 4 1/2	1 4 1/2	21,422,555
1905	18,200,227	75,004,670	—	—	1 4 1/2	1 4 1/2	21,422,555
1906	19,709,603	82,882,691	9,377,131	9,904,029	1 4 1/2	1 4 1/2	21,422,555
1907	19,800,622	83,165,206	2,781,240	11,778,487	1 4 1/2	1 4 1/2	21,422,555
1908	21,057,318	89,964,443	—	—	1 4 1/2	1 4 1/2	21,422,555

Amount received in sterling for the year.

Net production.

THE GOLD TRADE.

Quantity and Value of Gold, Coin and Bullion imported into, and exported from, British India, from and to Foreign Ports, also of the Gold received into the Mints, Gold Coinage in the Mints, and the ruling prices in Calcutta for 20 years, from 1888-89 to 1907-08.

Year.	PRIVATE AND GOVERNMENT.						RECEIVED INTO THE MINTS.			VALUES OF GOLD.		PRICES, CHINA LAMP 100 TOONS, PER TOON.	
	Imported.		Exported.		Net Import.		From Individuals.	From Government.	Total.	Single Mohlar.	Highest.	Lowest.	
	oz.	Rx.	oz.	Rx.	oz.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
1888-89	212,287	2,119,088	20,719	203,124	461,577	2,013,224	14,203	...	14,203	22,609	25-11-0	35-5-0	
1889-90	820,271	5,071,027	76,148	423,724	173,594	4,615,294	21,562	5	21,567	23,051	25-11-0	25-13-0	
1890-91	1,172,875	6,100,832	161,646	861,600	1,014,229	5,676,172	9,821	—	9,821	—	25-11-0	25-10-0	
1891-92	709,102	4,118,929	286,434	1,705,127	413,648	5,413,792	19,012	...	19,012	14,901	26-15-0	25-3-0	
1892-93	272,442	1,781,789	726,025	4,294,472	—451,433	—5,812,083	16,719	...	16,719	...	26-0-0	24-5-0	
1893-94	471,633	3,160,230	378,399	2,565,284	98,236	641,246	5,972	...	5,972	...	26-5-0	24-0-0	
1894-95	236,973	1,746,290	506,843	6,730,274	—699,070	—10,741,094	...	212	212	...	26-5-0	24-0-0	
1895-96	695,055	5,009,240	372,432	2,508,217	322,628	5,225,932	...	...	...	...	27-0-0	25-7-0
1896-97	657,236	4,491,179	347,373	2,700,141	309,868	5,291,038	...	50	50	...	26-8-0	24-11-0	
1897-98	1,129,149	7,281,022	207,114	2,172,735	726,035	6,008,287	...	...	...	...	25-12-0	24-0-0
1898-99	1,432,421	8,340,054	410,461	2,570,616	1,021,960	6,269,438	...	...	...	...	25-12-0	24-0-0
1899-00	1,941,079*	11,448,205*	325,251	2,005,120	1,615,828	9,827,376	...	...	...	...	25-4-0	24-0-0
1900-01	1,901,729	11,099,209	1,081,000	11,053,853	106,674	942,133	...	...	...	...	25-4-0	24-0-0
1901-02	1,872,218	8,267,345	1,092,743	6,269,604	124,476	1,087,641	...	...	...	...	25-0-0	24-0-0
1902-03	2,107,284	13,192,363	770,706	4,477,002	1,116,618	8,764,566	...	...	...	...	25-0-0	24-0-0
1903-04	2,350,460	20,147,069	1,764,229	10,213,201	1,586,237	9,231,659	...	...	...	...	24-4-0	23-6-0
1904-05	8,605,016	21,811,778	2,068,025	12,106,092	1,516,992	9,726,886	...	1,737	1,737	...	25-10-0	24-0-0	
1905-06	2,934,419	14,748,972	2,461,292	14,290,084	—45,478	470,918	10,449	4,634	15,083	...	24-11-0	24-0-0	
1906-07	5,019,141	18,538,387	642,010	3,677,242	2,077,131	14,460,145	...	845	845	...	24-11-0	24-0-0	
1907-08	5,330,405	20,725,611	799,602	3,381,013	2,781,240	17,344,723	...	5,022	5,022	...	24-15-0	24-3-0	

* Of which 117 oz. valued Rs. 9,185 for Government.

† Gold received by the Mints on behalf of the Paper Currency Department is omitted from this table.

THE GOLD TRADE—(Contd.)

Descriptions of Gold imported into, and exported from, British India during 20 years, from 1888-89 to 1907-08.

Year.	IMPORTS (PRIVATE AND GOVERNMENT.)						EXPORTS (PRIVATE AND GOVERNMENT.)					
	Bullion, (Bars, ingots and other uncoined gold.)		Coin, (Sovereigns, &c.)		TOTAL.		Bullion, (Bars, ingots and other uncoined gold.)		Coin, (Sovereigns, &c.)		TOTAL.	
	oz.	Rx.	oz.	Rx.	oz.	Rx.	oz.	Rx.	oz.	Rx.	oz.	Rx.
1888-89	212,287	2,119,088	20,719	203,124	461,577	2,013,224	14,203	....	14,203	22,609	25-11-0	35-5-0
1889-90	820,271	5,071,027	76,148	423,724	173,594	4,615,294	21,562	5	21,567	23,051	25-11-0	25-13-0
1890-91	1,172,875	6,100,832	161,646	861,600	1,014,229	5,676,172	9,821	—	9,821	—	25-11-0	25-10-0
1891-92	709,102	4,118,929	286,434	1,705,127	413,648	5,413,792	19,012	....	19,012	14,901	26-15-0	25-3-0
1892-93	272,442	1,781,789	726,025	4,294,472	—451,433	—5,812,083	16,719	....	16,719	....	26-0-0	24-5-0
1893-94	471,633	3,160,230	378,399	2,565,284	98,236	641,246	5,972	....	5,972	....	26-5-0	24-0-0
1894-95	236,973	1,746,290	506,843	6,730,274	—699,070	—10,741,094	....	219	219	....	26-5-0	24-0-0
1895-96	695,055	5,019,240	372,432	2,508,217	322,628	5,225,932	....	....	....	....	27-0-0	25-7-0
1896-97	657,236	4,491,179	347,373	2,700,141	309,868	5,291,038	....	50	50	....	26-8-0	24-11-0
1897-98	1,129,149	7,281,022	207,114	2,172,735	726,035	6,008,287	....	....	....	....	25-12-0	24-0-0
1898-99	1,432,421	8,340,054	410,461	2,570,616	1,021,960	6,769,438	....	....	....	....	25-12-0	24-0-0
1899-00	1,941,079*	11,448,205*	325,251	2,005,120	1,615,828	10,443,085	....	....	....	....	25-4-0	24-0-0
1900-01	1,901,729	11,279,229	1,081,000	11,053,853	106,674	942,133	....	....	....	....	24-7-0	23-5-0
1901-02	1,872,218	8,267,345	1,092,743	6,269,604	124,476	1,087,641	....	....	....	....	25-0-0	24-0-0
1902-03	2,107,284	13,192,363	770,706	4,477,002	1,116,618	8,764,566	....	....	....	....	25-4-0	24-0-0
1903-04	2,350,460	20,147,069	1,764,229	10,213,201	1,586,237	9,231,659	....	....	....	....	24-13-0	23-6-0
1904-05	8,605,016	21,811,778	2,068,025	12,106,092	1,516,992	9,726,886	....	1,737	1,737	....	25-10-0	24-0-0
1905-06	2,934,419	14,748,972	2,461,292	14,290,084	—45,478	457,918	10,449	4,634	15,083	....	24-11-0	24-0-0
1906-07	5,019,141	18,338,387*	642,010	3,677,242	2,077,131	14,661,145	....	845	845	....	24-11-0	24-0-0
1907-08	5,330,405	20,725,611	799,602	3,381,013	2,781,240	17,344,723	....	5,022	5,022	....	24-15-0	24-3-0

* Detective

THE SILVER TRADE.

Table of Silver for 20 years from 1888-89 to 1907-08.

YEAR.	WORLD'S PRODUCTION. (FIGURES FOR CALENDAR YEAR).		IMPORTS. (PRIVATE & GOVERNMENT).		EXPORTS. (PRIVATE & GOVERNMENT).		NET INDIAN IMPORTS. (PRIVATE & GOVERNMENT).		Average price in London per Standard (Calendar year) Pence.
	Quantity. oz.	Value. £	Quantity. oz.	Value. Rs.	Quantity. oz.	Value. Rs.	Quantity. oz.	Value. Rs.	
1888-89	124,199,779	22,089,141	37,844,665	10,72,85,711	5,408,636	1,47,91,928	32,435,093	9,24,66,789	421
1889-90	132,038,544	20,232,707	42,940,659	12,38,84,740	5,234,885	1,45,05,983	38,614,774	10,92,78,737	425
1890-91	137,565,412	25,890,270	56,190,970	15,43,26,544	4,061,735	1,25,35,185	51,229,082	14,17,51,539	471
1891-92	169,829,086	35,370,313	38,117,350	10,60,57,330	5,839,142	1,45,15,439	32,245,418	9,02,92,841	413
1892-93	166,190,277	34,655,510	84,180,144	16,22,80,210	8,658,222	2,26,44,417	46,923,512	12,46,33,603	394
1893-94	157,725,217	30,216,410	69,378,195	15,13,77,944	5,999,322	1,49,49,582	44,228,973	12,71,91,142	395
1894-95	169,180,419	21,039,416	32,338,059	7,45,49,273	5,058,747	1,49,56,977	27,644,022	6,92,47,307	284
1895-96	167,661,370	19,859,832	31,082,810	8,33,87,162	7,661,781	1,77,61,037	27,018,719	6,78,22,223	296
1896-97	164,073,114	18,485,698	37,420,322	8,42,56,845	11,291,224	2,73,73,445	22,257,088	6,81,60,597	301
1897-98	173,267,862	19,158,183	68,593,612	13,21,93,949	24,250,193	4,77,50,144	44,284,617	8,47,31,803	275
1898-99	167,234,840	18,161,192	49,336,794	9,55,35,558	26,051,255	5,07,47,749	27,144,425	3,94,77,588	305
1899-00	172,828,573	20,744,275	66,653,242	9,27,48,892	22,017,269	5,64,81,014	18,648,295	4,25,66,078	275
1900-01	176,611,288	19,628,924	64,745,540	12,67,57,421	15,211,385	3,17,11,100	80,057,954	9,10,72,921	229
1901-02	169,753,182	16,918,731	65,726,972	12,99,35,006	37,721,780	8,10,06,868	39,465,162	7,19,52,543	274
1902-03	167,987,894	17,292,644	75,659,185	12,15,64,874	32,294,876	5,22,98,352	43,274,309	6,85,66,222	246
1903-04	164,125,396	18,044,472	104,254,765	18,37,52,578	25,740,206	47,35,471	19,515,469	1,86,52,157	244
1904-05	169,828,893	19,652,573	98,117,908	17,69,61,509	23,162,140	44,34,725	14,856,952	1,22,41,472	249
1905-06	165,640,610	18,285,674	88,853,079	16,80,20,411	4,535,214	1,13,96,118	84,317,765	1,67,23,019	214
1906-07	155,014,423	23,771,423	122,578,028	20,04,54,235	7,709,151	2,04,69,002	118,198,837	21,00,55,203	261
1907-08	182,728,023	18,666,890	106,358,274	21,23,18,570	8,442,915	2,06,35,814	97,915,339	19,46,82,806	300

* Values of Silver in this column are commercial values, and are computed on the average price each year of Silver as given by Messrs. Fixley and Abell, London. Value of £ is = \$ 4.8665.

THE SILVER TRADE—(Concl'd.)

Quantity and value of Silver (Private and Government) imported into, and exported from, British India, from and to Foreign Ports; also of the Silver received into the Indian Mints, Silver Coinage in the Indian Mints, and Price of Silver in London for 20 years from 1887-88 to 1907-1908.

YEAR.	FROM AND TO FOREIGN PORTS.				RECEIVED INTO THE MINTS.				VALUE OF SILVER IN LONDON PER STANDARD POUNCE.	
	Imported.		Exported.		Net imports.		From Government.			
	oz.	Rs.	oz.	Rs.	oz.	Rs.	From Individuals.	From Government.	Highest.	Lowest.
1889-90	37,844,665	10,72,85,711	5,408,636	1,47,91,928	32,435,029	9,24,66,789	735,241	7,543,153	4 1/2	2 1/2
1889-90	42,940,659	12,38,84,740	5,234,885	1,45,05,983	38,614,774	10,92,78,737	621,361	8,664,136	4 1/2	2 1/2
1889-90	56,190,970	15,43,26,544	4,061,735	1,25,35,185	51,229,082	14,17,51,539	381,779	12,243,941	4 1/2	3 1/2
1890-91	38,117,350	10,60,57,330	5,839,142	1,45,15,439	32,245,418	9,02,92,841	277,585	5,523,394	4 1/2	3 1/2
1890-91	84,180,144	16,22,80,210	8,658,222	2,26,44,417	46,923,512	12,46,33,603	406,311	4,326,403	4 1/2	3 1/2
1890-91	69,378,195	15,13,77,944	5,999,322	1,49,49,582	44,228,973	12,71,91,142	406,311	4,326,403	4 1/2	3 1/2
1891-92	32,338,059	7,45,49,273	5,058,747	1,49,56,977	27,644,022	6,92,47,307	406,311	4,326,403	4 1/2	3 1/2
1891-92	31,082,810	8,33,87,162	7,661,781	1,77,61,037	27,018,719	6,78,22,223	406,311	4,326,403	4 1/2	3 1/2
1892-93	37,420,322	8,42,56,845	11,291,224	2,73,73,445	22,257,088	6,81,60,597	406,311	4,326,403	4 1/2	3 1/2
1892-93	68,593,612	13,21,93,949	24,250,193	4,77,50,144	44,284,617	8,47,31,803	406,311	4,326,403	4 1/2	3 1/2
1893-94	49,336,794	9,55,35,558	26,051,255	5,07,47,749	27,144,425	3,94,77,588	406,311	4,326,403	4 1/2	3 1/2
1893-94	66,653,242	9,27,48,892	22,017,269	5,64,81,014	18,648,295	4,25,66,078	406,311	4,326,403	4 1/2	3 1/2
1894-95	64,745,540	12,67,57,421	15,211,385	3,17,11,100	80,057,954	9,10,72,921	406,311	4,326,403	4 1/2	3 1/2
1900-01	65,726,972	12,99,35,006	37,721,780	8,10,06,868	39,465,162	7,19,52,543	277,678	5,523,394	4 1/2	3 1/2
1901-02	75,659,185	12,15,64,874	32,294,876	5,22,98,352	43,274,309	6,85,66,222	278,686	5,523,394	4 1/2	3 1/2
1902-03	104,254,765	18,37,52,578	25,740,206	47,35,471	19,515,469	1,86,52,157	181,067	13,909,393	4 1/2	3 1/2
1903-04	98,117,908	17,69,61,509	23,162,140	44,34,725	14,856,952	1,22,41,472	181,067	13,909,393	4 1/2	3 1/2
1904-05	88,853,079	16,80,20,411	4,535,214	1,13,96,118	84,317,765	1,67,23,019	181,067	13,909,393	4 1/2	3 1/2
1905-06	122,578,028	20,04,54,235	7,709,151	2,04,69,002	118,198,837	21,00,55,203	37,898	21,198,524	4 1/2	3 1/2
1906-07	106,358,274	21,23,18,570	8,442,915	2,06,35,814	97,915,339	19,46,82,806	181,067	19,754,184	4 1/2	3 1/2

* For Calendar year.

INDIAN COINAGE.

Table showing the value of new Gold, Silver and Copper Money coined at the Calcutta and Bombay Mints, respectively, during 20 years in TENS of RUPEES, from 1888-1889 to 1907-1908.

YEAR.	CALCUTTA.				BOMBAY.				TOTAL FOR BRITISH INDIA.			
	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1888-89	22,609	1,047,456	87,375	1,157,440	...	6,264,769	14,128	6,278,927	22,609	7,312,555	101,503	7,436,367
1889-90	23,051	1,095,861	171,691	1,290,573	...	7,435,797	32,871	7,488,104	23,051	8,551,159	204,468	8,778,677
1890-91	...	955,007	118,900	1,073,907	...	9,308,847	...	9,308,847	...	19,165,074	178,859	19,343,753
1891-92	24,786	1,479,024	196,317	1,675,127	159*	4,074,554	...	4,074,554	24,801	5,553,074	165,317	5,745,992
1892-93	...	2,978,618	131,119	3,109,737	...	9,969,605	...	9,969,605	...	12,691,516	121,119	12,812,635
1893-94	...	811,016	129,508	940,524	...	5,991,455	...	5,991,455	...	4,811,000	129,208	4,940,208
1894-95	...	614,915	120,352	735,267	...	...	...	...	...	94,950	120,605	215,555
1895-96	...	592,715	81,083	673,798	...	4,759,445	...	4,759,445	...	1,045,151	82,668	1,127,819
1896-97	...	358,685	176,001	534,686	...	214,068	...	214,068	...	523,553	176,901	700,454
1897-98	...	470,525	146,638	617,163	...	515,167	1,000	516,167	...	985,605	177,628	1,163,233
1898-99	...	188,527	29,915	218,442	...	512,104	10,000	522,104	...	608,465	49,215	657,680
1899-00	...	1,646,460	75,131	1,721,591	...	679,515	5,000	684,515	...	2,219,575	80,31	2,300,166
1900-01	...	1,042,750	69,470	1,112,220	...	11,201,121	...	11,201,121	...	17,546,872	165,870	17,712,742
1901-02	...	1,758,763	135,141	1,893,904	...	3,376,010	...	3,376,010	...	5,347,738	135,141	5,482,879
1902-03	...	5,550,234	167,847	5,718,081	...	6,199,150	...	6,199,150	...	11,969,850	197,947	12,167,797
1903-04	...	6,800,083	191,598	6,991,681	...	9,670,402	...	9,670,402	...	16,531,154	191,766	16,722,920
1904-05	...	4,564,109	195,223	4,759,332	...	6,806,327	...	6,806,327	...	11,370,448	195,223	11,565,671
1905-06	...	7,350,121	111,111	7,461,232	...	12,712,230	...	12,712,230	...	20,001,446	200,000	20,201,446
1906-07	...	10,012,614	119,573	10,132,187	...	16,073,127	...	16,073,127	...	11,028,741	11,028,741	22,375,244
1907-08	...	7,239,880	3,000	7,242,880	...	10,881,574	...	10,881,574	...	18,115,654	3,000	18,118,654
			133,911			222,800				222,800		

* Struck as samples and kept in stock.

* Value of British dollars coined for circulation in Hongkong and the Straits Settlements.

† Includes Portuguese-Indian Silver Coinage resulted to Goa, Rs. 1,62,

‡ Bronze.
§ Nickel.

PAPER CURRENCY AND RESERVE COINS.

Statement showing the value of Notes in Circulation, of the Reserve in Gold and Bullion, and of the Government Securities, and also of Notes forming part of the Circulation which have been withdrawn, and also of Treasuries on the last day of each year in the Bengal Presidency for 20 years from 1888 to 1908.

YEAR.	On the 1st March.		On the 1st April.		On the 1st May.		On the 1st June.		On the 1st July.		On the 1st August.		On the 1st September.		On the 1st October.		On the 1st November.		On the 1st December.		On the 1st January.		On the 1st February.		On the 1st March.	
	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900
1901
1902
1903
1904
1905
1906
1907
1908

TRADE OF BENGAL, &c.

Statement showing the cultivation and production, of Indigo in each Presidency and Province in India, price in the Calcutta Market, during 17 years from 1891-92 to 1907-08.

price in the Calcutta Market, during 12 years from 1851-52 to 1900-01.												Price per Tn. mt. of Bengal and Herbert maddling to fine.	
YEAR.	BENGAL.		PUNJAB.		UNITED PROV. OF AGR. AND OUDH.		MADRAS.		TOTAL.				
	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Area. acre.	Yield. cwt.	Highest Rs.	Lowest Rs.	
1851-52	...	...	52,200	9,256	201,260	20,233	106,130	18,540	419,590	148,329	350	210
1852-53	645,000	92,006	65,200	10,085	206,516	26,548	301,000	50,420	1,218,706	179,666	370	290	
1853-54	648,923	67,285	110,700	15,046	210,980	31,106	412,400	58,100	1,552,008	179,437	342	290	
1854-55	629,100	104,435	124,200	24,005	420,242	41,324	448,000	68,000	1,688,042	237,491	330	260	
1855-56	552,700	73,133	104,300	20,325	432,102	33,756	414,900	63,680	1,414,602	190,024	340	265	
1856-57	563,200	56,671	138,400	30,549	436,601	40,715	454,700	50,740	1,608,101	165,673	315	240	
1857-58	525,500	50,415	108,800	17,392	376,590	37,326	333,000	61,400	1,339,690	166,812	305	235	
1858-59	512,500	74,121	47,200	8,263	240,418	26,416	310,600	30,320	1,010,318	130,330	240	155	
1859-60	440,300	44,996	67,800	15,677	231,400	17,977	249,000	33,240	1,026,500	111,850	242	200	
1860-61	360,600	47,707	115,700	25,693	162,175	31,529	251,900	46,100	990,375	120,000	201	180	
1901-02	301,200	41,820	71,600	13,533	165,980	18,986	329,400	38,480	791,190	112,819	185	165	
1902-03	255,600	21,924	43,000	7,016	135,811	10,007	315,300	40,260	645,511	79,207	201	180	
1903-04	249,700	31,695	74,200	12,184	140,534	12,823	241,900	45,900	706,634	102,862	180	150	
1904-05	223,100	24,320	53,000	9,900	74,500	8,000	128,000	16,700	476,800	58,900	135	145	
1905-06	167,500	15,800	67,500	10,800	40,700	4,300	113,900	17,300	383,600	45,800	170	130	
1906-07	137,600	17,300	65,300	11,000	40,400	5,100	130,700	32,300	421,600	55,700	160	160	
1907-08	146,500	20,000	57,900	9,000	47,300	5,600	119,300	16,800	371,300	61,400	170	160	

Statement showing the quantity of the **Internal Import Trade** of Calcutta in **INDIGO** from each District by all routes during 1907-1908 as compared with 1906-1907.

DISTRICT.	1916-1917.							1918-1919.						
	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast-line).	Sea (Foreign).	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast-line).	Sea (Foreign).	TOTAL.
Agia	368.	368.	Mds.	368.	368.	368.	368.	368.						
Alibeth						
Alibeth						
Amirsh						
Bareilly						
Bawal						
Bhawalpur						
Bhimshah						
Champur						
Chasparan						
Dhalinga						
Eta						
Etah						
Farakabad						
Fata						
Gharapur	25,141	..	258	1	25,431	55	5,000	25,516	..	338	..	27,559
Ghazipur						
Jaunpur						
Manpur						
Morad						
Mulapuri						
Munshi						
Munshabad						
Multra						
Naila						
Purna						
Rachad						
Ran						
Sardar Fargana						
Sikarpur						
Other places						
TOTAL	25,141	...	258	1	25,431	55	5,000	25,516	...	338	...	37,638

THE INDIGO TRADE.—(Concl'd.)

Statement showing the quantity and value of Indigo exported from Bengal Presidency to each Foreign country during 1905-1906, 1906-1907 and 1907-1908.

Countries to which exported.	Quantity in Cwt.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
United Kingdom ...	6,502	6,283	6,065	13,24,330	13,94,183	14,12,048
Austria-Hungary—Free ports...	1,995	3,032	2,955	4,55,574	7,75,455	6,95,991
Belgium ...	346	162	77	75,022	39,899	15,537
France ...	952	507	914	2,16,936	1,23,358	2,19,331
Germany—Free ports ...	330	396	330	69,902	95,882	73,367
Holland ...	64	185	48	14,400	47,000	12,705
Italy ...	203	108	175	46,540	28,327	42,433
Russia—Southern ports ...	4	20	21	960	4,500	5,440
Ports in the Levant and Black Sea	...	...	1,220	...	...	3,00,892
Ports in the Persian Gulf ...	...	...	1,072	...	...	2,48,569
Tunis ...	...	...	45	...	...	11,356
Tripoli ...	...	...	28	...	...	5,200
Turkey in Europe ...	56	27	57	11,614	6,639	12,785
Greece ...	53	29	55	12,800	5,529	14,100
Egypt ...	4,145	3,226	1,808	9,11,566	7,47,108	4,29,857
Other countries in Northern Africa	136	...	...	32,081	...	...
United States—Ports on the Atlantic	1,320	1,151	1,562	2,73,724	3,01,150	2,83,322
Arabia—Other States ...	11	37	...	2,174	5,420	...
China—Hongkong ...	...	703	...	...	1,67,745	...
Other ports ...	...	...	47	...	...	6,000
Japan ...	137	635	186	26,134	1,32,274	48,605
Persia ...	...	111	67	...	22,907	15,740
Turkey in Asia ...	2,799	2,600	...	6,24,635	6,03,749	...
Victoria ...	...	...	...	...	60	...
Ceylon ...	...	152	...	...	36,835	...
Other British possessions.	...	4	3	...	921	778
Other Foreign Countries	45	11,250	...
TOTAL ...	19,062	19,309	16,627	41,03,342	45,07,576	38,62,002

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THE RICE TRADE.

Statement showing the quantity of the Internal Import Trade of Calcutta in Rice (in-husked) from each District by all routes during 1907-1908 as compared with 1906-1907.

District.	1905-1907.							1905-1908.						
	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast-Ing.)	Sea (Foreign).	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast-Ing.)	Sea (Foreign).	TOTAL.
Buckergunge ...	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Baharee
Birbhoam
Bardwana
Bhadrabar
Burdur
Hemph
Jaunpur ...	4,854,911	137,070	5,816,763	978,015	5,486,007	122,561	16,815,293	4,750,891	49,291	5,672,013	886,192	5,997,318	22,071	16,471,606
Khud
Midnapur
Mumukshabad
Nadia
Noakhali
Orissa
St. Petersburg
Other districts in Bengal
TOTAL ...	4,854,911	137,070	5,816,763	978,015	5,486,007	122,561	16,815,293	4,750,891	49,291	5,672,013	886,192	5,997,318	22,071	16,471,606

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CULTIVATION AND PRODUCTION OF JUTE.

Cultivation and Production of Jute in bales (400 lbs.) for 16 years from 1892 to 1907.

YEARS.	BENGAL, INCLUDING NEPAL.		ASSAM.		COCH BEHAR.		TOTAL.	
	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.
1892	2,135,100	5,717,400	...	...	...	...	2,135,100	5,717,400
1893	2,222,000	5,001,700	...	...	...	...	2,222,000	5,001,700
1894	2,264,300	6,144,300	...	...	...	...	2,264,300	6,144,300
1895	2,342,700	5,551,000	...	...	...	...	2,342,700	5,551,000
1896	2,196,000	5,717,000	...	...	...	...	2,196,000	5,717,000
1897	2,151,600	6,839,000	...	...	...	...	2,151,600	6,839,000
1898	1,634,400	5,334,000	...	...	...	...	1,634,400	5,334,000
1899	1,961,800	5,413,000	...	...	...	...	1,961,800	5,413,000
1900	2,093,400	6,526,000	...	...	...	...	2,093,400	6,526,000
1901	2,263,800	7,438,000	...	...	...	...	2,263,800	7,438,000
1902	2,108,300	6,529,000	34,400	48,000	...	...	2,142,700	6,577,000
1903	2,212,600	7,101,000	38,250	90,000	23,200	50,000	2,273,050	7,241,000
1904	2,850,000	7,318,000	29,700	46,000	20,000	36,000	2,899,700	7,400,000
1905	460,300	1,550,200	2,550,000	6,002,200	...	52,800	3,128,200	8,405,200
1906	780,400	1,961,718	2,702,500	7,215,700	...	79,000	3,482,900	9,256,418
1907	931,200	2,135,900	3,011,100	7,678,300	32,000	81,200	3,974,300	9,895,400

* Excluding figures for Upper India and Madras.

THE JUTE TRADE.

Statement showing the quantity of the **Internal Import Trade** of Calcutta in JUTE (RAW) from each District by the following routes during 1907-1908 as compared with 1906-1907.

DISTRICT.	1907-1908.							1906-1907.						
	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast Ing.)	Sea (Foreign.)	TOTAL.	Boat.	Inland Steamer.	Rail.	Road.	Sea (Coast Ing.)	Sea (Foreign.)	TOTAL.
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Alumna (other places)
Backergunge
Bangal (other places)
Banga
Barka
Dumpling
Dumpling
Fardpur
Gowalganj
Hoochly
Jalpaiguri
Jessore
Kalgaon
Maldah	4,528,760	4,232,101	15,169,325	695,814	129,455	1,722	25,105,848	6,329,650	4,152,650	15,079,838	1,109,877	291,444	24	27,506,493
Murshidabad
Nyminmahal
Nadia
Orissa (other places)
Purnea
Rangpur
Rajshahi
Scotch Burmah
Tripura
Other districts in India
TOTAL	4,528,760	4,232,101	15,169,325	695,814	129,455	1,722	25,105,848	6,329,650	4,152,650	15,079,838	1,109,877	291,444	24	27,506,493

THE JUTE TRADE.—(Contd.)

Statement showing the quantity and value of JUTE (RAW) exported from Bengal Presidency to each Foreign Country during 1905-1906, 1906-1907 and 1907-1908.

Exported to—	Quantity in Cwt.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
United Kingdom ...	5,189,180	5,592,094	4,556,305	6,17,80,877	9,77,62,616	5,54,79,043
Austria-Hungary— { Free ports ...	872,487	769,300	863,162	1,07,81,379	1,33,45,192	1,12,00,187
France ... { Other ports ...	1,570,402	1,515,205	1,020,228	2,08,97,012	2,87,49,292	2,28,77,297
Belgium ...	103,520	93,919	80,369	12,40,835	22,23,642	13,07,659
Germany—Free ports ...	2,615,506	3,317,397	2,775,460	3,11,05,688	5,69,30,134	3,60,93,418
Holland ...	337	426	4,500	4,500	69,706	69,706
Italy ...	500,251	613,008	543,302	75,17,305	1,11,74,104	74,04,206
Russia—Southern ports ...	67,123	27,646	32,161	8,68,091	4,53,338	5,16,005
Spain ...	277,276	241,406	249,422	28,08,739	6,47,11,073	51,53,667
United States { Ports on the Atlantic ...	1,149,040	1,324,436	1,098,822	1,18,62,226	1,73,92,941	1,05,02,443
United States { Ports on the Pacific ...	539,757	388,325	600,236	55,68,553	53,81,210	48,05,900
Brazil ...	8,958	830	2,567	1,24,000	17,500	29,225
Argentine Republic (including Atlantic port of Patagonia) ...	5,353	6,408	10,358	71,955	1,17,480	1,32,250
China—Hongkong ...	483	28,043	6,333	6,333	6,38,933	5,700
Japan ...	38,030	32,246	41,635	4,33,350	5,48,231	4,93,395
Straits Settlements ...	997	132	184	11,206	1,969	1,416
Victoria ...	4,268	4,043	6,008	62,413	60,360	77,100
New Zealand ...	1,093	1,945	7,712	7,712	11,195	11,195
New South Wales ...	...	7,641	...	...	...	29,932
South Australia (including North territory) ...	...	...	185	...	...	2,450
Other Countries in British Empire ...	4	...	...	15	...	...
Other Foreign Countries	1	8	...	214	120
TOTAL ...	12,923,900	14,089,203	12,602,326	15,61,36,666	24,12,49,833	15,76,83,981

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Statement showing the total Quantities of Jute, Tied Packages and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1903-1904 to 1907-1908.

Year, 1st August to 31st July.	Jute—(A Bales=400 lbs.)				
	London.	Dundee.	Liverpool.	Clyde, &c.	Continental Ports.
1907-1908 ...	446,224	1,166,705	22,613	2,232,324	3,041,570
1906-1907 ...	651,207	1,186,283	22,460	2,008,373	3,719,868
1905-1906 ...	...	...	1,069,063	1,776,803	3,483,098
1904-1905 ...	...	...	1,282,259	1,281,605	2,804,284
1903-1904 ...	...	...	1,451,034	1,001,447	2,052,281
RETURNS—(A Bales=400 lbs.)					
1907-1908 ...	24,438	12,519	37,104	...	...
1906-1907 ...	23,218	20,868	44,186	...	...
1905-1906 ...	25,060	12,275	37,431	...	...
1904-1905 ...	29,248	9,270	38,518	...	...
1903-1904 ...	28,526	57,023	62,479	...	...
CUTTINGS—(A Bales=400 lbs.)					
1907-1908 ...	73,230	6,103	79,333	...	...
1906-1907 ...	57,025	4,692	61,617	...	...
1905-1906 ...	50,273	8,071	58,344
1904-1905 ...	42,079	1,438	43,517
1903-1904 ...	47,890	7,227	55,117

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THE JUTE TRADE.—(Contd.)

Statement showing the total Clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1903-1904 to 1907-1908.

Years, 1st August to 31st July.	JUTE—(A BALE=400 lbs.)						
	Europe.	America.	Other Ports.	Australia.	China and Japan Ports.	Indian Coast.	TOTAL ALL COUNTRIES.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1907-1908 ...	3,641,670	279,112	11,488	...	...	...	3,932,170
1906-1907 ...	3,791,830	239,491	29,348	...	...	...	4,111,442
1905-1906 ...	3,430,958	325,723	...	805	...	11,704	3,770,220
1904-1905 ...	2,904,834	237,547	...	928	...	11,489	3,154,798
1903-1904 ...	3,682,881	305,489	...	1,021	...	22,568	3,411,449

REJECTIONS—(A BALE=400 lbs.)

1907-1908 ...	37,104	31,494	88	...	...	...	68,686
1906-1907 ...	44,180	19,139	25	...	...	...	63,350
1905-1906 ...	37,421	25,860	...	50	...	2	63,343
1904-1905 ...	32,818	11,805	...	...	...	...	44,713
1903-1904 ...	56,478	3,999	...	100	...	...	60,577

CUTTINGS—(A BALE=400 lbs.)

1907-1908 ...	79,363	331,810	1,440	...	...	...	402,613
1906-1907 ...	61,687	269,406	518	...	...	...	331,611
1905-1906 ...	62,452	249,236	...	100	...	...	302,788
1904-1905 ...	44,407	231,268	...	400	...	...	336,075
1903-1904 ...	55,507	237,792	...	150	...	285	293,724

THE JUTE TRADE.—(Concl.)

Statement of Clearances of Jute, Jute Rejections, and Cuttings from the Port of Calcutta in bales (a bale=400 lbs.) during 25 years, from 1883-84 to 1907-1908.

Years, 1st August to 31st July.	Jute.	Rejections.	Cuttings.	TOTAL BALES.
	Bales.	Bales.	Bales.	
1883-84 ...	1,297,557	21,918	325,732	1,645,193
1884-85 ...	1,846,329	33,082	498,126	2,377,534
1885-86 ...	1,732,359	17,944	395,352	2,145,646
1886-87 ...	1,883,820	25,456	402,542	2,316,518
1887-88 ...	2,072,636	45,689	526,784	2,645,109
1888-89 ...	2,431,700	63,107	485,156	2,979,963
1889-90 ...	2,543,774	48,464	511,702	3,103,940
1890-91 ...	2,767,852	61,992	571,506	3,421,350
1891-92 ...	1,732,747	23,848	232,066	1,988,687
1892-93 ...	2,630,128	40,993	411,897	3,083,023
1893-94 ...	2,245,968	57,369	224,700	2,538,037
1894-95 ...	3,064,651	56,829	468,576	3,590,056
1895-96 ...	3,094,538	53,209	345,428	3,491,170
1896-97 ...	2,839,000	80,840	373,661	3,293,591
1897-98 ...	3,726,930	58,751	415,465	4,201,146
1898-99 ...	2,441,974	22,137	296,714	2,760,825
1899-1900 ...	2,260,822	47,167	291,488	2,599,477
*1900-01 ...	3,166,612	59,738	315,269	3,541,619
*1901-02 ...	3,750,098	83,062	481,246	4,314,406
*1902-03 ...	2,974,102	48,676	236,636	3,258,414
*1903-04 ...	3,411,449	60,577	293,734	3,711,760
*1904-05 ...	3,154,798	44,713	326,075	3,525,586
1905-06 ...	3,770,220	63,343	302,788	4,136,351
1906-07 ...	4,111,042	63,350	331,841	4,506,333
1907-08 ...	3,932,176	68,686	402,313	4,403,175

* Including Chittagong.

TEA CULTIVATION IN INDIA.

Statement showing the progress of Tea Cultivation in the Tea-growing Districts during 20 years, from 1889 to 1908.

YEARS.	Burma.	Assam, Brahmaputra Valley.	Assam, Cachar and Sylhet.	*Eastern Bengal.	Bengal.	United Provinces.	Punjab.	Madras.	Travancore and Cochin.	Total India.
	Acres.	Acres.	Acres.	...	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
1889 ..	172	134,869	102,889	...	73,016	8,314	8,820	5,374	4,780	333,701
1890 ..	78	131,289	99,738	...	55,733	7,977	9,549	5,733	5,179	344,857
1891 ..	959	138,002	105,221	...	90,831	8,022	8,837	5,498	6,437	392,437
1892 ..	882	140,028	107,164	...	92,861	11,275	9,587	5,694	7,375	374,859
1893 ..	802	145,094	111,531	...	110,310	7,419	8,746	3,501	7,837	395,839
1894 ..	880	154,284	114,512	...	98,345	8,404	8,921	6,103	9,079	400,527
1895 ..	1,106	155,095	121,105	...	104,197	8,514	9,243	6,797	9,430	15,717
1896 ..	1,129	165,079	126,830	...	105,707	7,919	9,830	5,370	11,444	423,280
1897 ..	1,160	179,436	131,390	...	119,190	7,965	9,970	6,335	14,672	470,113
1898 ..	1,220	191,174	133,859	...	120,241	7,924	10,259	6,512	19,701	501,680
1899 ..	1,390	197,315	132,323	...	122,923	7,858	10,170	10,164	23,115	515,553
1900 ..	1,470	204,085	132,342	...	134,572	8,055	9,745	7,107	25,202	522,487
1901 ..	1,502	205,352	132,834	...	135,129	8,252	10,235	6,184	25,279	524,767
1902 ..	1,521	207,328	132,282	...	135,158	8,121	9,224	6,613	24,880	525,337
1903 ..	1,520	204,702	133,276	...	135,955	8,023	9,299	8,845	24,580	525,611
1904 ..	1,405	205,999	131,822	81,639	135,029	7,953	9,347	8,565	24,712	524,472
1905 ..	1,502	207,276	131,930	83,914	135,024	7,934	9,412	8,551	25,245	528,004
1906 ..	1,498	205,098	132,530	83,914	135,070	7,919	9,425	10,144	27,480	532,303
1907 ..	1,669	208,075	133,770	85,717	132,883	7,976	9,411	10,873	28,339	538,818
1908 ..	1,774	210,704	134,308	87,843	132,905	8,086	9,393	11,826	27,103	548,127

* Figures for previous years are included under Bengal.

TEA PRODUCTION IN INDIA.

Statement showing the progress of Tea Production in the Tea-growing Districts during 20 years, from 1889 to 1908.

YEARS.	Burma.	Assam, Brahmaputra Valley.	Assam, Cachar and Sylhet.	*Eastern Bengal.	Bengal.	United Provinces.	Punjab.	Madras.	Travancore and Cochin.	Total India.
	lbs.	lbs.	lbs.	...	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1889 ..	12,269	45,642,727	31,373,101	...	25,089,423	1,770,723	1,705,931	884,916	673,804	107,042,876
1890 ..	5,710	48,147,461	33,971,831	...	25,001,389	1,274,929	1,792,138	1,032,004	808,094	112,036,406
1891 ..	61,313	50,646,874	35,759,988	...	27,425,063	1,744,311	1,831,393	1,072,978	1,341,479	123,867,302
1892 ..	103,731	49,065,308	35,155,829	...	30,302,869	2,619,700	1,689,976	1,116,249	2,036,375	131,994,274
1893 ..	217,100	64,802,516	39,417,688	...	31,250,693	1,561,031	1,673,802	829,303	2,093,861	139,547,000
1894 ..	119,536	56,836,455	38,292,824	...	31,959,367	1,968,688	2,010,716	1,437,424	2,397,254	134,713,044
1895 ..	282,633	66,783,295	42,879,769	...	34,831,616	2,293,107	1,993,493	643,623	3,780,296	149,407,827
1896 ..	302,286	61,391,737	45,335,572	...	36,651,238	1,774,009	2,146,933	642,574	5,181,561	156,426,064
1897 ..	276,653	60,081,871	46,184,761	...	38,850,615	2,042,911	2,302,318	398,436	2,445,918	163,782,308
1898 ..	241,287	63,759,731	45,311,616	...	40,725,711	1,896,729	2,179,130	332,224	2,810,314	167,475,400
1899 ..	268,359	65,862,594	61,509,263	...	44,910,433	2,196,512	2,151,450	645,110	3,522,635	181,707,455
1900 ..	271,910	75,287,500	65,831,144	...	46,533,255	2,297,429	2,125,130	852,032	4,264,164	197,460,664
1901 ..	260,868	72,530,943	62,305,374	...	46,203,981	2,348,337	2,086,622	826,095	4,608,104	191,239,773
1902 ..	261,430	73,862,068	58,254,610	...	46,927,833	2,139,365	1,618,445	1,066,662	5,350,309	188,989,261
1903 ..	270,915	78,449,581	66,550,075	...	50,888,064	2,067,370	1,914,821	1,460,059	7,241,628	209,044,188
1904 ..	266,666	81,706,581	70,438,924	39,935,197	15,932,692	2,573,090	1,916,739	1,622,623	9,073,880	214,563,631
1905 ..	410,518	86,622,872	65,381,934	40,733,829	12,781,911	2,474,713	1,433,308	1,762,718	10,147,584	221,712,407
1906 ..	433,628	96,864,861	66,063,173	41,602,835	16,685,308	2,390,169	1,237,694	3,094,493	11,186,254	241,403,510
1907 ..	576,013	97,799,862	69,745,880	46,713,114	13,203,444	2,294,584	1,237,545	3,470,351	12,749,555	247,000,793
1908 ..	458,671	96,681,620	69,887,812	44,978,057	14,065,520	2,009,856	1,437,508	4,436,365	12,593,843	247,477,324

* Figures for previous years are included under Bengal.

INTERNAL TEA IMPORTS INTO CALCUTTA.

Statement showing in quantity the Internal Import Trade of Calcutta in Indian Tea from each district by the following routes during 1907-1908 as compared with 1906-1907.

Imported from—	1906-1907.							1907-1908.						
	Boat	Inland steamer	Rail.	Road	Sea (Coasting)	Sea (Foreign)	TOTAL.	Boat	Inland steamer	Rail.	Road	Sea (Coasting)	Sea (Foreign)	TOTAL.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Cachar														
Chittagong														
Cooch Behar														
Darrang														
Darjeeling														
Gaolpara														
Jalpaiguri														
Kamrup														
Lekhipore														
Masbhum														
Nowgong														
Sibsagar														
Sylhet														
OTHER DISTRICTS.														
In Bengal														
" Behar														
" Chota Nagpur														
" the United Provinces of Agra & Oudh														
" Punjab														
Other Provinces														
TOTAL	3	1,201,582	875,006	....	15,300	1,459	2,092,751	2	1,205,504	812,302	....	11,814	1,042	2,020,667

TEA EXPORTS FROM BENGAL.

Statement showing the Quantity and Value of Tea (Black, Green and Waste Tea) exported from Bengal to each Foreign Country during 1905-1906, 1906-1907 and 1907-1908.

Exported to—	Quantity in lbs.			Value in Rupees.		
	1905-06.	1906-07.	1907-03.	1905-06.	1906-07.	1907-08.
BRITISH EMPIRE.						
United Kingdom	119,006,769	127,654,066	120,340,706	4,84,47,320	5,49,56,439	5,46,46,087
Cape of Good Hope	28,289	44,679	61,578	19,821	34,060	27,721
India	56,547	7,159	8,595	29,329	3,400	4,244
Zanzibar and Pemba	57,894	50,416	37,161	37,908	24,951	23,323
Other territories in E. A. under Br. influence	....	87,715	80,373	....	703	46,610
Somaland	4,471	2,300	....	1,495	45,952	....
Mauritius & Dependencies	2,045	4,869	3,002	728	626	333
Aden & Dependencies	179,657	130,571	223,736	53,154	35,439	1,90,803
Bahrain Islands	11,690	11,732	33,668	3,212	2,650	15,591
Straits Settlements	85,729	115,465	148,632	45,451	57,680	83,488
Ceylon	314,192	1,035,093	5,716,368	50,454	6,78,322	30,53,407
Hong-Kong	....	2,300	....	....	5,25,943	3,07,791
West Australia	24,157	34,883	34,172	10,880	9,493	16,874
South Australia (including N. territory)	784,626	814,078	981,267	2,59,677	3,20,372	4,10,953
Victoria	3,393,102	4,480,006	5,487,701	12,71,083	10,74,027	22,81,792
New South Wales	2,995,003	3,681,708	3,860,037	10,62,596	12,27,578	15,49,874
Queensland	30,009	6,289	57,553	12,123	2,718	36,483
Tasmania	3,265	280	50	1,212	2,23,951	25
New Zealand	682,751	617,515	554,703	2,55,454	230	2,57,586
Fiji Islands	....	....	4,770	....	3,765	....
Canada { Ports on the Atlantic	....	11,009,997	11,256,142	51,51,947	49,45,954	8,06,100
{ Ports on the Pacific	....	39,024	2,329,740	33,961	13,180	17,183
British West India Islands	80	....	....	....	....	....
Other Countries	200	5,110	....	175	873	....
FOREIGN COUNTRIES.						
Russia { Northern Ports	4,586,588	8,851,771	6,781,740	21,25,442	35,06,952	33,04,211
{ Southern Ports	5,291,120	4,532,873	6,535,447	20,50,573	20,47,125	35,71,859

Statement showing the Quantity and Value of Tea (Black, Green and Waste Tea) exported from Bengal to each Foreign Country during 1905-1906, 1906-1907 and 1907-1908.

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Statement of total Export of Indian Tea from India Showing share of each Presidency during 25 years, from 1883-84 to 1907-08.

* Separately enumerated from April 1903

TEA MOVEMENTS IN LONDON.
Comparative Statement of Movements of Tea (Black and Green) in London during the calendar years 1907 and 1908.

Year.	India.				China, etc.				Others, etc.				Total.
	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
1907	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1908	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

* 28.—Private bonded Warehouse. Figures are not included in this statement.

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BENGAL OPIUM.

Statement showing the Quantity, Average Price, and Gross Proceeds of Bengal Opium sold during 25 years, from 1884 to 1908.

Year.	Quantity.	Average Price.			Gross Proceeds.		
		Rs.	As.	P.	Rs.	As.	P.
1884	47,550	1,286	15	0	6,111,93	905	0 0
1885	49,902	1,254	14	6	6,273,35	273	4 0
1886	54,000	1,154	11	3	6,221,19	3-8	0 0
1887	57,000	1,067	8	1	6,084,47	800	0 0
1888	57,000	1,059	10	3 1/2	6,216,09	750	0 0
1889	57,000	1,158	11	1	6,604,55	200	0 0
1890	57,000	1,054	3	0	6,000,88	730	0 0
1891	57,000	1,0-7	3	0	5,911,19	695	0 0
1892	51,426	1,200	13	7	6,175,54	945	0 0
1893	43,704	1,154	9	8	5,046,00	835	0 0
1894	41,040	1,247	12	10	5,120,99	890	0 0
1895	37,200	1,414	2	0	5,269,90	470	0 0
1896	39,000	1,311	14	11	5,116,55	550	0 0
1897	39,000	1,048	12	3	4,090,19	855	0 0
1898	39,000	1,016	7	2	3,964,41	495	0 0
1899	40,800	1,159	6	0	4,730,02	560	0 0
1900	44,400	1,369	11	5	6,081,16	360	0 0
1901	48,000	1,326	3	1	6,367,57	475	0 0
1902	48,000	1,154	0	6	5,538,93	530	0 0
1903	48,000	1,335	2	1	6,408,86	370	0 0
1904	48,000	1,615	12	8	7,755,58	170	0 0
1905	48,000	1,498	4	4	7,191,17	010	0 0
1906	52,800	1,370	8	11	7,236,55	450	0 0
1907	50,400	1,372	8	5	6,917,75	745	0 0
1908	46,800	1,387	5	8	6,492,80	000	0 0

BENGAL OPIUM—(Contd.)

Statement showing the Quantity, Average Price and Gross Proceeds of Bengal Opium sold each month during 1907 and 1908.

Months.	Quantity in Chests.	Average Price.			Gross Proceeds.		
		Rs.	As.	P.	Rs.	As.	P.
January, 1907 ...	4,400	1,373	1	1	60,41,570	0	0
February " ...	4,400	1,364	4	5	60,02,825	0	0
March " ...	4,400	1,511	8	8	66,50,800	0	0
April " ...	4,400	1,456	10	4	64,09,250	0	0
May " ...	4,400	1,411	9	4	62,04,975	0	0
June " ...	4,400	1,427	8	1	62,81,025	0	0
July " ...	4,900	1,329	9	3	55,13,325	0	0
August " ...	4,000	1,313	7	10	52,53,965	0	0
September " ...	4,000	1,290	4	2	51,61,050	0	0
October " ...	4,000	1,344	0	8	53,76,185	0	0
November " ...	4,000	1,340	0	2	53,60,050	0	0
December " ...	4,000	1,277	6	1	51,52,525	0	0
Total ...	46,400	1,372	8	5	6,17,75,475	0	0

January, 1908 ...	3,900	1,367	8	0	49,43,950	0	0
February " ...	3,900	1,346	10	0	52,49,850	0	0
March " ...	3,900	1,373	6	10	53,56,825	0	0
April " ...	3,900	1,426	1	8	55,61,875	0	0
May " ...	3,900	1,501	9	0	58,55,100	0	0
June " ...	3,900	1,417	7	2	55,25,050	0	0
July " ...	3,900	1,377	8	0	53,72,250	0	0
August " ...	3,900	1,351	5	1	52,70,140	0	0
September " ...	3,900	1,329	2	9	51,83,775	0	0
October " ...	3,900	1,438	0	4	56,05,355	0	0
November " ...	3,900	1,437	8	0	56,06,250	0	0
December " ...	3,900	1,332	10	0	51,67,250	0	0
Total ...	46,800	1,387	5	8	6,49,22,400	0	0

THE SALT TRADE.

Statement showing the Quantity (in Indian Maunds) of salt imported into or made in Bengal, and the annual average Price, during 22 years from 1886-87 to 1907-08.

Year.	From United Kingdom.	From Germany.	From other Foreign Countries.	From Aden.	From India Sea Ports.	From other Countries.	From Bombay and Sindh.	From Madras and other Indian Ports.	Total Imports.	Salt made under Licence.	Grand Total.	Amount average Sale of Liverpool Salt, exclusive duty.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Rs. As. P.
1886-87	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1887-88	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1888-89	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1889-90	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1890-91	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1891-92	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1892-93	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1893-94	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1894-95	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1895-96	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1896-97	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1897-98	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1898-99	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1899-00	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1900-01	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1901-02	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1902-03	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1903-04	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1904-05	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1905-06	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1906-07	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000
1907-08	7,052,915	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	1,051,141	7,10,10,000

*Include Government Salt.

(e) Government S.

PRICE OF SALT
Statement showing the Annual Average Price of Salt in the following places during 20 years from 1888 to 1907.

Year.	Calcutta.	Bomhay.	Madras.	Kurratien.	Bangalore.	Cannore.	Jubbulpore.	Raipur.	Hydrabad.		Akhla.	Delhi.
									Secunder-abad.	Bolnagar.		
1888	107	124	124	124	124	124	82	84	52	89	97	124
1889	103	124	124	124	124	124	82	84	52	89	97	124
1890	103	124	124	124	124	124	82	84	52	89	97	124
1891	103	124	124	124	124	124	82	84	52	89	97	124
1892	103	124	124	124	124	124	82	84	52	89	97	124
1893	103	124	124	124	124	124	82	84	52	89	97	124
1894	103	124	124	124	124	124	82	84	52	89	97	124
1895	103	124	124	124	124	124	82	84	52	89	97	124
1896	103	124	124	124	124	124	82	84	52	89	97	124
1897	103	124	124	124	124	124	82	84	52	89	97	124
1898	103	124	124	124	124	124	82	84	52	89	97	124
1899	103	124	124	124	124	124	82	84	52	89	97	124
1900	103	124	124	124	124	124	82	84	52	89	97	124
1901	103	124	124	124	124	124	82	84	52	89	97	124
1902	103	124	124	124	124	124	82	84	52	89	97	124
1903	103	124	124	124	124	124	82	84	52	89	97	124
1904	103	124	124	124	124	124	82	84	52	89	97	124
1905	103	124	124	124	124	124	82	84	52	89	97	124
1906	103	124	124	124	124	124	82	84	52	89	97	124
1907	103	124	124	124	124	124	82	84	52	89	97	124

N. B.—From 1897 the prices are in rupees and decimals of a rupee per maund.

PRICE OF RICE (COMMON)
Statement showing the Annual Average Price of Common Rice in the following places during 20 years from 1888 to 1907.

Year.	Calcutta.	Bakergunge.	Mittapore.	Bachay.	Cannore.	Delhi.	Raipur.	Akhla.	Bilim.	Raigarh.	Delhi.
1888	107	124	124	124	124	124	177	124	124	124	124
1889	107	124	124	124	124	124	177	124	124	124	124
1890	107	124	124	124	124	124	177	124	124	124	124
1891	107	124	124	124	124	124	177	124	124	124	124
1892	107	124	124	124	124	124	177	124	124	124	124
1893	107	124	124	124	124	124	177	124	124	124	124
1894	107	124	124	124	124	124	177	124	124	124	124
1895	107	124	124	124	124	124	177	124	124	124	124
1896	107	124	124	124	124	124	177	124	124	124	124
1897	107	124	124	124	124	124	177	124	124	124	124
1898	107	124	124	124	124	124	177	124	124	124	124
1899	107	124	124	124	124	124	177	124	124	124	124
1900	107	124	124	124	124	124	177	124	124	124	124
1901	107	124	124	124	124	124	177	124	124	124	124
1902	107	124	124	124	124	124	177	124	124	124	124
1903	107	124	124	124	124	124	177	124	124	124	124
1904	107	124	124	124	124	124	177	124	124	124	124
1905	107	124	124	124	124	124	177	124	124	124	124
1906	107	124	124	124	124	124	177	124	124	124	124
1907	107	124	124	124	124	124	177	124	124	124	124

N. B.—From 1897 the prices are in rupees and decimals of a rupee per maund.

PRICE OF WHEAT.
Annual Average Price of Wheat in the following places during 20 years from 1888 to 1907.

SEERS PER RUPEE.

Year.	Calcutta.	Madras.	Bombay.	Fatas.	Cawnpore.	Cachar.	Assam.	Bangalore.	Salem.	Rajpore.	Dubli.	Mitapore.
1888	1293	1544	96	1773	1010	912	100	1016	101	2153	1475	1453
1889	1322	1565	991	1694	1068	786	1012	1054	1027	2031	1720	1106
1890	1325	1502	1049	172	1046	884	1012	1168	1047	2103	1623	1217
1891	1178	1381	97	1618	1409	957	1283	1056	977	1606	1104	1184
1892	1118	1347	843	1485	1423	869	1087	746	845	135	1446	1103
1893	1315	1459	978	1622	1062	79	1204	1204	931	1870	1827	1091
1894	1323	1468	1095	175	179	768	1494	1163	1343	2101	2042	1292
1895	1241	143	1318	1678	1032	733	1038	1343	1343	1871	1725	154
1896	1061	1116	1184	1266	1157	741	1189	105	.....	1375	1182	1363
1897	805	984	665	102	995	628	754	641	.....	964	991	776
1898	1125	1343	761	1604	1407	745	974	72	.....	1364	1427	1065
1899	1175	1521	769	1723	143	747	1074	1076	.....	1473	1461	1327
1900	1023	1195	665	1431	119	714	699	86	.....	997	1123	981
1901	991	1255	668	1298	1237	733	768	85	.....	1141	1231	95
1902	1063	1251	737	1443	1444	787	869	933	.....	1468	1514	1070
1903	121	1616	812	1668	1045	827	99	1055	.....	1576	1586	1057
1904	1143	1667	821	1725	1047	967	1128	1157	.....	1778	1587	1194
1905	1067	1264	833	1379	1242	842	1230	1191	.....	1547	1295	953
1906	1045	1158	944	1194	1183	754	971	923	.....	1352	1263	949
1907	4267	3749	426	3774	3749	5026	4369	4325	.....	2125	2368	4213

N. B.—From 1907 the prices are in Rupees and decimals of a Rupee per maund.

WHEAT AND LINSEED. 1908 and 1907.

WHEAT.		1908.				1907.			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	D/Payment 6 M/S	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
	D/Payment 3 M/S	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
Price	England, 492 lbs. s. @ 35-0	38-9	38-14	38-9	38-0	34-0	33-0	35-0	31-0
	Calcutta, 410 lbs. s. @ 35-0	4-11-0	4-11-0	4-11-0	4-12-0	3-10-0	4-0-0	4-2-0	4-2-0
Freight	Per Mtd. Rail, Cawnpore, Calcutta	to 6-10	to 4-12-0	to 4-12-0	to 4-12-0	to 3-11-0	to 4-2-0	to 4-2-0	to 4-4-0
	P. Ton, Steamer, Calcutta, London E	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3
Shipping Charges p. Ton, Calcutta.		0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0
Average Five Annas per Ton.		Average Five Annas per Ton.				About Re. 1 per Ton.			
Exports from	Bengal	126,535	126,535	126,535	126,535	129,995	129,995	129,995	129,995
	Bombay	552,462	552,462	552,462	552,462	15,434,060	15,434,060	15,434,060	15,434,060
Imports to	Calcutta	16,918,891	16,918,891	16,918,891	16,918,891	16,918,891	16,918,891	16,918,891	16,918,891
	Madras, etc.	122	122	122	122	108	108	108	108
TOTAL		17,009,183	17,009,183	17,009,183	17,009,183	16,928,914	16,928,914	16,928,914	16,928,914

LINSEED.		1908.				1907.			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	D/Payment 6 M/S	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
	D/Payment 3 M/S	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
Price	England, 410 lbs. s. @ 45-0	45-0	44-0	43-0	45-0	46-0	45-0	43-0	45-0
	Calcutta, 410 lbs. s. @ 45-0	5-10-0	5-10-0	5-10-0	5-10-0	5-10-0	5-10-0	5-10-0	5-10-0
Freight	Per Mtd. Rail, Cawnpore, Calcutta	to 6-10	to 6-10	to 6-10	to 6-10	to 6-10	to 6-10	to 6-10	to 6-10
	P. Ton, Steamer, Calcutta, London E	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3	0-5-3
Shipping Charges p. Ton, Calcutta.		0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0	0-12-0
Average Five Annas per Ton.		Average Five Annas per Ton.				About Re. 1 per Ton.			
Exports from	Bengal	3,047,316	3,047,316	3,047,316	3,047,316	2,558,782	2,558,782	2,558,782	2,558,782
	Bombay	2,250,188	2,250,188	2,250,188	2,250,188	1,830,627	1,830,627	1,830,627	1,830,627
Imports to	Calcutta	378	378	378	378	378	378	378	378
	Madras, etc.	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL		6,107,882	6,107,882	6,107,882	6,107,882	4,578,825	4,578,825	4,578,825	4,578,825

* Figures given for the official years.

N. B.—In wagon loads of 400 maunds or over, up to 436 maunds, 1907.

N. B.—In wagon loads of 400 maunds or over, per wagon, 1908.

RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per 100 maunds, for Wheat and Linseed from Cawnpore to Howrah for 20 years.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
1889 ..	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1890 ..	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0
1891 ..	48 0 0	48 0 0	48 0 0	48 0 0	48 0 0	48 0 0	48 0 0	48 0 0
1892 ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1893 ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1894 ..	47 15 0	47 15 0	47 15 0	47 15 0	47 15 0	47 15 0	47 15 0	47 15 0
1895 ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1896 ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1897† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1898† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1899† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1900† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1901† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1902† ..	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8	47 14 8
1903† ..	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0	51 0 0
1904† ..	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8
1905† ..	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8	0 7 8
1906† ..	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8	0 5 8
1907† ..	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1908† ..	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3

* Grain and common seeds, when booked locally and in through booking with E. R. and C. I. and I. M. Railways, were charged at the rate of Rs. 0-7-8 per maund, Cawnpore to Howrah, during the months of May, June, July and August, 1893, vide page 2-5 of the special rate list of E. R. I. M. Goods-Tarif, Part I.

† These rates are for consignments of 340 maunds and over; less than 340 maunds Rs. 1-3-0 per maund.

‡ Per maund in consignments of 340 maunds per wagon or over.

§ In wagon loads of 400 mds. or over up to 420 maunds, per maund.

|| Subject to a minimum wagon load of 400 mds. per wagon, per maund.

¶ In wagon loads of 350 mds. or over per wagon, per maund.

RATES OF FREIGHT IN THE PORT OF CALCUTTA-1907.

1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice and Wheat ... per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Linseed ...	1 0 0	0 10 3	1 0 0	0 10 3	1 0 0	0 10 3	1 0 0	0 10 3
Rapeseed ...	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0
Pepper and TH ...	1 5 0	1 1 3	1 5 0	1 1 3	1 5 0	1 1 3	1 5 0	1 1 3
Java ...	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0
Cotton ...	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0
Ten ...	1 17 0	1 15 0	1 17 0	1 15 0	1 17 0	1 15 0	1 17 0	1 15 0
Subpota ...	0 17 0	0 15 0	0 17 0	0 15 0	0 17 0	0 15 0	0 17 0	0 15 0
Hides ...	2 10 0	1 15 0	2 10 0	1 15 0	2 10 0	1 15 0	2 10 0	1 15 0
Silk ...	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0
Lead and Shellac ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo ...	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Tobacco ...	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0
Tule ...	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0
Turneric ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Caster oil ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Gummi ...	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0
Safflower ...	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6

Dundee-Jute per ton @ £1-5-0 to £1-0-0; Hamburg-Dead Weight, per ton @ £1-3-0 to £1-0-0; Linseed @ £1-5-0 to £0-10-0; Jute @ £1-5-0 to £0-10-0; New York-Subpota, per ton @ £2-5-0 to £2-0-0; Java and Linseed @ £2-5-0 to £2-0-0; Gummi @ £2-5-0 to £2-0-0; Shellac @ £2-5-0 to £2-0-0; Turneric @ £2-5-0 to £2-0-0; Caster oil @ £2-5-0 to £2-0-0; Safflower @ £2-5-0 to £2-0-0.

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice and Wheat ... per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Linseed ...	1 0 0	0 17 0	1 0 0	0 17 0	1 0 0	0 17 0	1 0 0	0 17 0
Rapeseed ...	1 2 0	1 0 0	1 2 0	1 0 0	1 2 0	1 0 0	1 2 0	1 0 0
Pepper and TH ...	1 5 0	1 1 3	1 5 0	1 1 3	1 5 0	1 1 3	1 5 0	1 1 3
Java ...	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0
Cotton ...	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0	1 2 6	0 18 0
Ten ...	1 15 0	1 15 0	1 15 0	1 15 0	1 15 0	1 15 0	1 15 0	1 15 0
Subpota ...	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0	0 15 0
Hides ...	2 10 0	1 15 0	2 10 0	1 15 0	2 10 0	1 15 0	2 10 0	1 15 0
Silk ...	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0
Lead and Shellac ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo ...	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Tobacco ...	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0	1 2 0	0 18 0
Tule ...	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0	2 0 0
Turneric ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Caster oil ...	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Gummi ...	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0
Safflower ...	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6

Dundee-Jute, per ton @ £1-5-0 to £1-0-0; Hamburg-Dead Weight, per ton @ £1-3-0 to £1-0-0; Linseed @ £1-5-0 to £0-10-0; Jute @ £1-5-0 to £0-10-0; New York-Subpota, per ton @ £2-5-0 to £2-0-0; Java and Linseed @ £2-5-0 to £2-0-0; Gummi @ £2-5-0 to £2-0-0; Shellac @ £2-5-0 to £2-0-0; Turneric @ £2-5-0 to £2-0-0; Caster oil @ £2-5-0 to £2-0-0; Safflower @ £2-5-0 to £2-0-0.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1907—(Contd.) 3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice and Wheat per ton	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Linseed	1 3 3	1 0 0	1 3 3	1 0 0	1 3 3	1 0 0	1 3 3	1 0 0
Rapeseed	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6
Til and Poppy seed	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6
Jute	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6
Cotton	1 15 3	1 7 6	1 15 3	1 7 6	1 15 3	1 7 6	1 15 3	1 7 6
Ten	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Saltpetre	2 15 0	1 15 0	NIL	NIL	2 15 0	1 15 0	NIL	NIL
Hides	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Lecky and Shellac	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Tobacco	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6
Tale	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Turneric	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Caster oil	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0
Gummi	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0
Safflower	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6

Dundee-Jute, per ton @ £1-6-3 to £1-9-0; Hamburg-Dead Weight, per ton @ £1-3-0 to £1-5-0; Linseed @ £1-8-0 to £1-10-0; Jute @ £1-3-0 to £1-4-0; New York-Saltpetre, per ton @ £1-5-0 to £1-7-0; Jute and Linseed @ £1-5-0 to £1-7-0; Gunnies @ £3-0 to £3-1; Shellac @ £2-0 to £2-1; Australia-Gunnies, per ton @ £2-10-0; Mauritius-Rice, per bag @ Rs. 1-1-0; Mt. Goods, per ton @ Rs. 2-5-0.

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice and Wheat per ton	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Linseed	1 1 3	0 15 0	1 1 3	0 15 0	1 1 3	0 15 0	1 1 3	0 15 0
Rapeseed	1 6 3	1 0 0	1 6 3	1 0 0	1 6 3	1 0 0	1 6 3	1 0 0
Til and Poppy seed	1 6 3	1 0 0	1 6 3	1 0 0	1 6 3	1 0 0	1 6 3	1 0 0
Jute	1 6 3	0 17 6	1 6 3	0 17 6	1 6 3	0 17 6	1 6 3	0 17 6
Cotton	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6
Ten	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Saltpetre	2 15 0	1 15 0	NIL	NIL	2 15 0	1 15 0	NIL	NIL
Hides	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Lecky and Shellac	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Tobacco	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6	1 6 3	1 2 6
Tale	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Turneric	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0	2 5 0
Caster oil	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Gummi	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0	1 5 0
Safflower	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6

Dundee-Jute per ton @ £1-5-0 to £1-10-0; Hamburg-Dead Weight, per ton @ £1-3-0 to £1-5-0; Linseed @ £1-5-0 to £1-10-0; Jute @ £1-3-0 to £1-4-0; New York-Saltpetre, per ton @ £1-5-0 to £1-7-0; Jute and Linseed @ £1-5-0 to £1-7-0; Gunnies @ £3-0 to £3-1; Shellac @ £2-0 to £2-1; Australia-Gunnies, per ton @ £2-10-0; Mauritius-Rice, per bag @ Rs. 1-1-0; Mt. Goods, per ton @ Rs. 2-5-0.

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1908. 1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice per ton	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Wheat	0 15 0	0 12 6	0 15 0	0 12 6	0 15 0	0 12 6	0 15 0	0 12 6
Linseed	0 17 6	0 15 0	0 17 6	0 15 0	0 17 6	0 15 0	0 17 6	0 15 0
Rapeseed	1 0 0	0 17 6	1 0 0	0 17 6	1 0 0	0 17 6	1 0 0	0 17 6
Jute	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0
Cotton	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0
Ten	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6
Saltpetre	2 15 0	1 15 0	NIL	NIL	2 15 0	1 15 0	NIL	NIL
Hides	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Lecky	2 15 0	1 15 0	2 15 0	1 15 0	2 15 0	1 15 0	2 15 0	1 15 0
Indigo	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Shellac	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0

To Dundee—(Canal), Jute, per ton @ £1-1-0 to £1-1-0.

N. Y.—(p. ton), Saltpetre @ \$5 to \$4; Jute and Linseed @ \$5 to \$4; Gunnies @ \$4 to \$3.

Australia—Gunnies, p. ton @ £1-0-0.

Mauritius—(p. bag), Rice @ Rs. 1-1-0; Mt. Goods, per ton @ Rs. 15-0-0 to Rs. 15-0-0.

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Rice per ton	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Wheat	0 15 0	0 12 6	0 15 0	0 12 6	0 15 0	0 12 6	0 15 0	0 12 6
Linseed	0 17 6	0 15 0	0 17 6	0 15 0	0 17 6	0 15 0	0 17 6	0 15 0
Rapeseed	1 0 0	0 17 6	1 0 0	0 17 6	1 0 0	0 17 6	1 0 0	0 17 6
Jute	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0
Cotton	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0	1 0 0	0 15 0
Ten	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6	1 12 6
Saltpetre	2 15 0	1 15 0	NIL	NIL	2 15 0	1 15 0	NIL	NIL
Hides	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6	0 18 0	0 17 6
Lecky	2 15 0	1 15 0	2 15 0	1 15 0	2 15 0	1 15 0	2 15 0	1 15 0
Indigo	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Shellac	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0
Indigo	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0	1 10 0

To Dundee—(Canal), Jute, per ton @ £1-1-0 to £1-1-0.

N. Y.—(p. ton), Saltpetre @ \$5 to \$4; Jute and Linseed @ \$5 to \$4; Gunnies @ \$4 to \$3.

Australia—Gunnies, p. ton @ £1-0-0.

Mauritius—(p. bag), Rice @ Rs. 1-1-0; Mt. Goods, p. ton @ Rs. 15-0-0.

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1908.—(Continued.)

3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat	0 12 6	0 10 0			0 12 6	0 10 0		
Linsseed	0 12 6	0 10 0			0 12 6	0 10 0		
Responseed	0 17 6	0 15 0			0 17 6	0 15 0		
Jute	0 15 0	0 12 6	NIL	NIL	0 15 0	0 12 6		
Cotton	0 12 6	0 10 0			0 12 6	0 10 0		
Tea	1 12 6	1 12 6			1 12 6	1 12 6		
Saltpetre	0 10 0	0 7 6			0 10 0	0 7 6		
Hides	0 12 6	0 10 0			0 12 6	0 10 0		
Silk	0 5 0	0 3 0			0 5 0	0 3 0		
Lacdy	0 10 0	0 10 0			0 10 0	0 10 0		
Shellac	0 12 6	0 10 0			0 12 6	0 10 0		
Indigo	0 2 6	0 2 6			0 2 6	0 2 6		

To Dundee.—(Canal), Jute, per ton @ £0.15.0 to £0.12.6.

N. Y.—Saltpetre, per ton @ \$4 to \$4½; Jute and Linsseed @ \$5 to \$4½; Gunnies @ \$4½; Shellac @ \$7 to \$7½.

Australia.—Gunnies, per ton @ £ 1.0.0.

Mauritius.—Rice, per bag @ Rs. 1-1-0; Mt. goods, per ton @ Rs. 15-8-0.

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat	0 12 6	0 10 0			0 12 6	0 10 0		
Linsseed	0 17 6	0 15 0			0 17 6	0 15 0		
Responseed	0 15 0	0 12 6			0 15 0	0 12 6		
Jute	0 12 6	0 10 0	NIL	NIL	0 12 6	0 10 0		
Cotton	0 12 6	0 10 0			0 12 6	0 10 0		
Tea	1 12 6	1 12 6			1 12 6	1 12 6		
Saltpetre	0 12 6	0 10 0			0 12 6	0 10 0		
Hides	0 12 6	0 10 0			0 12 6	0 10 0		
Silk	0 5 0	0 3 0			0 5 0	0 3 0		
Lacdy	0 10 0	0 10 0			0 10 0	0 10 0		
Shellac	0 12 6	0 10 0			0 12 6	0 10 0		
Indigo	0 2 6	0 2 6			0 2 6	0 2 6		

To Dundee.—(Canal), Jute, per ton @ £0.17.6 to £0.15.0.

N. Y.—Saltpetre, per ton @ \$4 to \$4½; Jute and Linsseed @ \$5 to \$4½; Gunnies @ \$4½ to \$5; Shellac @ \$7 to \$7½.

Australia.—Gunnies, per ton @ £ 1.0.0.

Mauritius.—Rice, per bag @ Rs. 1-1-0; Mt. goods, per ton @ Rs. 15-8-0.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupees) of total Imports and Exports of Merchandise and Treasure (exclusive of Government Stores and Treasure) from and to Foreign Countries in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1903-1904 to 1907-1908.

MERCHANTS.	BENGAL PRESIDENCY.					CALCUTTA.				
	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.
Imports ..	Rs. 23,492,470	Rs. 28,325,018	Rs. 47,000,640	Rs. 52,590,110	Rs. 53,455,120	Rs. 28,325,018	Rs. 47,000,640	Rs. 52,590,110	Rs. 53,455,120	Rs. 53,455,120
Exports ..	Rs. 27,306,230	Rs. 29,524,530	Rs. 67,548,000	Rs. 78,671,920	Rs. 67,434,470	Rs. 29,524,530	Rs. 67,548,000	Rs. 78,671,920	Rs. 67,434,470	Rs. 67,434,470
Net exports ..	Rs. 4,814,760	Rs. 1,200,512	Rs. 19,547,360	Rs. 26,081,810	Rs. 14,019,350	Rs. 1,200,512	Rs. 19,547,360	Rs. 26,081,810	Rs. 14,019,350	Rs. 14,019,350
Treasure ..	Rs. 11,144,384	Rs. 12,770,312	Rs. 25,417,240	Rs. 36,931,410	Rs. 17,671,800	Rs. 12,770,312	Rs. 25,417,240	Rs. 36,931,410	Rs. 17,671,800	Rs. 17,671,800
Imports ..	Rs. 9,476,702	Rs. 10,414,548	Rs. 6,554,814	Rs. 2,516,180	Rs. 4,561,941	Rs. 10,414,548	Rs. 6,554,814	Rs. 2,516,180	Rs. 4,561,941	Rs. 4,561,941
Exports ..	Rs. 880,180	Rs. 177,080	Rs. 305,240	Rs. 616,360	Rs. 457,631	Rs. 177,080	Rs. 305,240	Rs. 616,360	Rs. 457,631	Rs. 457,631
Net imports ..	Rs. 9,076,702	Rs. 10,237,468	Rs. 6,249,574	Rs. 1,899,820	Rs. 4,104,310	Rs. 10,237,468	Rs. 6,249,574	Rs. 1,899,820	Rs. 4,104,310	Rs. 4,104,310
Surplus total of net exports ..	Rs. 13,027,624	Rs. 12,030,632	Rs. 20,000,830	Rs. 24,000,000	Rs. 14,682,040	Rs. 12,030,632	Rs. 20,000,830	Rs. 24,000,000	Rs. 14,682,040	Rs. 14,682,040

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupees) of total Imports and Exports of Government Stores and Treasure from and to Foreign Countries in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1903-1904 to 1907-1908.

MERCHANTS.	BENGAL PRESIDENCY.					CALCUTTA.				
	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.
Imports ..	Rs. 1,144,372	Rs. 808,514	Rs. 1,431,600	Rs. 1,095,912	Rs. 1,314,372	Rs. 808,514	Rs. 1,431,600	Rs. 1,095,912	Rs. 1,314,372	Rs. 1,314,372
Exports ..	Rs. 725,460	Rs. 718,672	Rs. 809,170	Rs. 525,640	Rs. 725,460	Rs. 718,672	Rs. 809,170	Rs. 525,640	Rs. 725,460	Rs. 725,460
Net imports ..	Rs. 418,912	Rs. 89,842	Rs. 622,430	Rs. 570,272	Rs. 588,912	Rs. 89,842	Rs. 622,430	Rs. 570,272	Rs. 588,912	Rs. 588,912
Treasure ..	Rs. 1,309,460	Rs. 647,441	Rs. 712,840	Rs. 268,611	Rs. 615,741	Rs. 647,441	Rs. 712,840	Rs. 268,611	Rs. 615,741	Rs. 615,741
Imports ..	Rs. 2,377,328	Rs. 2,077,545	Rs. 3,614,720	Rs. 3,002,460	Rs. 2,617,741	Rs. 2,077,545	Rs. 3,614,720	Rs. 3,002,460	Rs. 2,617,741	Rs. 2,617,741
Exports ..	Rs. 65,082	Rs. 33,792	Rs. 17,007	Rs. 25,860	Rs. 68,987	Rs. 33,792	Rs. 17,007	Rs. 25,860	Rs. 68,987	Rs. 68,987
Net imports ..	Rs. 2,312,246	Rs. 2,043,753	Rs. 3,597,713	Rs. 2,976,600	Rs. 2,548,754	Rs. 2,043,753	Rs. 3,597,713	Rs. 2,976,600	Rs. 2,548,754	Rs. 2,548,754
Total exports ..	Rs. 101,240	Rs. 72,812	Rs. 53,900	Rs. 47,630	Rs. 47,630	Rs. 72,812	Rs. 53,900	Rs. 47,630	Rs. 47,630	Rs. 47,630
Net imports of Stores ..	Rs. 2,635,974	Rs. 2,066,565	Rs. 3,651,613	Rs. 3,024,230	Rs. 2,617,741	Rs. 2,066,565	Rs. 3,651,613	Rs. 3,024,230	Rs. 2,617,741	Rs. 2,617,741
Treasure ..	Rs. 827,600	Rs. 1,053,370	Rs. 2,312,246	Rs. 7,515,992	Rs. 6,546,300	Rs. 1,053,370	Rs. 2,312,246	Rs. 7,515,992	Rs. 6,546,300	Rs. 6,546,300
Imports ..	Rs. 23,236	Rs. 17,480	Rs. 5,480	Rs. 19,924	Rs. 10,720	Rs. 17,480	Rs. 5,480	Rs. 19,924	Rs. 10,720	Rs. 10,720
Exports ..	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000	Rs. 30,000
Net imports of Treasure ..	Rs. 607,600	Rs. 1,023,370	Rs. 2,312,246	Rs. 7,515,992	Rs. 6,546,300	Rs. 1,023,370	Rs. 2,312,246	Rs. 7,515,992	Rs. 6,546,300	Rs. 6,546,300
Grand total of net imports ..	Rs. 4,198,612	Rs. 4,098,612	Rs. 5,963,226	Rs. 10,577,722	Rs. 9,164,041	Rs. 4,098,612	Rs. 5,963,226	Rs. 10,577,722	Rs. 9,164,041	Rs. 9,164,041

* From June 1906 stores imported by this railway and some of the other railway have been transited to private accounts.

SHIPPING TRADE OF BENGAL.

Table showing number and tonnage of Vessels including Native Craft, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Ports of Bengal Presidency during ten years from 1898-99 to 1907-08.

STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	267	608,871	163	350,000	430	958,871	431	1,031,655	8	4,212	439	1,035,867
1899-00 ...	271	615,601	149	338,613	420	954,214	437	1,035,220	4	8,821	441	1,044,041
1900-01 ...	272	639,009	208	451,669	480	1,140,678	497	1,200,627	12	25,566	509	1,226,193
1901-02 ...	323	844,935	176	408,964	501	1,253,912	526	1,336,450	6	9,918	532	1,346,368
1902-03 ...	324	876,901	214	487,411	538	1,414,312	490	1,309,243	16	35,271	511	1,344,614
1903-04 ...	321	921,106	229	621,430	573	1,542,536	541	1,468,874	11	22,120	552	1,490,994
1904-05 ...	333	964,169	306	767,690	642	1,737,859	598	1,668,113	14	32,802	612	1,699,915
1905-06 ...	329	911,514	277	676,009	609	1,617,923	610	1,655,488	17	36,411	627	1,691,899
1906-07 ...	385	1,074,468	294	560,226	591	1,631,694	609	1,651,791	18	38,145	627	1,716,936
1907-08 ...	352	1,041,412	236	574,223	588	1,615,635	581	1,456,977	20	46,223	601	1,503,899

SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	64	144,500	26	27,919	116	172,419	125	181,008	...	...	125	181,008
1899-00 ...	66	109,110	11	13,421	77	122,531	91	134,630	4	10,605	95	144,631
1900-01 ...	38	45,645	6	7,519	44	53,164	45	52,451	1	2,676	46	55,140
1901-02 ...	20	29,769	6	6,096	26	35,865	30	40,091	...	...	30	40,091
1902-03 ...	26	30,779	7	9,133	33	40,212	36	54,084	2	5,196	38	57,230
1903-04 ...	20	22,141	6	7,984	26	30,125	31	38,054	...	...	31	38,054
1904-05 ...	18	17,989	9	11,184	27	29,173	30	31,259	...	...	30	31,259
1905-06 ...	21	17,344	4	3,988	25	21,332	26	29,996	1	1,578	27	31,274
1906-07 ...	19	14,782	...	...	19	14,782	10	11,730	1	1,685	20	13,415
1907-08 ...	8	2,633	1	124	9	2,757	16	9,372	...	...	16	9,372

SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during ten years from 1898-99 to 1907-08.

STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	267	608,821	163	350,000	430	958,821	418	963,330	3	4,242	421	967,572
1899-00 ...	271	645,004	149	338,633	420	983,637	426	1,011,016	3	6,743	429	1,017,759
1900-01 ...	272	639,009	206	475,986	478	1,114,995	482	1,168,871	12	25,556	494	1,194,427
1901-02 ...	324	841,475	173	403,530	497	1,244,987	500	1,286,175	6	9,948	506	1,296,123
1902-03 ...	324	876,901	213	484,848	537	1,411,749	474	1,267,335	15	35,271	489	1,302,625
1903-04 ...	321	921,106	232	621,430	573	1,542,536	518	1,409,997	11	22,120	529	1,429,117
1904-05 ...	333	964,169	306	768,778	639	1,722,947	571	1,594,810	14	32,802	585	1,627,612
1905-06 ...	326	941,514	277	678,409	603	1,617,923	582	1,582,697	17	36,411	599	1,619,108
1906-07 ...	387	1,074,468	222	556,816	590	1,631,284	581	1,604,206	18	38,145	599	1,639,351
1907-08 ...	352	1,041,412	239	574,223	591	1,615,635	593	1,455,897	20	46,223	613	1,482,810

SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1898-99 ...	57	144,027	22	26,072	109	170,099	112	173,239	...	...	112	173,239
1899-00 ...	60	109,110	9	12,327	70	121,037	84	128,992	4	10,601	88	138,993
1900-01 ...	38	45,645	6	7,519	44	53,164	41	48,826	1	2,676	42	51,502
1901-02 ...	20	29,769	6	6,096	26	35,865	30	34,808	...	...	30	34,808
1902-03 ...	25	30,288	10	11,209	35	41,497	32	31,619	2	3,196	34	34,815
1903-04 ...	20	22,141	6	7,984	26	30,125	29	34,406	...	...	29	34,406
1904-05 ...	18	17,989	9	11,184	27	29,173	30	31,330	...	...	30	31,330
1905-06 ...	21	17,344	3	3,844	24	21,188	23	19,886	1	1,578	24	21,464
1906-07 ...	19	14,782	...	...	19	14,782	10	11,730	1	1,685	20	13,415
1907-08 ...	8	2,633	1	124	9	2,757	16	9,372	...	...	16	9,372

AVERAGE PRICES OF STAPLE TRADE COMMODITIES.
*Comparative Statement of average prices in Calcutta and London of Staple Trade Commodities
for 20 years, from 1888 to 1907.*

Year.	RICE.		WHEAT.		LIMEED.		HARRISCO.		COTTON.		SILK.		JUTE.		INDIGO.		TEA.	
	Per cwt. Rs.	Per cwt. S. d.	Per cwt. Rs.	Per cwt. S. d.	Per cwt. Rs.	Per cwt. S. d.	Per cwt. Rs.	Per cwt. S. d.	Per lb. Rs.	Per lb. S. d.	Per lb. Rs.	Per lb. S. d.	Per 100 Rs.	Per 100 S. d.	Per lb. Rs.	Per lb. S. d.	Per lb. Rs.	Per lb. S. d.
1888	21-5	10-3	21-10	1-11	6-10	1-10	2-10	1-4	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1889	21-4	10-3	21-10	1-10	4-4	5-1	..	2-10	20-10	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1890	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1891	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1892	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1893	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1894	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1895	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1896	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1897	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1898	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1899	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1900	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1901	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1902	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1903	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1904	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1905	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1906	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2
1907	21-4	11-8	21-10	1-11	4-10	5-5	..	2-10	19-4	5 1/2	10-10	..	30-16	13-19	23-12	4 1/2	0-10	1-1 1/2

* Native date.

† In Bombay

‡ European Filan.

AVERAGE MONTHLY WAGES (IN RUPEES) OF ABLE-BODIED AGRICULTURAL LABOURERS.
Second-half of each year.

Places.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
Calcutta	15	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16	15 to 16
Bombay	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0	11-0-0
Fatna	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0	4-0-0 5-0-0
Cawnpore	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0	2-0-0
Madras	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16	13to16
Bagnon	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14	12to14
Nagpur	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Backerganj	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Raipore	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0	6-0-0 7-0-0
Salem	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0	3-12-0
Alibabad	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6

* Common Mason, Carpenter or Blacksmith.

IMPORTS INTO BENGAL

FOREIGN TRADE

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

[illegible]

IMPORTS INTO BENGAL.

FOREIGN TRADE

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

[illegible]

IMPORTS INTO BENGAL FOREIGN TRADE

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	FOREIGN MERCHANDISE.					
	Quantity.		Value in Rupees.			
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Yarn—						
Sheets and plates—						
Other than galvanised or						
cloned	8,260	4,312	5,335	5,20,370	29,437	47,825
Other manufactures of						
wrought or cast iron, or of						
iron mixed with steel	76,260	155,473	143,400	7,13,337	19,58,747	17,59,601
Lead—						
Pig	275	445	1,295	4,661	5,739	10,702
Wrought—						
Sheets, pipes and tubes	14,470	19,495	16,375	1,97,283	2,42,724	
Lead (wrought)						
Sheet for tea chest	6,514	5,056	6,335	51,494	1,45,469	
Other sorts	65,414	49,505	51,871	1,68,237	1,64,361	
Other sorts	8,652	3,431	5,935	61,219	5,92,251	
Not-silver	30,023	169,852	60,599	2,67,741	1,77,742	
Anglo, channel and spring						
Cast	267,303	292,614	324,277	14,14,449	1,56,455	26,11,303
Sheet	17,500	18,667	23,662	2,53,900	2,81,713	4,38,768
Strip	164,705	97,922	118,333	5,97,166	6,53,492	7,78,130
Heavy, plates, girders and	194,719	344,590	704,114	37,25,248	29,99,029	30,99,612
bridge-works						
Trains and sheets	244,105	764,389	728,437	37,57,567	43,65,417	37,58,630
Other sorts	194,142	599,295	400,161	12,91,386	14,40,419	20,59,793
Unwrought (other than						
plates or sheets)	11,637	39,815	72,629	12,74,149	15,55,401	26,06,772
Zinc or Spelter—						
Unwrought	19	45	43	2,740	5,903	6,180
Wrought or manufactured						
Metal, unmanufactured	24,179	31,623	14,416	4,55,871	7,60,040	2,64,221
C—Manufacture and finished	10,841	11,872	17,411	2,20,748	2,72,829	3,97,492
Aggriculture (not being steam)						
Steam-engines and parts—						
Steam-engines (including those						
for railways)						
Other sorts						
Not Steam-engines—						
Electric						
Mining						
Textile						
Other descriptions						
P—Steamy and rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
Sheep and keys of steel						
and iron	2,502	1,705	2,058	9,917	34,771	4,099
Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
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Engines and parts thereof						
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Engines and parts thereof						
Carriages and trucks and ten-						
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rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
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Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
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Engines and parts thereof						
Carriages and trucks and ten-						
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Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
Sheep and keys of steel						
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Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
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Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
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Rails and fish-plates of steel						
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Sheep and keys of steel						
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Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
Sheep and keys of steel						
and iron	2,502	1,705	2,058	9,917	34,771	4,099
Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
Sheep and keys of steel						
and iron	2,502	1,705	2,058	9,917	34,771	4,099
Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58,565	39,50,590
Sheep and keys of steel						
and iron	2,502	1,705	2,058	9,917	34,771	4,099
Other sorts	29,795	30,519	14,059	6,514,131	5,91,899	
IV—Steamy, traction, and	107,073	409,110	274,700	10,77,735	38,47,331	40,00,072
rolling Stock—						
Engines and parts thereof						
Carriages and trucks and ten-						
derails						
Materials for construction—						
Rails and fish-plates of steel						
and iron	127,160	651,794	582,759	5,46,652	36,58	

Statement showing the quantity and value of Foreign goods (exclusive of Government Stores) imported from Foreign Countries, in each official year 1905-1906, 1906-1907 and 1907-1908.

[illegible]

Statement showing the quantity and value of Foreign Goods, (exclusive of Government Stores) imported from Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

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[illegible][illegible]

[illegible][illegible]

EXPORTS FROM BENGAL.
FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
I.—Animals, living—						
Horses	32	88	10	8,800	15,800	8,700
Other kinds	20,570	31,853	35,112	2,45,117	2,71,219	2,50,335
I.—Articles of food and drink—						
Coffee	405	252	139	16,91	10,438	6,769
Fruits & vegetables—						
Coconuts	178,690	170,950	149,600	5,798	5,690	5,544
Kernel or copra cwt.	...	...	801	...	173	455
Other sorts	...	...	...	24,740	31,284	27,471
Vegetables, fresh	...	...	...	...	...	...
Grain and pulses—						
Barley	21,745	840	624	64,884	4,191	3,707
Wheat	228,496	15,797	12,919	6,44,975	65,887	60,937
Rice in the husk (quadr.)	18,319	110	68	62,332	487	298
Do. not in the husk	8,855,429	4,730,786	2,834,714	5,01,06,031	3,24,89,311	2,22,02,216
Wheat	2,937,199	132,096	146,032	1,03,31,822	6,19,053	6,14,742
Wheat Flour	5,200,627	5,859,354	5,535,392	5,54,099	7,55,749	9,06,272
Pulse	1,172,092	399,140	348,483	49,23,647	17,54,97	18,53,794
Oats	53,823	39,503	42,688	2,31,157	1,67,707	1,79,079
Barley and Bajra	92	57	115	...	...	1,406
Other sorts	36,185	11	161	99,175	...	1,273
Liquors—						
Wine	44	88	78	225	233	393
Spirit	...	...	2	...	299	308
Provisions—						
Butter	833	432	880	2,448	2,683	1,233
Cheese	9,553	3,521	2,163	2,448	2,683	1,233
Fish—salted and	14,728	9,770	10,776	13,100	13,590	13,330
Other sorts	15,735	21,500	6,400	4,272	2,893	819
Fruits and vegetables, dried, salted, or preserved—						
Dates	32	14	46	240	210	1,270
Other sorts	40,422	37,838	55,727	1,03,739	1,00,844	2,57,530
Ghee	32,71,267	32,10,423	25,46,448	15,72,477	15,79,742	15,70,053
Lard	61,597	56,253	60,493	18,719	16,747	15,653
Other sorts of cwt.	7,931	6	4,912	2,05,335	1,83,741	1,81,284
Provisions	6	2	9	835	261	1,318
Salt	...	...	...	...	...	...
Spices—						
Beladuga	10,733	31,018	40,783	2,531	5,747	5,470
Cardamoms	7,651	6,616	6,612	6,641	6,317	6,319
Cinnamon	10,993	10,555	9,991	9,564	8,906	2,751
Nutmegs	221	339	8,867	80	297	3,121
Chillies	642,032	15,67,162	2,02,191	98,773	2,06,431	28,225
Cloves	11,493	4,800	15,018	3,535	1,651	4,733
Ginger	15,50,558	1,056,520	945,478	1,62,422	1,23,467	1,35,149
Pepper	101,166	86,630	65,302	42,013	37,346	31,163
Other sorts	6,275	4,695	12,536	1,332	694	2,790

EXPORTS FROM BENGAL.
FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1904-1905, 1905-1906 and 1906-1907.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1904-1905.	1905-1906.	1906-1907.	1904-1905.	1905-1906.	1906-1907.
Sugar—						
Sugar, refined or crystallized, including sugar-candy and confectionary	...	...	...	...	...	...
Sugar, unrefined	192	2,264	267	2,591	22,720	6,635
Tea—						
Black	157,782,438	175,282,747	167,480,529	6,43,41,217	7,34,60,811	7,65,00,572
Green	419,360	609,541	677,783	1,71,800	2,30,39,457	3,72,328
Waste	1,97,702	1,682,061	2,302,780	1,29,881	1,09,194	1,71,748
III.—Metals and Manufactures of—						
A.—Hardware and Cutlery (including plated-ware)	...	...	...	...	...	...
Agricultural implements	...	...	...	...	370	180
Other sorts	...	...	...	...	1,59,642	1,81,252
B.—Metals—						
Brass—						
Wrought	668	1,100	83	34,754	46,487	6,338
Copper—						
Wrought	...	46	215	...	120	4,200
Other sorts	...	618	60	...	40,112	8,648
Wrought—						
Sheets and other manufactures	934	1,220	1,051	62,771	75,241	76,792
Iron—						
For re-manufacture	100	...	400	200	...	600
Other sorts	3,092	20,831	42,006	3,092	31,473	61,767
Cast (pig)	9,510	38,920	130,516	30,546	1,11,330	5,71,111
Wrought—						
Angle, bolt and rod	256	141	98	3,072	900	1,450
Anchor cables and kettles	81	116	106	716	1,165	320
Hoop	209	74	335	1,950	250	1,718
Nails, screws, rivets and washers	217	291	61	3,124	4,230	838
Pipes and tubes	144	423	815	625	2,855	6,278
Sheets and plates (including galvanized and tinned plates)	101	101	...	1,288	1,506	...
Other manufactures of wrought or cast iron, or of iron mixed with steel cwt.	...	14	196	662	2,042	1,805
Lead	...	600	22	...	9,000	662

EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Quantity.			Value in Rupees.		
	Indian Produce and Manufactures.					
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Manganese Ore ... cwt.	327,210	718,291	861,300	2,44,353	6,09,208	7,62,586
Tin, Ore ... ..	...	34	...	...	1,03	...
Unwrought, black ..	...	...	...	...	...	...
Zinc or spelter (unwrought) ... ..	...	...	620	...	...	1,840
Zinc or spelter wrought ... ..	...	...	...	...	...	...
Other sorts ... ..	...	...	11	...	...	220
Metals, unwrought ... ..	...	...	...	...	...	1,800
Machinery and Millwork— Other sorts of machinery ... ..	...	8,001	82	...	21,957	48
Railway Plants and Rolling-stock— Materials for construction ... cwt.	91	1	8	251	5	180
IV.—Chemicals, Drugs, Medicines and Narcotics, and Dyeing and Tanning Materials— Chemicals— Alum ... cwt.	101	76	222	771	659	2,420
Arsenic	181	81	157	3,744	1,576	3,5
Borax	3,948	5,329	5,101	76,347	1,09,913	105,680
Sulphate	332,358	348,263	359,168	38,00,680	40,55,486	41,21,489
Other sorts ... ..	...	...	...	28,919	18,161	15,216
Drugs, &c.— Aloe ... ..	...	...	16	...	...	185
Amorfatida	32	11	78	1,208	270	2,089
Camphor ... lbs.	821	...	...	1,509	...	...
Opium ... chests	48,833	53,694	47,410	6,38,855	6,38,855	6,38,855
Other sorts ... cwt.	71,619	78,595	65,640	7,02,348	7,40,314	7,11,597
Tobacco— Unmanufactured— Manufactured— Opium	2,737,842	3,007,848	4,133,025	1,50,417	1,58,254	2,15,769
Other sorts	19,887	19,709	9,894	18,459	27,255	32,781
Dyeing and Tanning Materials— Cutch ... cwt.	402	1,687	1,103	18,816	88,812	23,151
Indigo	19,063	10,950	10,637	41,03,34	35,07,576	18,26,02
Nyctalium	368,608	292,816	254,900	16,37,372	11,25,986	13,10,763
Safflower	1,944	3,486	3,486	30,101	59,383	63,222
Turnerite	15,340	11,048	13,038	1,21,189	1,17,057	1,47,638
Gambier ... ..	...	61	70	...	1,559	2,017
Other sorts	9,572	8,851	6,516	73,725	60,230	50,723
V.—Oils— Essential ... gals.	562	597	780	5,723	6,327	9,663
Kerosene ... ..	...	10	35	...	8	29
Paraffin Wax	9,491	13,463	13,755	1,06,907	2,82,837	2,82,743
Other kinds ... gals.	418	97	167	82	146	...

EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Quantity.			Value in Rupees.		
	Indian Produce and Manufactures.					
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Oil— Vegetable, not essential— Castor ... gals.	1,276,616	1,347,741	1,362,842	1,564,650	20,88,167	20,28,737
Cocunut	15,230	5,306	13,646	24,421	10,331	32,240
Earth-nut or groundnut	4,189	9,565	16,737	6,353	16,591	87,069
Linseed	186,486	111,835	69,061	4,67,621	2,14,678	87,807
Mustard or rape	339,778	237,283	266,734	5,17,136	4,03,333	5,20,637
Til or gingelly	1,684	5,189	1,126	2,743	9,270	2,118
Other kinds	272	9	176	548	15	472
VI.—Raw Materials and Unmanufactured Articles— Bisulphides and Fibres for Brushes and Brooms ... cwt.	3,604	2,263	1,732	10,61,390	6,52,827	5,24,955
Ones and Battsans	1,411	...	...	19,168	17,258	4,084
Candlenut	3,205	2,749	1,690	7,47,554	7,45,225	3,01,303
Coal— Coal ... tons.	831,880	924,205	725,451	64,77,294	73,38,410	68,32,523
Coal	4,339	3,460	6,178	62,846	50,988	50,979
Cotton— Unmanufactured cwt.	5,300	1,093	636	41,571	13,590	5,401
Raw	498,567	573,095	553,816	1,24,13,492	1,20,01,716	88,32,889
Feathers— Birdskins ... lbs.	280	...	...	2,900	...	...
Flax, raw	36,086	24,304	65,544	7,679	3,620	11,074
Fodder, bean and cattle food, including hay, straw and Oil cake— Oilcakes ... cwt.	228,940	9,564	13,760	6,55,460	29,632	47,905
Not bean ... ..	...	...	...	...	...	...
Other sort	204,596	135,233	148,993	6,54,260	5,19,096	16,05,578
Guns and Resins— Resins	51	81	51	1,424	1,207	2,317
Resin ... ..	...	...	...	...	...	...
Other sorts	2,444	2,221	1,945	46,400	47,577	24,643
Hemp	161,867	241,631	187,830	29,76,541	28,72,809	...
Raw	175,386	...	...	...	...	...
Hides and skins— Hides, raw	780,265	92,165	872,744	4,48,05,052	5,54,07,849	3,70,78,732
Not	10,950,012	11,469,672	7,34,963	...	...	...
Skinner	329,708	3,288	179,530	3,07,09,686	24,08,700	59,74,491
No.	20,484,226	13,716,038	10,564,831	6,49,782	14,02,051	5,55,872
Wool	6,768	16,166	6,501	...	...	...
Sheep	563,949	1,211,595	515,740	13,32,754	20,12,827	11,98,577
Other skins	18,738	35,019	...	1,14,413	4,73,239	4,74,087
Horns and Horns and Ivory— Unmanufactured—lbs.	29,304	26,776	...	3,654	7,453	25,506

EXPORTS FROM BENGAL FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.				
	Quantity.				
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1907-1908.
Jewellery and plate of gold and silver—					
Precious stones and pearls unset ...	...	...	...	3,700	14,800
Jute—					
Raw ... cwt.	12,692,203	14,089,203	12,600,356	24,129,838	15,708,981
Lea ...	...	...	...	11,431	1,59,775
Seed ...	233	67	1,705	19,800	...
Manures ...	7,869	10,282	11,794	4,54,366	8,86,002
Animal bones ... tons	27,56	28,069	28,798	15,34,37	17,86,168
Other kinds ...	441	10	47	6,95,003	13,00,136
Oil cake manure ...	123	19,368	18,872	11,639	15,12,867
Rice ... cwt.	2,568	35,696	23,374	16,19,565	28,77,180
Mown or Mowra	...	...	...	...	22,47,186
Flowers ...	21	1	...	61	10
Flax, living ...	...	...	...	7,399	4,91
Bags and other materials for making paper ... cwt.	14,550	4,819	7,168	73,872	45,339
Sisal—					
Essential—					
Alum ... cwt.	362	898	276	3,673	8,776
Antacid ...	2,629	...	...	25,72	9,420
Coriander ...	26,121	30,405	25,110	2,51,652	2,29,923
Commim ...	3,118	3,410	5,478	57,9,2	63,093
Do, black ...	1,088	1,285	1,069	30,282	1,400
Niger ...	1,806	180	150	1,608	15,804
Other sorts ...	2,129	17,577	11,644	14,580	129,581
Caster ...	34	199	1,710	18	25,912
Linseed ...	2,735,857	23,38,782	30,47,21	1,94,00,923	1,85,70,502
Mown or Mowra ...	...	...	...	16,712	...
Mustard ...	1,196	891	2,567	6,550	8,454
Pepper ...	381,684	376,548	386,715	28,73,794	21,83,620
Rape ...	105,093	140,210	627,262	6,30,382	1,25,265
Til or ginglyl ...	92	2,233	2,815	232	18,474
Ground-nut or	...	...	...	...	...
Carthage ...	25,179	1,551	15	5,122	8,959
Cotton ...	806	40,808	41,123	63,024	82,024
Tea ...	806	1,003	2,67	84,692	2,07,211
Other sorts ...	398	2,078	4,47	97,66	10,060
Shells and Cowries—					
Cowrie ...	398	2,078	4,47	97,66	10,060
Shells (all sorts) ... cwt.	10	333	1,706	6,022	4,4
Bile (all sorts) ...	...	...	...	...	...
Raw ...	486,064	624,892	512,143	37,30,882	50,13,324
Chussum or waste ...	6,634	640,847	644,359	4,84,063	640,343
Cocoons ...	29,416	34,622	71,642	38,750	34,125
Specimens illustrative of Natural Science ...	...	...	...	44,783	90,536
Sisal ...	...	...	...	1,893	8,736
Sisal ...	...	...	...	5,233	2,106
Tallow ...	338	1,476	1,031	...	...
Waxes (excluding candles) ...	3,692	8,477	2,801	3,44,998	3,24,378

EXPORTS FROM BENGAL FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.				
	Quantity.				
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1907-1908.
Wood—					
Teak ... c. tons	...	317	8,9	50,028	65,728
Other timbers ...	...	36	11	14,047	4,512
Ornamental—					
Marble ... tons	...	...	...	62,054	87,925
Wool—					
Raw ... lbs.	3,713,849	4,639,321	7,937,601	1,16,727	15,28,900
All other articles of Manufacture—					
Cuttings of hides and skins ...	...	...	...	1,78,567	2,52,408
Iron Sheet ...	...	...	...	...	11,400
Iron Wire ...	...	...	...	...	12,476
Unenumerated ...	...	...	...	2,44,412	4,53,392
VII.—Articles manufactured and partly manufactured—					
A.—Yarns and Textile Fabrics—					
Cotton—					
Twist and yarn ... lbs.	16,655,235	6,928,330	5,505,283	5,424,373	23,50,509
Manufactures—					
Piece-goods—					
Grey (unbleached) yds.	12,578	20,890	13,770	3,088	8,700
White (bleached) ...	10,000	131,850	50,067	1,16,26	1,5,748
Coloured, printed or dyed—					
Handkerchiefs and shawls in the piece ...	64,509	70,125	130,491	21,761	33,400
Thread, sewing ... lbs.	10,331	10,700	35,716	2,049	24,801
Other sorts ...	2,860,538	1,461,777	19,612	3,46,516	1,84,233
Flax (Manufactures)—					
Canvas ... yds.	720	...	167	800	...
Other sorts ... lbs.	19,314	34,866	18,028	14,081	11,920
Jute—					
Manufactures—					
Gunny bags ... No.	231,709,653	256,068,595	290,940,321	6,03,35,674	7,29,64,409
Gunny-cloth ... yds.	668,185,049	905,414,58	589,540,292	6,29,82,058	8,71,00,905
Rope and twine ... cwt.	37,629	410,068	61,679	83,978	1,18,409
Twist and yarn ...	357,234	1,054,908	1,650,241	4,41,188	3,77,538
Canvas ... yds.	50	...	...	20	...
Other kinds ... cwt.	15,716	5,312	1,341	69,266	22,229
Silk—					
Manufactures—					
Floor-goods ... yds.	436,367	411,988	477,571	4,86,178	4,59,496
Goods of silk mixed with other materials ...	92,168	31,384	38,719	64,278	35,995

EXPORTS FROM BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Wool—						
Man-made—						
Piece goods ... yds.	1,000	8,850	2,787	2,920	8,850	11,688
Ravies ... No.	5,617	9,847	37,310	27,410	73,019	73,019
Tapestries and rugs ... lbs.	382,174	875,608	977,814	580,702	11,82,181	13,30,484
Other sorts ... "	45,444	42,927	—	37,231	32,100	30,303
B.—Apparel (including drapery, haberdashery, millinery and military uniforms and accessories, etc., but excluding hosiery) ...	—	—	104,432	5,91,845	6,87,073	7,00,438
Books and shoes ... prs.	68,897	77,228	—	2,15,340	3,39,809	4,55,113
C.—Other Articles—						
Arms, ammunition &c. ...	—	—	—	11,977	996	1,604
Art. works of ...	—	—	—	66,328	58,596	39,680
Books and printed matter (including maps and charts) cwt.	304	447	414	51,471	61,022	55,657
Building and Engineering Materials—						
Bricks and Tiles ... No.	130,774	1,14,019	77,100	12,588	8,643	5,452
Chalk and lime ... cwt.	1,611	185	159	2,560	1,116	618
Earthenware piping ... "	10,528	7,883	5,472	49,080	34,200	27,768
Other sorts ... "	2,593	212	110	21,574	611	577
Cabinetware and Furniture ...	—	—	—	34,330	29,478	45,004
Candies ... lbs.	21,301	35,807	32,551	5,023	9,779	9,055
Canebushes ...	—	—	—	—	8,874	—
Carriages and carts ...	—	—	—	27,130	31,960	23,629
Coin—						
Manufactures of (excluding ropes) cwt.	2,589	1,392	1,222	37,317	22,707	16,095
Cordage and Ropes of Vegetable Fibre (excluding date) ...	21,682	23,196	26,102	3,80,369	4,66,152	5,11,542
Earthenware and Pottery (excluding earthenware piping) ...	—	—	—	6,301	12,775	22,284
Glass and Glassware ...	—	—	—	8,890	4,076	4,634
Hides and Skins—						
Hides, dressed or ...	101	140	74	14,885	15,350	8,100
Tanned ... No.	1,795	2,103	1,166	—	—	—
Skins dressed or ...	—	—	—	—	—	—
Tanned ... lbs.	—	205,503	9,543	—	5,69,853	19,011
Instruments, Apparatus, Musical ...	—	—	—	5,340	14,788	10,238
Photographic ...	—	—	—	—	—	—
Scientific &c. ...	—	—	—	2,917	2,649	5,531
Ivory (manufactured) ...	—	—	—	3,314	2,167	2,380

EXPORTS FROM BENGAL—(contd.) FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Jewellery and plate of Gold and Silver—						
Jewellery ...	—	—	—	18,535	42,760	46,470
Plate ...	—	—	—	—	2,900	—
Lace—						
Button ... cwt.	41,830	37,104	23,487	44,38,703	44,13,074	40,75,969
Other kinds (excluding lace) ...	217,530	293,357	278,100	5,61,51,045	2,91,00,437	3,32,5,252
Lacquered ware (I.M.) ...	3,879	11,494	22,134	1,17,445	2,80,713	5,18,768
Lenther—						
Unwrought ... cwt.	375	1,052	559	76,536	1,08,898	1,13,344
Manufactures of—						
Saddlery and harness ...	—	—	—	20,819	8,768	5,309
Other sorts ...	—	—	—	70,191	10,583	27,669
Hats and Hating ...						
Hats ... yds.	46,688	56,378	107,474	6,785	18,790	27,483
Hating ...	121	18	—	1,012	1,322	—
Soap ... cwt.	—	—	—	—	—	—
Toys and Requisites for games ...	—	—	—	42,544	50,077	—
Oil cloth and floor cloth ...	—	—	—	—	—	—
Paints and colors ...	285	218	414	30,933	20,944	17,895
Painters materials ...	—	—	—	—	—	—
Printing paper ... cwt.	676	290	145	11,767	5,551	3,106
Writing paper and envelopes ...	—	—	—	—	—	—
Other kinds of paper ...	—	—	—	—	—	—
Festivals, &c. ... cwt.	—	—	—	—	—	—
Perfumery ...	—	—	—	—	—	—
Nank ... oz	223	668	—	11,180	14,590	—
Other sorts ...	—	—	—	51,523	53,100	69,591
Printing and Litho Materials ...	—	—	—	1,636	685	5,041
Shoe parts of ...	—	—	—	—	—	—
Sap ... cwt.	131	88	168	1,514	1,192	2,134
Toys and requisites for games ...	—	—	—	42,544	50,077	1,50,985
Stationery (including paper) ...	—	—	—	2,315	7,681	16,167
Umbrellas ... No.	10,578	12,729	3,443	8,688	1,734	3,239
Ware—						
Manufactures of ...	—	—	—	144,245	2,95,496	2,28,145
Articles not specified ...	—	—	—	2,22,049	2,94,398	7,21,008
All other Articles of Manufacture—						
Raw hides ...	—	—	—	23,335	44,428	72,090
Unenumerated ...	—	—	—	29,383	31,603	34,599
Grand Total value of Exports ...	—	—	—	67,54,83,691	78,67,50,216	69,84,28,137

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Foreign Merchandise.					
	Quantity.		Value in Rupees.			
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1907-1907.	1907-1908.
Cotton—						
Raw ... ..	...	...	...	...	...	...
Wool and yarn	7,84	1,120	28,300	5,200	1,181	26,788
Manufactures—						
Piece-goods—						
Grey (unbleached)	294,971	205,402	452,639	48,515	58,083	72,131
White (bleached)	218,051	287,175	615,340	52,546	89,242	1,17,215
Coloured, printed or dyed	248,584	337,011	869,659	72,489	74,010	1,06,202
Handkerchiefs and Shaws in the piece	1,200	...	866	309	...	1,010
Other sorts ... ..	...	...	...	1,794	26,65	26,600
Drugs, Medicines and Narcotics (excluding chemicals)—	...	...	...	88,740	90,710	1,14,966
Drugs and Medicines ... ..	...	...	...	...	...	...
Tobacco (manufactured) lbs.	18,312	9,764	8,701	22,36	...	11,861
Dyeing and Tanning Materials—						
Alizarine dyes	6,892	6,209	18,966	3,561	5,760	11,008
Aniline dyes	216,833	204,972	192,876	249,096	2,08,862	1,78,128
Other sorts	1,480	114	299	23,192	5,375	10,22
Hardware and cutlery ... ..	...	...	...	...	...	1,60,888
Machinery and Mill work ... ..	...	...	...	...	...	24,280
Metals—						
Brass—						
Unwrought	700	1,210	343	27,900	42,076	16,008
Wrought	4,777	4,16	5,049	1,02,216	1,79,612	2,54,010
Copper—						
Old, for re-manufacture	1,101	1,377	203	51,666	61,780	1,1,111
Unwrought	194	210	40	10,200	14,608	8,460
Wrought	812	1,022	144	44,708	55,476	9,601
Iron—						
Old, for re-manufacture	5,248	1,868	5.0	26,308	4,716	1,851
Wrought—						
Archers, cables and kentledge	21	...	...	350	...	1,875
Sheets and plates	190	...	1,188	1,030	...	14,404
Other manufactures of wrought or cast iron or of iron mixed with steel	2,821	3,227	696	15,893	18,632	2,890
Lead	3,304	4,454	1,316	50,106	48,810	12,213
Tin	4,019	784	522	4,22,663	1,04,538	62,165
Zinc or spelter	4,448	1,400	4,716	71,068	72,128	80,714
Metals, unmanufactured	181	4,769	6,317	9,666	4,22,146	84,439

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Foreign Merchandise.					
	Quantity.		Value in Rupees.			
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Provisions—						
Fruits and vegetables, dried, salted or preserved—	23,283	25,600	26,076	218,771	240,848	246,704
Dates	8,814	54,075	9,804	2,36,929	1,45,202	2,55,736
Other sorts ... ..	...	...	...	...	...	...
Other sorts of provisions	196	236	1,008	8,744	6,439	6,376
Railway plant and rolling stock ... ..	...	...	...	2,05,663	8,764	5,222
Shells and cowries ... ..	...	...	8,137	...	...	1,00,983
Spices—						
Onions	937,616	87,000	1,132,244	3,33,975	2,08,007	4,07,900
Other sorts	106,456	1,120	2,829	6,924	400	1,104
All other articles of Merchandise—						
Unmanufactured ... ..	...	...	...	4,74,927	4,2780	37,784
Manufactured ... ..	...	...	...	5,27,381	4,29,403	...
Total ... ..	...	...	...	29,91,067	27,28,067	30,62,336

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Candles ... lbs.	136,977	325,838	1,188,087	1,72,172	1,47,041	2,51,434
Chemicals—						
Other sorts ...	...	...	...	71,210	89,330	1,02,439
Cut—						
Unmanufactured ... cwt.	6,018	1,807	1,772	58,994	18,773	16,541
Manufactures of (excluding ropes) ... "	98,587	90,226	90,441	9,85,115	10,88,611	10,58,901
Cotton—						
Raw ...	157,220	122,080	188,171	33,84,873	29,42,047	42,56,017
Twist and yarn ... lbs.	8,420,268	10,082,240	11,135,843	35,45,554	40,56,079	42,45,927
Manufactures—						
Piece-goods—						
Grey (unbleached) ... yds.	39,294,703	36,419,588	76,264,438	57,10,204	72,01,923	1,03,35,516
White (bleached) ... "	282,613	1,735,024	2,382,670	59,289	4,36,474	5,19,737
Coloured, printed or dyed, ... "	6,007,136	2,490,037	1,422,349	14,61,373	6,44,541	5,28,823
Handkerchiefs and ... "	...	...	...	50,130	...	...
Shawls in the piece ... No.	35,403	...	...	24,709	42,246	...
Other sorts of Manufactures (excluding chemicals)—	...	...	...	72,373	102,506	98,216
Drugs, Medicines and Narcotics (excluding chemicals)—	...	...	...	91,693	76,428	1,35,440
Drugs and Medicines (excluding chemicals) ...	...	...	...	...	...	...
Tobacco—						
Unmanufactured ... lbs.	351,453	404,070	1,119,710	45,394	32,068	99,886
Manufactured—						
Cigars ... "	161,623	168,081	116,294	2,22,517	1,54,200	1,76,270
Other sorts ... "	34,025	195,781	616,330	29,504	1,106,336	2,88,105
Dyeing and Tanning Materials—						
Cutch ... cwt.	10,630	13,620	15,452	2,80,450	3,45,565	4,00,780
Turmeric ... "	20,542	23,888	49,028	5,07,660	2,40,739	5,00,390
Other sorts (including lac-dye) ... "	1,481	4,210	4,012	10,226	67,893	1,25,014
Fruits and Vegetables—						
Coconut kernel or ... cwt.	4,629	9,560	13,623	50,840	1,18,138	1,38,871
Other sorts ... "	...	...	...	1,14,183	1,05,409	69,069
Vegetables, fresh ... "	...	...	...	1,07,442	2,09,951	3,95,801
Grain and Pulse—						
Gram ... cwt.	65,169	137,935	132,119	2,27,234	7,54,494	6,99,868
Rice in the husk (paddy) ... "	166,238	2,101,400	2,014,030	3,80,283	57,47,482	1,03,35,576
Do not in the husk ... "	2,13,572	3,093,545	6,200,073	28,39,252	24,40,112	3,51,09,645
Pulse ... "	74,017	22,780	111,559	3,58,457	1,26,796	6,10,454
Wheat ... "	...	...	...	381,988	1,54,210	...
Other sorts ... "	904	17,803	8,350	5,605	97,850	1,71,444
Gums and resins ... "	11,270	10,409	8,151	99,815	1,04,502	97,908
Hardware and Outfitter (including agricultural implements and plated ware) ...	...	...	...	1,31,920	87,596	1,69,096

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Hides and Skins—						
Hides raw ... cwt.	26,670	26,100	15,424	6,68,549	11,20,069	7,61,838
Do. dressed or tanned ... "	...	...	...	218	7,922	9,590
Skins, raw ... "	1,388	870	829	1,06,767	94,140	79,886
Do. dressed or tanned ... "	...	...	...	103	19,201	172
Jute—						
Raw ... cwt.	326,550	214,122	91,983	2,320,417	214,122	7,16,112
Manufactures ... "	...	...	...	27,641	41,252	96,914
Lac—						
Stick ... cwt.	33,434	32,754	11,379	13,86,347	2,61,915	7,29,240
Other kinds (except lac-dye) ... "	...	...	...	553	282	...
Spirits—						
Rum ... gals.	...	...	...	6,120	47,400	...
Other sorts ... "	65,790	102,600	...	...	11,113	8,550
Metals—						
Brass ... cwt.	32	...	...	294	1,900	...
Wrought ... "	1,457	136	940	40,239	7,855	40,334
Copper ... "	...	...	...	102	62,557	7,005
Wrought ... "	...	...	...	...	...	...
Iron ... "	...	...	...	...	...	...
Wrought ... "	...	...	...	...	...	...
Other sorts ... "	...	...	...	...	...	...
Unmanufactured ... "	541	816	1,306	29,450	10,410	58,002
Oil—						
Essential ... gals.	...	...	...	16	107	175
Kerosene ... "	29,236,199	35,373,337	31,211,901	8,478,755	105,42,380	106,21,170
Peanut wax ... cwt.	...	...	...	4,200	...	...
Other kinds ... gals.	3,221,250	3,273,546	3,428,814	12,97,050	9,91,270	13,76,310
Vegetable, not essential—						
Castor ... gals.	...	...	...	200	...	500
Coconut ... "	1,363,815	971,780	969,671	22,83,294	18,65,459	17,44,829
Lined ... "	...	...	...	4,550	6,095	24
Groundnut ... "	703,152	816,748	718,234	9,78,823	12,53,245	11,91,211
Mustard or Rape ... "	...	...	...	187	737	400
Oil or ginseng ... "	230,170	12,081	64	3,67,665	50,075	190
Dregs of gingelly oil ... cwt.	3,166	2,929	5,541	3,481	18,716	10,175
Provisions—						
Other kinds ... gals.	...	...	...	...	...	...
Butter ... lbs.	405	5,554	...	...	2,337	...
Fish-cakes and shark fins ... "	...	...	...	746	4,890	...
Fruits and vegetables ... "	...	...	...	...	...	...
dried salted or preserved ... cwt.	134	188	...	1,899	5,800	10,000
Cheese ... lbs.	...	...	...	...	700	...
Cheese ... "	15,609	82,608	44,224	7,005	28,681	21,181

COASTING TRADE—(contd.)

IMPORTS

Statement showing the quantity and value of Country Goods imported coasts-
wise from Indian Ports into Calcutta in each official year 1905-1906, 1906-1907
and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906	1906-1907	1907-1908	1905-1906	1906-1907	1907-1908
Provisions—						
Dried fish (salted) ... lbs.	25,700	41,104	17,251	2,900	3,309	2,287
Do. (unsalted) ... "	695,556	754,805	694,763	32,747	37,109	35,374
Other sorts of provisions cwt.	1,132	1,043	316	19,792	28,243	6,013
Salt ... tons	29,435	24,128	34,389	15,03,771	12,31,411	15,45,194
Seeds—						
Essential ... cwt.	104,176	21,218	11,731	7,12,821	1,67,900	1,17,000
Cotton ... "	...	...	468	...	958	...
Custor ... "	143,428	10,000	12,630	9,38,895	8,95,593	84,903
Linseed ... "	50,696	34	9,220	1,55,425	2,182	60,806
Mustard ... "	2,014	...	7,930	15,301	...	60,258
Niger ... "	...	69,928	52,648	...	4,27,595	415,980
Rape ... "	187,657	17,517	1,702	10,34,316	1,27,000	15,857
Til or gingelly ... "	29,979	49,688	33,543	2,05,431	4,11,804	5,10,807
Groundnut ... "	105,804	45,168	467,010	7,90,021	4,29,885	41,33,330
Other sorts ... "	4,439	31,464	49,703	36,481	2,46,279	4,38,704
Betelnuts ... lbs.	230,150	67,307	253,480	23,889	10,600	29,291
Cardamoms ... "	185,019	202,108	202,031	2,30,352	5,77,416	2,56,486
Ginger ... "	...	10,023	599	...	5,419	100
Pepper ... "	6,334,677	7,160,950	6,040,200	20,76,633	23,62,550	19,99,232
Chilies ... "	6,010,094	698,446	3,068,006	10,04,702	1,06,948	3,32,548
Other sorts ... "	8,094	17,908	8,485	1,877	3,469	5,842
Stone and Marble ... cwt.	15,992	125,880	62,774	16,605	1,02,053	56,318
Sugar, refined or ...	...	103,447	109,721	...	...	...
" tallied ... "	...	141,241	165,783	16,65,762	15,69,789	9,60,021
Sugar, unrefined ...	...	45	8	...	...	...
Tea, Black ... lbs.	1,222,673	1,258,940	973,120	5,75,218	5,07,117	3,76,061
Do. Green ... "	...	...	...	...	...	...
Wood—						
Teak ... tons	46,307	42,770	44,600	50,20,114	45,92,532	49,48,483
Other timber ... "	14,456	14,745	17,545	9,41,382	10,07,641	12,72,237
Firewood ... "	24	29	12	380	250	135
Ornamental ... "	...	...	...	74,616	79,370	83,537
Manufactures ... "	...	...	...	56,018	40,158	27,608
All other articles—						
Unmanufactured ... "	...	...	...	89,155	2,55,411	3,90,454
Manufactured ... "	...	...	...	82,745	4,28,457	4,96,987
TOTAL ...	...	...	...	5,70,84,746	8,57,82,602	11,45,96,660

COASTING TRADE.

EXPORTS

Statement showing the quantity and value of Foreign Goods exported coasts-
wise to Indian Ports from Calcutta in each official year 1905-1906, 1906-1907
and 1907-1908.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1905-1906	1906-1907	1907-1908	1905-1906	1906-1907	1907-1908
Apparel (including labor- deshery, millinery, etc., but excluding headery) ...	...	...	...	5,77,371	7,30,088	6,70,307
Boots and Shoes ... prs.	9,189	3,933	8,792	23,288	8,369	10,484
Books and printed matter (including maps and charts) cwt.	379	227	301	1,11,093	41,514	51,301
Cotton—						
Twist and yarn ... lbs.	1,222,711	1,086,792	1,169,680	10,79,490	10,03,710	9,89,501
Manufactures—						
Piece-goods—						
Grey (unbleached) ... yds.	6,930,154	7,741,538	6,130,518	9,73,002	12,74,252	11,29,873
White (bleached) ... "	4,131,132	3,908,022	2,456,720	8,79,096	6,28,662	5,85,906
Coloured, printed or dyed ... "	846,730	1,106,556	1,147,477	1,76,222	2,33,983	2,15,386
Other sorts ... "	...	...	...	31,774	74,850	71,048
Drugs, Medicines and Narcotics (excluding Chemicals)—						
Drugs and Medicines (excluding Chemicals) ...	...	...	...	1,65,894	1,77,230	1,89,319
Tobacco—						
Manufactured ... lbs.	151,800	50,436	287,827	97,580	1,33,000	86,503
Glaze and Glassware ... "	...	...	...	81,898	1,15,402	1,02,123
Hardware and cutlery (in- cluding agricultural im- plements and plated- ware) ...	...	...	...	3,92,232	4,43,180	5,39,318
Instruments, apparatus and appliances, and parts thereof ...	...	...	...	1,19,784	1,48,630	2,00,806
Liquors—						
Spirits ... gals	11,129	9,043	15,896	1,51,309	1,37,118	1,78,748
Other sorts of liquors ... "	8,166	18,381	9,641	54,748	49,118	48,322
Machinery and Millwork— steam-engines and parts—						
Other sorts ...	...	...	...	6,270	6,550	14,454
Other sorts of machinery ...	...	...	...	1,08,284	1,59,320	2,15,001
Matches ...	...	...	...	97,660	1,08,600	1,25,654
Metals—						
Brass ... cwt.	376	294	1,407	22,272	30,215	90,510
Copper ... "	1,656	719	1,519	78,123	98,428	85,148
Iron ... "	23,397	24,705	62,164	1,19,408	2,50,084	5,07,001
Lead ... "	715	1,032	1,181	10,018	20,036	22,563
Quicksilver ... lbs.	7,431	19,458	12,922	10,204	21,074	14,139
Steel ... cwt.	9,931	11,318	17,697	73,764	78,300	1,62,507

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise, to Indian Ports from Calcutta in the official years 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Metals—(Consid.)						
Tin cwt.	562	185	182	51,460	11,480	9,174
Zinc or spelter ... "	1,715	1,265	1,165	30,788	22,300	23,156
Metals, unmanufactured ... "	287	109	284	13,634	7,835	12,686
Oils—						
Mineral—						
Kerosene ... gals.	562,718	114,250	508,416	2,01,440	49,884	1,76,071
Other kinds ... "	109,488	103,476	87,445	95,140	85,088	69,842
Other sorts of oils ... "	740	5,666	1,071	1,635	5,641	3,771
Provisions ...						
Salt ... cwt.	4,254	5,202	2,806	1,89,912	1,25,314	98,591
Soup ... cwt.	6,165	6,726	4,911	2,78,574	3,46,291	1,85,442
Spices ... lbs.	729	...	17,191	...	...	...
Unbottled, including pansols and sunshades ... No.	177,234	206,467	130,716	25,553	44,697	25,035
All other articles of merchandise ...	109,132	119,601	1,62,624	92,679	1,18,113	1,69,362
Unmanufactured Manufactured { ...				7,63,778	64,107	91,756
				7,64,226	9,15,552	...
TOTAL ...				72,04,722	74,98,596	79,70,515

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	India Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Animals, living—						
Horses ... No.	390	487	574	89,480	64,100	91,752
Other kinds ... "	25,211	13,245	...	1,26,171	65,706	72,999
Apparel (including drapery, haberdashery, millinery, etc., but excluding basketry) ...						
Boots and shoes ... pes.	67,758	72,886	60,492	3,06,745	3,00,011	5,85,878
Chemicals—						
Klaist salt ... cwt.	420	...	...	1,268	...	...
Saltetre ... "	3,476	5,449	1,709	35,962	40,437	17,710
Sulphuric acid ... "	73	...	...	2,760	...	...
Other sorts ...	...	...	...	47,159	69,949	44,564
Coal ... tons.	2,020,430	2,25,490	2,213,760	1,52,60,989	1,78,50,081	1,86,59,563
Corkage and Rope of Vegetable Fibre (excluding Jute) ... cwt.	21,255	20,857	...	4,78,992	4,84,820	572,223
Cotton—						
Raw ... "	921	1,573	12,431	13,414	31,245	3,95,980
Twist and yarn ... lbs.	6,927,841	7,861,418	7,062,418	23,50,703	26,69,638	26,18,801
Manufactures—						
Piece-goods—						
Grey (unbleached) yds.	252,037	617,650	794,452	49,162	1,08,985	1,46,720
White (bleached) "	88,030	171,850	175,180	19,622	36,779	35,007
Coloured, printed or dyed ...	91,744	123,798	146,708	23,673	34,770	35,838
Handkerchiefs and Shawls the piece No.	2,114	...	...	951	79,629	1,04,423
Other sorts ...	...	...	...	69,854	...	...
Drugs, Medicines and Narcotics (excluding Chemicals)—						
Drugs and Medicines (excluding chemicals) ...	...	...	...	67,147	71,492	68,678
Tobacco—						
Unmanufactured ... lbs.	15,450,202	13,192,850	15,463,227	28,39,065	24,47,005	29,28,890
Manufactured—						
Cigars ... "	1,101	...	...	1,438	...	...
Other sorts ... "	415,231	693,042	492,167	55,838	1,03,549	79,313
Dyeing and Tanning Materials—						
Cutch ... cwt.	76	...	...	2,106	...	...
Gumbar ... "	2	118	...	...	...	...
Indigo ... "	346	155	108	66,465	30,740	21,012
Myrabolans ... "	1,118	...	...	6,923	...	...
Turnerie ... "	429	...	...	4,401	...	...
Other sorts (including lac-dye) ... "	1,176	2,186	2,745	8,443	26,573	24,768

COASTING TRADE.
EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Fodder, bran and cattle food (including hay and straw)...						
Oil-cake ... cwt.	15	...	618	107	...	2,512
Other sorts ... "	52,322	57,372	52,074	1,02,595	2,32,882	2,36,820
Fruits and Vegetables—						
Cocoanuts ... No.	275,224	299,605	165,009	8,216	9,136	5,511
Other sorts ... "	...	...	...	1,21,038	...	1,01,530
Vegetables, fresh ... "	...	...	...	8,78,480	...	8,68,650
Grain and pulse—						
Gram ... cwt.	67,127	345,286	72,818	2,97,835	73,022	3,67,812
Rice in the husk (paddy) ... "	47,495	603	9,834	1,36,447	1,555	78,094
Rice not in the husk ... "	1,203,327	276,558	147,908	64,74,825	18,06,076	10,19,044
Rice flour ... lbs.	248	...	...	670	...	...
Wheat ... cwt.	9,419	1,131	18,713	48,239	10,378	1,22,554
Wheat flour ... "	29,595,103	31,853,871	33,206,314	19,70,201	20,84,711	24,09,240
Pulse ... "	344,467	191,954	209,184	19,09,880	12,18,222	15,17,924
Oats ... "	24,503	24,946	14,441	1,07,515	1,10,471	71,946
Jowari and Bajra ... "	247	...	...	1,378	...	...
Barley ... "	8,697	5,056	17,087	48,205	29,224	1,14,379
Other sorts ... "	84	231	740	359	1,759	4,205
Hardware and Cutlery (including agricultural implements and plated-ware)...	...	...	...	3,45,411	2,45,205	2,88,628
Hides and Skins—						
Hides, raw ... cwt.	244	10,223	175	17,041	5,25,651	15,617
" dressed or tanned ... "	...	...	...	32,421	24,071	37,017
Skins, raw ... "	888	760	895	73,811	82,206	80,370
" dressed or tanned ... "	614	256	244	67,990	30,104	27,497
Java—						
Raw ... cwt.	471	237	354	4,387	5,280	4,215
Manufactures of—						
Gunny bags ... No.	67,994,302	64,211,138	80,399,831	1,57,96,519	1,63,17,722	2,35,54,664
Gunny cloths ... yds.	15,557,203	14,568,282	19,082,874	18,54,405	23,45,232	28,40,417
Charva ... "	...	...	...	...	...	...
Rope and Twine ... cwt.	41,905	34,040	51,074	6,03,650	11,81,178	9,05,116
Other kinds ... "	677	676	4,711	7,917	9,581	40,025
Leather—						
Unwrought ... cwt.	503	449	348	51,898	49,308	39,137
Manufactures—						
Saddlery and harness ... "	...	...	...	59,471	33,443	32,569
Other sorts (except books and shoes) ... "	...	...	...	22,198	12,777	28,144

COASTING TRADE.
EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Metals—						
Brass (unwrought) ... cwt.	555	...	3	33,722	...	212
Brass (wrought) ... "	5,018	6,305	3,748,872	3,58,069	4,79,048	...
Copper (wrought) ... "	1,492	890	820	1,12,154	67,950	732.0
Iron (wrought) ... "	7,794	4,862	1,255	50,008	37,302	81,451
Cast (pig) ... "	2,940	...	49,797	7,336	...	1,40,897
Other sorts ... "	...	0,085	...	...	92,309	...
Tin (wrought, including plates and sheets not lined iron) ... "	...	...	...	...	...	...
Metals, unenumerated ... "	...	...	884	...	...	18,181
Oil—						
Animal ... gals.	18	...	...	50	...	...
Essential ... "	823	288	1,250	7,329	3,933	8,406
(Kerosene ... "	1,654,070	1,373,071	50,802	5,84,251	5,94,504	22,437
Mineral ... "	18	...	6	...	...	140
(Other kinds, gals.)	12,005	5,870	31,075	...	8,107	21,434
Vegetable, not essential—						
Castor ... gals.	5,839	...	8,070	9,168	...	15,408
Cocconut ... "	20,281	...	37,427	62,820	...	75,895
Linseed ... "	145,527	158,103	198,394	3,52,961	3,08,134	3,51,612
Mustard or rape ... "	184,206	177,515	191,078	2,56,221	2,56,211	3,66,431
Barley-malt ... "	5,139	...	9,108	4,207	...	17,517
Til or gingelly ... "	5,006	...	4,988	4,988	...	...
Other kinds ... "	1,680	74,718	17,765	1,768	1,80,889	20,046
Paints and colours (including painters' materials) ... "	...	...	...	81,983	1,60,720	2,70,211
Paper and Pasteboard—						
Writing paper ... cwt.	61,165	57,884	60,135	13,48,872	11,19,370	12,56,912
Writing paper and envelopes ... "	...	...	...	14,162	...	16,816
Other kinds of paper ... cwt.	17	1,053	...	513	38,121	2,186
Pasteboard, millboards, &c. ... "	121	...	147	1,276	...	...
Provisions—						
Bacon and hams ... lbs.	...	...	...	...	...	12,058
Butter ... "	23,204	...	12,369	29,016	...	...
Cheese ... "	5,761	...	...	2,759	...	...
Fish-maws and shark fins ... "	...	...	...	...	...	...
Fruits and vegetables, dried, salted, or preserved cwt.	1,490	...	2,948	28,644	...	27,881
Rheas ... lbs.	3,678,373	3,675,068	3,455,114	17,39,474	18,41,557	19,26,538
Salted fish (dry) ... "	1,405,002	1,302,388	1,359,144	3,81,110	3,48,500	2,75,361
Dried fish (salted) ... "	...	...	81,430	...	...	22,997
Other sorts of provisions ... cwt.	67,938	74,070	89,323	8,66,664	9,74,333	18,59,781

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each official year 1905-1906, 1906-1907 and 1907-1908.

Articles.		Indian Produce and Manufactures.					
		Quantity.			Value in Rupees.		
		1905-1906	1906-1907	1907-1908	1905-1906	1906-1907	1907-1908
Seeds—							
Essential	cwt.	11,128	10,856	13,012	1,81,777	1,33,278	1,71,029
Linseed	...	92	100	100	277	...	1,015
Mustard	...	7,613	2,868	2,246	40,874	37,068	43,608
Rape	...	3,405	16,672	2,528	21,484	133,741	20,107
Til or gingelly	...	27,324	29,645	6,229	5,81,949	2,15,079	60,119
Chiaer	...	214	...	...	1,540	...	...
Groundnut	...	6	...	...	17	...	...
Oilseeds	...	1,845	3,007	2,382	20,201	25,738	28,773
Other sorts	...	...	...	...	...	...	...
Silk—							
Raw	...	17,768	16,830	29,645	1,05,596	1,17,340	1,78,700
Manufactures—							
Piece-goods	...	22,006	16,021	14,074	28,181	29,868	31,410
Other sorts	...	...	...	...	...	...	...
Soup	...	0,148	7,802	9,200	1,27,468	1,10,697	1,20,151
Spices—							
Betal-nuts	...	32,351,237	32,470,544	35,445,968	41,85,701	51,27,022	45,04,813
Cardamoms	...	14,591	...	15,851	9,838	...	15,490
Chillies	...	438,241	...	18,045	75,371	...	2,084
Ginger	...	69,395	...	77,045	4,160	...	12,600
Pepper	...	109,200	...	135,067	79,104	...	72,816
Other sorts	...	1,806,144	2,078,163	2,417,300	2,40,452	3,28,391	3,28,135
Sugar, refined or crystallised	...	41,730	50,076	46,171	4,58,407	6,00,097	5,10,068
Sugar, unrefined	...	15,124	11,334	11,607	84,794	53,312	45,062
Tea—							
Black	...	2,904,709	3,284,683	3,875,701	9,33,847	11,25,174	17,8,591
Green	...	14,170	...	5,170	5,282	...	3,993
Umbrellas (including parasols and sunshades)	...	286,582	231,539	277,320	2,60,740	2,08,202	274,085
Wood—							
Teak	c. tons.	163	17	27	13,882	2,252	2,401
Other timber	...	257	52	12	12,184	5,217	2,890
Pine-wood	...	...	...	...	2,060	...	1,726
Ornamental	...	...	...	...	1,58,174	1,36,855	1,40,247
Manufactures	...	...	...	...	...	...	...
All other Articles of Merchandise—							
Unmanufactured	...	...	...	...	5,91,672	4,49,420	4,00,245
Manufactured	...	...	...	...	5,61,673	6,73,018	...
Total	...	...	...	...	6,80,42,948	7,11,21,892	7,72,40,149

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1905-1907 and 1907-1908.

Articles and Ports from which imported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Apparel (including haberdashery, millinery, &c., but excluding hosiery)—					
From Bombay	32,812	...	43,580
Sind	2,905	...	1,785
Madras	11,596	...	9,818
Other ports	175	...	3,850
Burma	1,745	...	150
R. B. & Assam	1,150	...	41,021
Bengal	37,385	...	150
Pondicherry	100
Kathiawar
Boots and Shoes—					
From Bombay	300	650	...
Madras
Burma	1,455	1,757	187
Arms, Ammunition and Military Stores—					
Firearms and parts thereof—					
From Burma	3,766	...	9,273
Chief port	689
Other ports
Other sorts—					
From Burma	26	...	177
Chief port	25
Other ports
Books and printed matter (including maps and charts)—					
From Bombay	80	9,387	45
Sind	1,020	...	9,212
Madras	69	4,450	49
Burma	8	1,205	54
Bengal	4	630	1
Pondicherry	120
R. B. & Assam	1	150	...
Carriages and Carts (including railway carriages) and parts thereof—					
From Bombay	5,400	21,400
Sind	1,400	...
Madras	4,022	167
Burma	4,110	18,840
Bengal	27	240
Pondicherry	1,100	1,000
R. B. & Assam	1,100	100
Chemicals—					
From Bombay	8,851	...	225
Madras	225
Bengal	9,177	...	7,222
Pondicherry

COASTING TRADE.

IMPORTS

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—					
Twist and Yarn—					
From Bombay	Chief port lbs.	...	...	9,400	12,512
" Sind	Kurrachee	...	...	9,968	9,962
" Madras	Chief port	1,220	1,181	...	...
" Other ports		...	...	7,000	5,820
" Burma	Chief port	...	...	1,902	1,844
" Other ports		...	...	...	...
" Bengal	All ports	1,65,300	1,41,425	...	...
Manufactures—					
Piece-Goods—					
Grey unbleached—					
From Bombay	Chief port yds.	1,65,402	34,258	265,929	31,915
" Sind	Kurrachee	19,000	3,212	6,880	810
" Madras	Chief port	7,800	15,100	179,750	30,708
" Other ports		...	...	600	60
" Bengal	All ports	3,02,700	55,170	350,000	46,900
" Pondicherry		49,200	6,415	...	...
White (bleached)					
From Bombay	Chief port yds.	292,240	59,449	50,149	19,293
" Sind	Kurrachee	15,000	4,502	25,438	5,670
" Madras	Chief port	3,400	439	...	...
" Other ports		2,000	200	...	...
" Burma	Chief port	115,575	26,322	421,402	100,262
" Other ports		...	...	390	100
" Bengal	All ports	...	...	...	...
Coloured, printed or dyed					
From Bombay	Chief port yds.	179,892	26,175	115,605	26,132
" Sind	Kurrachee	...	...	1,872	12,454
" Madras	Chief port	1,440	201	388,881	59,199
" Other ports		...	...	...	...
" Burma	Chief port	165,918	47,604	291,543	76,284
" Other ports		...	...	...	...
" Eastern Bengal and Assam		...	...	...	...
Handkerchiefs and shawls in the piece—					
From Bombay	Chief port	...	...	2,256	1,413
" Bengal	Chief port	...	...	856	1,010
Other sorts—					
From Bombay	Chief port	...	18,405	...	7,832
" Bengal	Chief port	...	5,155	...	19,42
" All ports		...	40	...	36
Drugs, Medicines and Narcotics (excluding Chemicals)—					
From Bombay	Chief port	...	59,191	...	84,683
" Sind	Kurrachee	...	...	...	380
" Madras	Chief port	...	36,902	...	16,602
" Other ports		...	...	...	700
" Burma	Chief port	...	3,616	...	12,581
" Other ports		...	...	...	...
" Bengal	All ports	...	418	...	1,115
Tobacco—					
Manufactured—					
From Bombay	Chief port	...	4,500	4,500	...

COASTING TRADE.

IMPORTS

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Tobacco—(Cured)					
Manufactured—					
From Sind	Kurrachee lbs.	...	...	30	100
" Madras	Chief port	4,950	4,025	2,490	2,273
" Burma	Chief port	...	800	410	6,214
" Other ports		...	...	...	5,995
" Pondicherry		4	1	...	133
Dyeing and Tanning Materials—					
Aniline Dyes—					
From Bombay	Chief port lbs.	201,372	2,00,802	185,726	1,74,286
" Sind	Kurrachee	...	...	6,300	5,212
" Madras	Chief port	...	...	...	820
" All ports		...	...	...	...
Alizarine Dyes—					
From Bombay	Chief port lbs.	6,320	5,760	18,966	11,008
Other sorts—					
From Bombay	Chief port cwt.	114	12,500	299	19,822
Flax—					
Manufactures—					
From Bombay	Chief port	...	1,818	...	5,880
" Madras	Chief port	...	...	...	384
" Bengal	All ports	...	1,205	...	120
" Burma	Chief port	...	67	...	1,100
" Other ports		...	...	...	1,070
" Eastern Bengal and Assam		...	1,920	...	...
Glass and Glassware—					
From Bombay	Chief port	...	7,075	...	12,777
" Sind	Kurrachee	...	...	...	15,594
" Madras	Chief port	...	...	...	5,233
" Other ports		...	200	...	303
" Burma	Chief port	...	63,135	...	97,292
" Other ports		...	...	...	210
" Bengal	All ports	...	27,928	...	25,762
" Eastern Bengal and Assam		...	500	...	20
Gums and Resins—					
From Bombay	Chief port cwt.	1,583	27,949	1,441	25,244
" Burma	Chief port	...	...	15	180
Hardware and Cutlery (including Agricultural implements and plated ware)—					
From Bombay	Chief port	...	45,212	...	70,501
" Sind	Kurrachee	...	...	...	580
" Madras	Chief port	...	4,546	...	5,081
" Other ports		...	110	...	254
" Burma	Chief port	...	45,132	...	73,284
" Other ports		...	43	...	5,883
" Bengal	All ports	...	35,468	...	59,105
" Pondicherry		...	...	...	75
" Eastern Bengal and Assam		...	125	...	520

COASTING TRADE: IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official year 1906-1907 and 1907-1908.

Articles and ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Instruments, apparatus and appliances				
From Bombay ... Chief port ...	...	2,005	...	22,589
" Sind ... Kurrachee ...	...	...	...	1,202
" Madras ... Chief port ...	...	1,697	...	3,850
" Burma ... Chief port ...	...	8,126	...	12,437
" Bengal ... Other ports ...	...	1,000	...	1,245
" Eastern Bengal and Assam ... All ports ...	...	1,781	...	500
Jewellery and plate of gold and silver—				
From Bombay ... Chief port ...	...	1,920	...	541
" Madras ... Chief port ...	...	19,950	...	100
" Burma ... Chief port ...	...	...	...	...
Liquors—				
Ale, Beer and Porter—				
From Bombay ... Chief port gals. ...	1,858	4,534	1,645	3,786
" Madras ... Chief port "	20,189	17,935	6,349	5,308
" Burma ... Chief port "	1,280	3,520	...	...
" Bengal ... All ports "	...	...	10	58
" Pondicherry ... All ports ...	2	5	...	...
Spirits—				
Brandy—				
From Bombay ... Chief port gals. ...	246	4,723	72	1,815
" Madras ... Chief port "	53	923	...	...
" Burma ... Chief port "	6	138	106	10,550
" Bengal ... Other ports "	...	5	6	138
Rum—				
From Bombay ... Chief port gals. ...	...	135	...	...
" Pondicherry ... Chief port "	14	140	...	...
Other sorts of Spirits—				
From Bombay ... Chief port gals. ...	206	3,708	639	8,115
" Sind ... Kurrachee ...	112	1,836	...	...
" Madras ... Chief port "	20	440	43	780
" Burma ... Chief port "	272	3,059	646	8,314
" Bengal ... All ports ...	...	...	6	54
" Pondicherry ... All ports ...	99	854	19	103
Wines—				
From Bombay ... Chief port gals. ...	90	2,485	380	6,921
" Sind ... Kurrachee ...	...	...	27	186
" Madras ... Chief port "	74	1,220	67	1,291
" Burma ... Other ports ...	55	230	...	...
" Bengal ... Chief port "	66	1,841	728	20,834
" Pondicherry ... Chief port "	9	78	...	...
" All ports ...	4	80	...	...
Other sorts of liquors—				
From Bombay ... Chief port gals. ...	1	25	...	...
" Bengal ... Chief port ...	...	...	...	...

COASTING TRADE: IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official year 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Other sorts of Machinery—				
From Bombay ... Chief port ...	...	832	...	1,846
" Madras ... Chief port ...	...	14,172	...	11,925
" Madras ... Other ports ...	...	2,062	...	1,800
" Burma ... Chief port ...	...	20,786	...	5,445
" Bengal ... Other ports ...	...	150	...	5,640
" Eastern Bengal and Assam ... All ports ...	...	1,935	...	15,131
Matches—				
From Bombay ... Chief port ...	...	...	...	80
" Madras ... Chief port ...	...	...	...	60
" Bengal ... All ports ...	...	47,853	...	47,097
Metal—				
Brass—				
Wrought—				
From Bombay ... Chief port cwt. ...	478	25,818	429	15,135
" Madras ... Chief port "	115	6,565	...	...
" Madras ... Chief port "	3,577	194,596	4,503	2,14,171
" Burma ... Other ports ...	289	11,333	115	5,164
" Bengal ... All ports ...	512	31,445	27	1,550
" Eastern Bengal and Assam ... All ports ...	1	30	...	...
Unwrought—				
From Madras ... Chief port cwt. ...	1,074	32,586	107	5,500
" Bombay ... Chief port "	148	5,910	...	...
" Madras ... Chief port "	27	1,080	218	9,156
Copper—				
Old, for re-manufacture—				
From Bombay ... Chief port cwt. ...	31,108	52,550	90	4,760
" Madras ... Chief port "	123	...	114	9,840
" Madras ... Chief port "	28	1,650	33	1,908
" Eastern Bengal and Assam ... All ports ...	15	720	18	772
Unwrought—				
From Bombay ... Chief port cwt. ...	72	4,095	6	420
" Madras ... Chief port "	7	131	34	2,440
" Bengal ... All ports ...	412	15,800	430	17,382
" Madras ... Chief port ...	140	10,412	...	...
Wrought—				
From Bombay ... Chief port ...	695	54,970	...	...
" Madras ... Chief port ...	29	1,350	17	1,050
" Madras ... Chief port ...	221	13,961	108	7,765
" Madras ... Other ports ...	70	1,175	19	655
" Bengal ... All ports ...	25	1,126	75	2,940
" Eastern Bengal and Assam ... All ports ...	96	4,020	...	...

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Iron—				
Old, for re-manufacture—				
From Burma ... Chief port cwt.	495	2,781	334	761
" Other ports "	30	249	130	130
" Bengal ... All ports "	629	2,615	428	976
" Eastern Bengal and Assam "	4	40	83	204
" Goa ... "	...	...	37	73
Wrought—				
Anchor, cables and kentledge—				
From Bombay ... Chief port cwt.	...	...	291	1,075
" Burma ... Chief port "	43	550	...	...
" Eastern Bengal and Assam ... "	...	...	20	300
Sheets and plates—				
From Bombay ... Chief port cwt.	94	165	...	...
" Madras ... Chief port "	142	1,859	1,070	15,769
" Burma ... Chief port "	...	...	113	725
" Bengal ... All ports "	447	4,969	416	2,866
" Eastern Bengal and Assam ... "	27	327	...	...
Other Manufactures of wrought or cast iron or of iron mixed with steel—				
From Bombay ... Chief port cwt.	357	2,958	10	230
" Madras ... Chief port "	1,531	4,583	100	100
" Bengal ... Chief port "	6	120	28	300
" Eastern Bengal and Assam ... Chief port "	124.9	7,428	231	1,221
" Burma ... Chief port "	...	...	8	150
" Bengal ... All ports "	493	3,814	13,102	...
" Eastern Bengal and Assam ... "	...	...	121	825
Lead—				
From Bombay ... Chief port cwt.	214	4,592	100	1,700
" Madras ... Chief port "	1,005	10,971	13	300
" Bengal ... Chief port "	5,007	32,450	1,209	10,571
" Eastern Bengal and Assam ... All ports "	...	...	14	694
" Goa ... "	...	...	8	48
Steel—				
From Bombay ... Chief port cwt.	20	1,688	...	...
" Madras ... Chief port "	9	18	...	...
" Bengal ... Chief port "	32	498	...	...
" Eastern Bengal and Assam ... All ports "	147	1,102	45	544
Tin—				
From Burma ... Chief port cwt.	774	1,04,533	802	62,165
" Bengal ... Chief port "	180	10,330	18	5,684
" Eastern Bengal and Assam ... "	...	...	...	...
Zinc or Spelter—				
From Burma ... Chief port cwt.	77	1,472	90	3,890
" Madras ... Chief port "	4,081	60,243	3,900	64,554
" Bengal ... Chief port "	220	4,057	708	12,237
" Eastern Bengal and Assam ... All ports "	995	16,079	1,711	15,006
" Goa ... "	22	322	7	30

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals, unenumerated—				
From Bombay ... Chief port cwt.	1,082	1,62,460	2,580	10,179
" Madras ... Chief port "	3,616	1,73,573	2,707	16,470
" Burma ... Chief port "	5	212	...	...
" Bengal ... Chief port "	6	702	1	140
" Eastern Bengal and Assam ... All ports "	56	1,750	97	4,103
" Goa ... "	51	5,889	...	...
Oil—				
Mineral—				
Kerosene—				
From Bengal ... All ports gals.	...	...	201,700	85,574
Other kinds—				
From Bombay ... Chief port cwt.	407	635	5,252	4,445
" Madras ... Chief port "	2,657	6,125	10,402	8,907
" Bengal ... Chief port "	1,074	2,785	2,501	2,718
" Eastern Bengal and Assam ... All ports "	240	240	24	164
" Goa ... "	...	...	68	40
Other sorts of Oil—				
From Bombay ... Chief port cwt.	24	48	6,150	4,428
" Bengal ... All ports "	18	32	6	10
Paints and Colors including painters materials—				
From Bombay ... Chief port ...	...	863	...	1,745
" Madras ... Chief port ...	...	4,150	...	90
" Bengal ... Chief port ...	...	3,700	...	42
" Eastern Bengal and Assam ... All ports ...	...	5,792	...	6,885
Perfumery—				
From Bombay ... Chief port ...	...	7,043	...	8,041
" Madras ... Chief port ...	...	...	...	...
" Bengal ... Chief port ...	...	...	...	102
Provisions—				
Fruits and vegetables, dried, salted or preserved—				
From Bombay ... Chief port cwt.	23,785	229,038	29,831	245,510
" Madras ... Chief port "	1	1,125	...	1,115
" Bengal ... Chief port "	10	130	...	...
" Eastern Bengal and Assam ... "	...	...	...	...
Other sorts—				
From Bombay ... Chief port cwt.	5,059	145,002	9,706	250,821
" Madras ... Chief port "	...	...	46	2,125
" Bengal ... Chief port "	18	195	7	289
" Eastern Bengal and Assam ... All ports "	90	276	103	2,410
" Goa ... "	...	...	5	...
Other sorts of Provisions—				
From Bombay ... Chief port cwt.	164	1,512	60	2,200
" Madras ... Chief port "	11	916	...	...
" Bengal ... Chief port "	29	939	...	...
" Eastern Bengal and Assam ... All ports "	41	2,580	10	40
" Goa ... "	122	1,540	4	150

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions—(World.)				
Other sorts of Provisions—				
From Bengal ... All ports cwt.	58	800	19	220
" Pondicherry ... "	11	415	9	342
" Radhanagar ... "	...	...	22	213
Railway Plant & Rolling-stock—				
From Bombay ... Chief port ...	...	4,737	...	...
" Madras ... Chief port ...	...	555	...	...
" Other ports ...	...	82	...	...
" Burma ... Chief port ...	...	3,410	...	3,032
" Other ports ...	...	...	...	2,250
Salt—				
From Bengal ... All ports tons.	4,868	2,80,863	5,301	2,22,735
Shells & Corals—				
From Bombay ... Chief port ...	...	8,845	...	19,463
" Madras ... Chief port ...	...	...	...	1,054
" Other ports ...	...	...	...	89,451
" Bengal ... All ports ...	...	...	...	555
Silk—				
Manufactures—				
Piece-goods—				
From Bombay ... Chief port yds.	6,037	2,184	6,536	5,589
Goods of Silk mixed with other materials—				
From Burma ... Chief port yds.	760	370	...	...
Spices—				
Peppercorns—				
From Bombay ... Chief port lbs.	1,120	400	...	...
" Burma ... Chief port ...	...	...	...	...
Cloves—				
From Bombay ... Chief port lbs.	825,006	2,88,607	1,104,774	4,86,047
" Bengal ... All ports ...	1,504	635	...	...
" Burma ... Chief port ...	...	27,470	11,862	...
Other sorts—				
From Bombay ... Chief port lbs.	9,000	1,120	1,540	564
" Bengal ... All ports ...	18,022	1,924	4,571	850
" Other ports ...	...	...	781	600
Stationery (excluding paper)—				
From Bombay ... Chief port ...	...	18,909	...	11,696
" Burma ... Chief port ...	...	675	...	293
" Other ports ...	...	...	...	100
" Bengal ... All ports ...	...	1,885	...	2,005
Sugar, Refined or Crystallized (including sugar-cane)—				
From Bombay ... Chief port cwt.	...	...	40	3,125
" Burma ... Chief port ...	...	...	181	2,120
" Bengal ... All ports ...	2,027	30,692	1,908	18,571
Toys and requisites for games—				
From Bombay ... Chief port ...	...	13,211	...	8,257
" Madras ... Chief port ...	...	25	...	...
" Bengal ... Chief port ...	...	4,067	...	477
" Other ports ...	...	65	...	...
" Bengal ... All ports ...	...	7,825	...	4,355

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wood—				
Other Timber—				
From Bombay ... Chief port ctons.	...	...	563	45,046
Wool—				
Manufactures—				
Piece-goods—				
From Bombay ... Chief port yds.	908	2,247	1,011	819
" Sind ... Kurrachee ...	...	...	...	...
" Burma ... Chief port ...	10,728	7,808	1,320	1,155
Other sorts—				
From Bombay ... Chief port lbs.	1,118	776	...	...
" Burma ... Chief port ...	...	...	1,120	1,725
" Bengal ... All ports ...	...	...	3,126	829
All other Articles of Merchandise—				
Unmanufactured—				
From Bombay ... Chief port ...	...	5,850	...	12,115
" Madras ... Chief port ...	...	...	...	769
" Burma ... Chief port ...	...	1,870	...	2,081
" Other ports ...	...	66	...	...
" Bengal ... All ports ...	...	286	...	435
" Eastern Bengal and Assam ...	...	...	...	770
Manufactured—				
From Bombay ... Chief port ...	...	22,071	...	25,440
" Sind ... Kurrachee ...	...	7,019	...	1,575
" Madras ... Chief port ...	...	8,151	...	11,782
" Other ports ...	...	118	...	430
" Burma ... Chief port ...	...	14,184	...	9,654
" Other ports ...	...	624	...	674
" Bengal ... All ports ...	...	2,023	...	4,115
" Pondicherry ...	...	2	...	70
" Eastern Bengal and Assam ...	...	510	...	169
Total Merchandise—				
From Bombay ... Chief port ...	...	15,61,235	...	17,70,197
" Sind ... Kurrachee ...	...	34,219	...	34,623
" Madras ... Chief port ...	...	3,74,003	...	1,70,081
" Other ports ...	...	4,187	...	6,178
" Burma ... Chief port ...	...	6,28,197	...	9,05,935
" Other ports ...	...	25,531	...	40,894
" Bengal ... All ports ...	...	7,08,285	...	6,47,198
" Pondicherry ...	...	7,154	...	527
" Eastern Bengal and Assam ...	...	10,422	...	5,497
" Goa ...	...	...	...	75
" Kathiawar ... Forebunder ...	...	...	...	329
GRAND TOTAL	...	24,90,331	...	36,80,881

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals, Living—				
Horses—				
From Bombay ... Chief port	No. ...	...	1	500
" Madras ... Chief port	" ...	...	2	1,200
" Madras ... Other ports	" ...	20	5,200	14,400
" Burma ... Chief port	" ...	1	100	4
" Eastern Bengal and Assam	" ...	...	8	800
Other kinds—				
From Bombay ... Chief port	No. ...	32	8,000	275
" Madras ... Chief port	" ...	3	50	...
" Madras ... Other ports	" ...	418	350	0
" Eastern Bengal and Assam	" ...	...	...	...
Apparel (including haberdashery, millinery, etc., not excluding hosiery)—				
From Bombay ... Chief port	" ...	...	20,826	...
" Sind ... Kurachee	" ...	...	800	25
" Madras ... Chief port	" ...	...	6,915	2,300
" Madras ... Other ports	" ...	...	13,619	10,877
" Burma ... Chief port	" ...	...	21,758	18,569
" Burma ... Other ports	" ...	...	60	716
" Bengal ... All ports	" ...	...	4,342	5,620
" Travancore ... Alleppey	" ...	...	100	60
" Pondicherry ...	" ...	...	100	10
" Eastern Bengal and Assam	" ...	...	2,400	320
Roots and Shoes—				
From Bombay ... Chief port	prs. ...	1,563	3,116	...
" Madras ... Chief port	" ...	671	495	5,555
" Madras ... Other ports	" ...	36	150	...
" Bengal ... All ports	" ...	...	...	100
Art. works of—				
From Bombay ... Chief port	" ...	...	156	...
" Sind ... Kurachee	" ...	...	...	200
" Madras ... Chief port	" ...	...	120	50
" Madras ... Other ports	" ...	...	3,286	14,515
" Burma ... Chief port	" ...	...	86	...
" Eastern Bengal and Assam	" ...	...	...	...
Books and printed matter (including maps and charts)—				
From Bombay ... Chief port	cwt. ...	121	10,540	85
" Sind ... Kurachee	" ...	...	2	300
" Madras ... Chief port	" ...	52	12,866	80
" Madras ... Other ports	" ...	...	44	5,336
" Burma ... Chief port	" ...	...	1	50
" Burma ... Other ports	" ...	...	1	1,100
" Bengal ... All ports	" ...	...	0	60
" Eastern Bengal and Assam	" ...	...	...	8
" Pondicherry ...	" ...	...	...	150

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Building and Engineering Materials—				
Bricks and Tiles—				
From Bombay ... Chief port	No. ...	1,900	150	...
" Madras ... Chief port	" ...	537,225	53,495	2,000
" Madras ... Other ports	" ...	...	60	60
" Burma ... Chief port	" ...	...	...	100
Chalk and Lime—				
From Bombay ... Chief port	cwt. ...	800	2,107	8,900
" Madras ... Chief port	" ...	...	6	26
Other sorts—				
From Bombay ... Chief port	cwt. ...	...	...	140
" Madras ... Chief port	" ...	...	16,818	20
" Madras ... Other ports	" ...	...	...	280
" Burma ... Chief port	" ...	...	810	25
" Bengal ... All ports	" ...	...	675	176
Cabinetware and Furniture—				
From Bombay ... Chief port	" ...	...	2,120	650
" Sind ... Kurachee	" ...	...	409	716
" Madras ... Chief port	" ...	...	2,005	88
" Madras ... Other ports	" ...	...	...	300
" Burma ... Chief port	" ...	...	4,286	5,767
" Burma ... Other ports	" ...	...	30	600
" Bengal ... All ports	" ...	...	1,580	388
" Pondicherry ...	" ...	...	40	60
" Eastern Bengal and Assam	" ...	...	273	60
Candles—				
From Bombay ... Chief port	lbs. ...	2,400	650	828
" Madras ... Chief port	" ...	525,435	1,46,892	68
" Madras ... All ports	" ...	...	72	2,61,276
Canes and Baskets—				
From Madras ... Other ports	cwt. ...	12	100	...
" Madras ... Chief port	" ...	24	40	205
" Bengal ... All ports	" ...	61	200	100
Carriages and Carts (excluding railway carriages and parts thereof)—				
From Bombay ... Chief port	" ...	...	500	2,000
" Madras ... Chief port	" ...	...	1,400	1,000
" Madras ... Other ports	" ...	...	...	75,000
" Burma ... Chief port	" ...	...	1,115	5,115
" Burma ... Other ports	" ...	...	1,200	1,750
" Bengal ... All ports	" ...	...	750	1,000
" Eastern Bengal and Assam	" ...	...	815	1,500
" Travancore ... Alleppey	" ...	...	...	400
Chemicals—				
Black Salt—				
From Bombay ... All ports	cwt. ...	...	...	818
" Madras ... Chief port	" ...	...	...	978
" Pondicherry ...	" ...	...	72	729

COASTING TRADE.
IMPORTS.

Statement showing the quantity and value of Country Goods imported consigned from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Chemicals—				
Other sorts—				
From Bombay ... Chief port ...	...	2,597	...	5,135
" Madras ... Chief port ...	...	273	...	...
" Madras ... Other ports ...	...	610	...	2,540
" Burma ... Chief port ...	...	79,333	...	97,347
" Bengal ... All ports ...	...	2,576	...	1,850
" Pondicherry ... All ports ...	...	240	...	...
" Kolkatwar ... Porcelain ...	...	...	...	17
" Eastern Bengal and Assam ...	...	...	...	600
Coal—				
From Bengal ... All ports tons.	3,710	37,525	487	5,523
From Burma ... Chief port ...	...	...	81	1,230
Coffee—				
From Bombay ... Chief port cwt.	18	807	22	2,280
" Madras ... Chief port ...	534	23,303	790	39,397
" Madras ... Other ports ...	406	16,560	201	5,571
" Burma ... Chief port ...	6	252	...	14
" Eastern Bengal and Assam ...	1	25	...	...
Other Manufactures—				
From Bombay ... Chief port cwt.	...	...	168	2,283
" Madras ... Chief port ...	...	...	693	...
" Madras ... Other ports ...	1,656	16,202	1,559	14,424
" Travancore ... All ports ...	...	...	206	5,117
" Eastern Bengal and Assam ...	69	1,400	...	...
Manufactures (excluding ropes)—				
From Madras ... Other ports cwt.	34,466	3,49,810	31,965	3,79,980
" Madras ... Chief port ...	...	...	...	...
" Bengal ... All ports ...	...	...	3	40
" Travancore ... All ports ...	61,232	7,31,645	58,835	7,14,681
" Cochin ... All ports ...	6	60	80	800
" Eastern Bengal and Assam ...	...	...	10	200
Cordage and Ropes of Vegetable Fibre (excluding Jute)—				
From Bombay ... Chief port cwt.	45	261	40	400
" Madras ... Chief port ...	...	...	626	6,470
" Madras ... Other ports ...	5,618	60,482	4,549	46,573
" Burma ... Chief port ...	40	684	221	3,362
" Madras ... Other ports ...	6	60	...	...
" Bengal ... All ports ...	95	1,681	534	4,608
" Travancore ... All ports ...	15	384	...	...
" Eastern Bengal and Assam ...	2	60	263	3,240
Cotton—				
Raw—				
From Bombay ... Chief port cwt.	49,207	15,64,730	129,914	1,56,745
" Madras ... Chief port ...	5,262	1,51,941	2,092	1,63,346
" Madras ... Other ports ...	2,694	81,639	560	18,522

COASTING TRADE.
IMPORTS.

Statement showing the quantity and value of Country Goods imported consigned from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—(Contd.)				
Raw—				
From Burma ... Chief port cwt.	22,138	6,07,730	12,232	3,48,116
" Madras ... Other ports ...	738	9,666	987	21,298
" Bengal ... All ports ...	111	785	43	563
" Eastern Bengal and Assam ...	42,836	7,57,546	45,343	6,36,625
Twist and yarn—				
From Bombay ... Chief port lbs.	9,083,620	48,12,555	11,117,670	52,80,022
" Madras ... Chief port ...	...	...	4,477	2,709
" Madras ... Other ports ...	...	...	...	...
" Madras ... Chief port ...	2,500	33,662	...	...
" Madras ... Other ports ...	2,500	1,280	...	...
" Burma ... Chief port ...	7,790	3,200	6,400	2,819
" Bengal ... Other ports ...	1,580	962	2,296	1,475
" Travancore ... All ports ...	2,971,005	11,44,479	2,221,950	9,07,488
" Travancore ... All ports ...	6,093	900	...	...
Manufactures—				
Piece-goods—				
Grey—				
From Bombay ... Chief port yds.	32,902,196	60,22,608	74,847,036	1,60,43,700
" Madras ... Chief port ...	...	...	5,800	2,890
" Madras ... Other ports ...	3,307,478	5,47,200	1,697,065	2,85,907
" Madras ... Chief port ...	1,092	1,489	8,972	2,880
" Madras ... Other ports ...	120,022	20,750	8,500	1,700
" Madras ... Chief port ...	...	...	200	300
" Madras ... Other ports ...	1,000	700	1,200	800
" Madras ... Chief port ...	75,000	8,740	...	...
" Pondicherry ... All ports ...	...	...	...	...
White—				
From Bombay ... Chief port yds.	441,280	1,10,375	1,291,048	2,90,518
" Madras ... Chief port ...	...	...	239,000	4,100
" Madras ... Other ports ...	1,810,984	3,17,181	1,021,282	2,56,789
" Madras ... Chief port ...	300	273	...	...
" Madras ... Other ports ...	42,280	8,645	46,440	5,780
" Madras ... Chief port ...	40,000	400	...	...
Coloured, printed or dyed—				
From Bombay ... Chief port yds.	2,198,228	5,81,206	1,198,924	2,48,217
" Madras ... Chief port ...	28,221	40,226	168,013	44,605
" Madras ... Other ports ...	16,744	10,433	20,728	13,323
" Madras ... Chief port ...	35,444	6,440	40,550	2,928
" Madras ... Other ports ...	...	...	1,200	460
" Madras ... Chief port ...	...	...	1,200	400
" Eastern Bengal and Assam ...	...	...	...	...
Handkerchiefs and Shawls in the piece—				
From Bombay ... Chief port No.	...	...	26,000	42,319
" Madras ... Chief port ...	...	...	27	...
" Madras ... Other ports ...	...	...	...	...
" Madras ... Chief port ...	83,341	...	86,784	...
" Madras ... Other ports ...	14,511	...	4,126	...
" Madras ... Chief port ...	5,154	...	6,068	...
" Madras ... Other ports ...	100	...	800	...
" Madras ... Chief port ...	...	...	...	...
" Madras ... Other ports ...	...	...	...	...
" Madras ... Chief port ...	400	...	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Drugs, Medicines and Narcotics (excluding Chemicals)—				
From Bombay ... Chief port ...	...	20,611	...	23,163
" Sind ... Kurrachee ...	...	2,280	...	1,548
" Madras ... Chief port ...	...	21,373	...	35,539
" Other ports ...	...	4,781	...	11,209
" Burma ... Chief port ...	...	5,054	...	21,164
" Other ports ...	...	...	...	20
" Bengal ... All ports ...	...	7,894	...	27,188
" Eastern Bengal and Assam ...	...	85	...	29
" Kattiwaver ... Portbandar ...	...	...	...	467
" Travancore ... Alleppey ...	...	...	...	...
Tobacco—				
Unmanufactured—				
From Bombay ... Chief port lbs.	5,600	1,900	10,600	1,240
" Sind ... Kurrachee ...	117,600	9,300	6,244	1,000
" Madras ... Other ports ...	10	25	...	...
" Burma ... Chief port ...	216,917	22,338	907,581	67,116
" Bengal ... All ports ...	...	...	285,410	38,749
" Eastern Bengal and Assam ...	456,346	65,963	...	...
Manufactured—				
Cotton—				
From Bombay ... Chief port lbs.	...	...	1,270	606
" Sind ... Kurrachee ...	...	...	10,930	11,903
" Madras ... Chief port ...	99,418	1,07,064	47,016	1,01,308
" Other ports ...	14,357	16,476	12,579	10,308
" Burma ... Chief port ...	7,970	9,536	19,779	10,806
" Other ports ...	26,973	30,878	26,993	37,125
" Bengal ... All ports ...	...	...	24	10
" Pondicherry ...	15	10	777	1,682
" Kattiwaver ... Portbandar ...	...	...	7	14
Other sorts—				
From Bombay ... Chief port lbs.	22,148	23,577	31,015	29,179
" Sind ... Kurrachee ...	17,483	56,184	435,333	2,44,407
" Madras ... Chief port ...	6,821	6,140	10,660	14,301
" Other ports ...	...	...	781	210
" Burma ... Chief port ...	22,672	29,403	89,58	919
" Other ports ...	...	...	...	...
" Bengal ... All ports ...	10,355	1,486	10,005	1,081
Dyeing and Tanning Materials—				
Cutch—				
From Bombay ... Chief port cwt.	...	19,389	8,44,213	14,452
" Burma ... Other ports ...	...	11	280	...
" Bengal ... All ports ...	...	...	...	243
" Travancore ... Alleppey ...	86	172	...	...
Gambier—				
From Bombay ... Chief port cwt.	50	1,100
" Bengal ... All ports ...	32	600
" Burma ... Chief port ...	112	2,360

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Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Dyeing and Tanning Materials—(Contd.)				
Indigo—				
From Madras ... Chief port cwt.	212	37,508	285	95,401
Myraballams—				
From Bombay ... Chief port cwt.	15	810	119	465
" Burma ... Chief port ...	...	...	...	117
" Bengal ... All ports ...	350	1,788	301	672
Turner—				
From Bombay ... Chief port cwt.	...	...	6	67
" Chief port ...	22,811	2,27,951	47,057	4,79,722
" Madras ... Other ports ...	...	...	508	1,913
" Burma ... All ports ...	614	6,638	64	159
" Bengal ... All ports ...	19	150	22	220
Other sorts—				
From Bombay ... Chief port cwt.	207	3,692	1,806	14,146
" Madras ... Chief port ...	5,761	23,283	1,709	10,933
" Other ports ...	8	50	64	159
" Burma ... Chief port ...	...	...	115	770
" Bengal ... All ports ...	43	118	316	4,168
Earthenware and porcelain (excluding earthenware piping)—				
From Bombay ... Chief port ...	...	1,207	...	3,204
" Madras ... Chief port ...	...	...	290	100
" Other ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	2,173	159
" Other ports ...	...	...	...	800
" Bengal ... All ports ...	...	...	20	...
" Eastern Bengal and Assam ...	...	...	...	48
Feeding, Bran and Cattle-feed (including hay and straw)—				
Oil cake—				
From Madras ... Other ports cwt.	...	...	1,545	7,725
" Burma ... Chief port ...	...	...	9	41
" Bengal ... All ports ...	...	...	1,078	5,908
Other sorts—				
From Madras ... Chief port cwt.	10	200	...	...
" Burma ... Other ports ...	33	146	...	...
" Bengal ... All ports ...	...	...	15	60
Fruits and Vegetables—				
Onions—				
From Bombay ... Chief port No.	...	...	4,000	105
" Madras ... Chief port ...	...	80,000	24,600	1,676
" Other ports ...	...	...	...	1,000
" Bengal ... All ports ...	2,200,560	91,575	...	...
Cocunut Kernel or Copra—				
From Bombay ... Chief port cwt.	101	880	267	4,615
" Madras ... Chief port ...	2,150	17,974	2,312	25,032
" Other ports ...	115	1,183	...	...
" Bengal ... Chief port ...	75	1,119
" Other ports ...	6,777	92,754	4,571	6,923

COASTING TRADE.

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Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cocunut Kernel or copra— <i>cond.</i>					
" Bengal ... All ports	cwt.	270	8,051	1,201	32,641
" Travancore ... Allports	"	12	180	...	...
Other seeds—					
From Bombay ... Chief port	...	...	...	425	...
" Madras ... Chief port	...	...	8,350	...	4,375
" ... Other ports	...	...	2,200	400	...
" Bengal ... Chief port	...	...	9,723	...	3,791
" ... Other ports	...	...	...	50	...
" Bengal ... All ports	...	...	4,472	...	3,650
Pondicherry ...	...	...	...	...	160
Vegetables, Fresh—					
From Bombay ... Chief port	...	...	205	...	7,312
" Madras ... Chief port	...	...	2,038,384	...	7,80,007
" Bengal ... All ports	...	...	544	...	48
" Burma ... Chief port	...	...	912	...	8,548
" Pondicherry ... Other ports	...	...	...	50	...
" ...	...	...	...	...	40
Glass and Glassware—					
From Bombay ... Chief port	...	...	...	100	...
" Sind ... Kurrachee	...	...	250	...	...
Grain and Pulse—					
Barley—					
From Sind ... Kurrachee	...	...	...	2,780	17,400
From Bombay ... Chief port	cwt.	214	1,552	...	...
" Sind ... Kurrachee	...	...	2,697	...	3,212
" Madras ... Chief port	...	53,190	2,56,524	2,67,470	...
" ... Other ports	...	71,093	4,19,715	89,761	4,14,284
" Burma ... Chief port	...	...	5,803	1,203	8,222
" Bengal ... All ports	...	...	6	18	...
Jowar and Bajra—					
From Bombay ... Chief port	cwt.	...	...	1	12
" Sind ... Kurrachee	...	...	4,100	24,000	...
" Madras ... Chief port	...	...	2,027	15,660	...
" ... Other ports	...	...	255	1,560	...
" Burma ... Chief port	...	300	1,100	919	4,084
From Burma ... Chief port	cwt.	165	4,155	...	...
Pulse—					
From Bombay ... Chief port	cwt.	2,900	12,200	8,225	39,448
" Sind ... Kurrachee	...	229	1,028	23,561	1,12,544
" Chief port	...	3,301	20,538	6,758	38,558
" Madras ... Other ports	...	1,463	14,400	21.3	44,901
" Chief port	...	1,912	60,706	63,124	3,67,863
" ... Other ports	...	...	3	30	...
" Burma ... All ports	...	4,803	21,068	4,114	19,003
" Bengal	150	830
" Eastern Bengal and Assam

COASTING TRADE.

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Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Rice in the husk (paddy)—					
From Bombay ... Chief port	cwt.	...	...	719	2,876
" Sind ... Kurrachee	...	17,222	72,700	4,589	22,282
" Madras ... Chief port	...	6,746	31,259	...	...
" ... Other ports	...	136,465	6,76,507	14,853	65,139
" Burma ... Chief port	...	1,246,786	61,93,965	1,058,136	60,91,669
" ... Other ports	...	672,713	23,60,438	857,410	36,16,068
" Bengal ... All ports	...	120,902	3,69,712	51,543	1,34,771
" Eastern Bengal and Assam	...	409	2,400	2,667	1,47,000
Rice not in the husk—					
From Bombay ... Chief port	cwt.	120,807	9,14,045	374	1,100
" Sind ... Kurrachee	...	30,501	2,98,010	103,360	7,07,492
" Chief port	...	16,608	1,15,423	16,676	1,12,161
" Madras ... Other ports	...	21,004	1,42,668	61,659	3,61,888
" Burma ... Chief port	...	3,428,616	21,65,828	5,414,254	29,70,000
" ... Other ports	...	240,828	15,79,080	692,255	30,87,931
" Bengal ... All ports	...	125,999	6,65,749	113,811	6,20,028
" Eastern Bengal and Assam	...	142	798	29,520	1,31,436
Kathiawar ... Mangrol	...	...	...	11	80
Wheat—					
From Bombay ... Chief port	cwt.	...	...	476	2,876
" Sind ... Kurrachee	...	...	...	185,778	11,80,748
" Chief port	...	...	...	118	673
" Madras ... Other ports	...	...	...	1	16
" Burma ... Chief port	...	...	890	...	...
" Bengal ... All ports	...	...	4,981	21	...
Wheat Flour—					
From Sind ... Kurrachee	lbs.	33,600	2,700	...	...
" Burma ... Chief port	...	45,706	2,630	...	885
" Bengal ... All ports	...	19,500	9,939	27,968	10,872
Other seeds—					
From Bombay ... Chief port	cwt.	146	...	800	...
" Madras ... Chief port	...	...	...	673	3,265
" ... Other ports	...	...	...	900	3,800
" Burma ... Chief port	...	15,564	84,258	20,374	1,00,044
" Bengal ... All ports	...	...	...	25	68
Gins and Resins—					
From Bombay ... Chief port	cwt.	266	5,070	444	0,004
" Madras ... Chief port	...	2,313	22,268	...	...
" Burma ... Chief port	...	7,328	77,234	707	78,904
" Bengal ... All ports	...	727	3,740	244	1,474
Hardware and Cutlery (including agricultural implements and plated-ware)—					
From Bombay ... Chief port	...	...	69,800	...	1,21,280
" Sind ... Kurrachee	...	...	42	...	1,050
" Madras ... Chief port	...	...	5,729	...	10,050
" ... Other ports	...	...	...	390	1,140
" Burma ... Chief port	...	...	10,185	...	80,078
" ... Other ports	...	...	157	...	345
" Bengal ... All ports	2,964	...	4,471
" Eastern Bengal and Assam	130	...	697
Pondicherry	50	...	412

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Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hemp—				
Raw—				
From Bombay ... Chief port cwt.	60	1,451	...	...
" Madras ... Other ports "	18	233	...	...
" Bengal ... All ports "	21	115	...	...
" Eastern Bengal and Assam "	...	...	125	3,350
Manufactures (excluding cordage)—				
From Burmah ... Chief port cwt.	4	16	...	...
Hides and Skins—				
Raw—				
From Bombay ... Chief port cwt.	3	240	...	...
" Sind ... Chief port "	135	9,824	...	...
" Madras ... Chief port "	1	170	...	...
" Other ports "	1,405	1,10,230	923	...
" Burma ... Chief port "	920	48,806	724	20,110
" Bengal ... All ports "	13,234	4,13,332	8,984	44,176
" Eastern Bengal and Assam "	10,362	6,41,917	4,739	2,87,612
Hides dressed or tanned—				
From Sind ... Chief port cwt.	103	2,018	...	...
" Burma ... Chief port "	5	531	1	110
" Bengal ... All ports "	110	4,400	381	9,480
Skins raw—				
From Bombay ... Chief port cwt.	122	11,340	...	...
" Madras ... Chief port "	...	...	1	60
" Burma ... Chief port "	21	200	...	138
" Bengal ... All ports "	731	82,078	815	76,688
" Eastern Bengal and Assam "	1	102	...	...
Skins, dressed or tanned—				
From Madras ... Chief port cwt.	163	10,000	...	163
" Burma ... Chief port "	...	...	1	72
" Eastern Bengal and Assam "	...	...	...	...
Horns and Horns—				
From Madras ... Chief port cwt.	72	1,235	542	10,770
" Other ports "	...	...	1	72
" Burma ... Chief port "	...	...	37	407
" Bengal ... All ports "	30	270	6	155
" Eastern Bengal and Assam "	61	2,700	7	470
Ivory—				
Unmanufactured—				
From Burma ... Chief port lbs.	468	3,760	336	4,200
" Eastern Bengal and Assam "	40	100
Manufactured—				
From Burma ... Chief port	200

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Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Jewellery and plates and gold and silver—				
From Bombay ... Chief port ...	...	...	...	3,150
" Sind ... Kurrachee ...	...	...	...	4,0 0
" Burma ... Chief port ...	...	1,380	...	4,780
" Madras ... Other ports ...	...	600	...	150
Java—				
Raw—				
From Madras ... Chief port cwt.	225	1,000	...	225
" Other port "	10,045	45,084	...	...
" Burma ... Chief port "	51,708	2,70,708	84,793	6,80,292
" East rn Bengal and Assam "	75,162	9,59,43	9,428	69,310
" Travancore ... Allport "	...	...	129	2 1
Manufactures—				
Gunsey fags—				
From Bombay ... Chief port No.	1,000	100	...	...
" Sind ... Kurrachee ...	1,000	230	...	...
" Madras ... Chief port "	16,500	3,2 0	...	75
" Burma ... Chief port "	98 912	22,075	9,000	1,951
" Bengal ... Other ports "	1,300	210	...	910
" Eastern Bengal and Assam "	327 5 7	64 562	172 555	38,373
" Madras ... All ports "	65,500	12 985	37,200	7,727
Gunsey Cloth—				
From Burma ... Chief port yds.	...	...	25,040	6,820
" Madras ... Chief port "	...	...	11,000	1,510
Rope and Twine—				
From Bombay ... Chief port cwt.	172	1,266	...	...
" Burma ... Chief port "	...	...	4	80
" Bengal ... Other ports "	...	160	...	...
" All ports "	414	4,073	...	32
Lac—				
Stick—				
From Bombay ... Chief port cwt.	19	5 18	11,366	7,38,850
" Burma ... Chief port "	32,652	20,55 758	13	390
" Bengal ... All ports "	29	680	...	...
Other kinds—				
From Bombay ... Chief port cwt.	147	19 100	...	...
" Eastern Bengal and Assam "	135	7,000	...	...
Liquors—				
Alc. Beer and Porter—				
From Bombay ... Chief port gals.	327	825
Spirits—				
Other sorts—				
From Madras ... Other ports gals.	102,600	4 113	6,120	8,550

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Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Machinery and Millwork—				
From Bombay ... Chief port ...	...	5,542	...	10,892
" Sind ... Kurrachee ...	...	...	...	9,090
" Madras ... Chief port ...	...	145	...	4,108
" ... Other ports ...	...	1,845	...	6,500
" Burma ... Chief port ...	...	4,845	...	925
" Bengal ... Other ports ...	...	80	...	360
" Eastern Bengal and Assam ... All ports ...	...	1,050	...	19,881
Metals—				
Iron—				
Unwrought—				
From Burma ... Chief port cwt.	...	...	88	1,794
" Eastern Bengal and Assam ...	...	...	238	9,840
Wrought—				
From Bombay ... Chief port cwt.	44	2,600	251	10,887
" Madras ... Chief port "	20	1,290	200	9,600
" ... Chief port "	27	5,140	308	16,501
" Burma ... Chief port "	16	355	35	1,566
" Bengal ... Other ports "	678	21,790	95	4,270
" Eastern Bengal and Assam ... All ports "	11	440	9	940
Copper—				
Wrought—				
From Bombay ... Chief port cwt.	104	5,180	23	2,025
" Madras ... Chief port "	67	4,020	...	...
" ... Chief port "	2	18	...	...
" Burma ... Chief port "	53	3,959	38	2,815
" Bengal ... Other ports "	10	455	85	1,710
" Eastern Bengal and Assam ... All ports "	145	7,230	11	225
Iron—				
Other sorts—				
From Burma ... Chief port cwt.	...	...	300	1,630
" Madras ... Chief port "	...	...	25	150
Metals, Unenumerated—				
From Bombay ... Chief port cwt.	107	2,090	665	24,105
" Madras ... Chief port "	167	5,505	60	1,500
" Bengal ... All ports "	51	2,900	712	36,105
" Burma ... Chief port "	...	...	54	972
" Eastern Bengal and Assam ... Other ports "	21	1,060	2	210
Oil—				
Essential—				
From Bombay ... Chief port gals.	...	...	107	2,654
" Madras ... Chief port "	14	175	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil—(Continued.)				
Mineral—				
Kerosene—				
From Burma ... Chief port gals.	35,276,837	1,03,42,339	31,511,001	1,03,21,170
" Bengal ... All ports "	237,311	1,40,858	69,122	41,769
Other kinds—				
From Bombay ... Chief port gals.	...	...	102	1,920
" Sind ... Kurrachee ...	...	...	81	100
" Burma ... Chief port "	9,94,270	3,221,731	12,97,070	...
" Bengal ... All ports "	216	288	...	...
Vegetable, not essential—				
Castor—				
From Madras ... Chief port gals.	...	...	200	500
Coconut—				
From Madras ... Chief port gals.	27,340	54,725	...	...
" ... Other ports "	830,589	17,70,491	850,469	17,05,922
" Bengal ... All ports "	36,564	70,530	41,148	81,460
" Burma ... Chief port "	...	...	4,181	8,800
" Pondicherry ...	104	269	...	...
Earth-ant or Ground-ant—				
From Madras ... Chief port gals.	63,647	51,430	40,180	91,390
" ... Other ports "	737,499	12,18,434	674,194	10,01,718
Pondicherry ...	15,002	20,454	4,560	8,102
Linseed—				
From Sind ... Kurrachee gals.	4,850	8,002	...	...
" Bengal ... All ports "	456	804	0	24
" Burma ... Chief port "	...	...	...	...
Mustard or Rape—				
From Bengal ... All ports gals.	2,553	3,310	573	1,100
" Burma ... Chief port "	...	...	9	17
" ... Other ports "	187	400	...	...
Eastern Bengal and Assam ...	...	...	728	1,280
Til or Jajuli—				
From Bombay ... Chief port gals.	87	225	27	60
" ... Chief port "	...	...	...	...
" Madras ... Other ports "	11,039	37,760	37	100
Eastern Bengal and Assam ...	864	809	13	80
Other kinds—				
From Bombay ... Chief port gals.	323	1,000	190	522
" Madras ... Chief port "	70	1,520	...	...
" ... Other ports "	2,011	5,008	3,373	5,870
" Burma ... Chief port "	40	970
" Bengal ... All ports "	108	716
" Eastern Bengal and Assam ...	5,863	7,418	1,673	8,073

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Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Paints and Colours (including painters' materials)—				
From Bombay ... Chief port ...	...	2,865	...	3,012
" Madras ... Chief port ...	...	81	...	700
" Madras ... Other ports ...	...	1,750	...	196
" Bengal ... Other ports ...	...	...	...	415
" Bengal ... All ports ...	...	2,332	...	205
" Eastern Bengal and Assam ...	...	...	...	...
Paper and Pasteboard—				
Printing Paper—				
From Bombay ... Chief port cwt.	7	105	...	...
" Madras ... Other port "	2	50	...	...
" Madras ... Chief port "	...	...	61	1,169
Writing Paper and Envelopes—				
From Bombay ... Chief port ...	...	200	...	1,721
" Madras ... Chief port ...	...	100	...	...
" Madras ... Chief port ...	...	...	...	200
" Bengal ... All ports ...	...	...	...	1,205
Other kinds of paper—				
From Bombay ... Chief port cwt.	101	3,273	105	1,907
" Madras ... Chief port "	10	193	...	...
" Madras ... Chief port "	1	40	...	...
" Bengal ... All ports "	107	935	73	770
" Eastern Bengal and Assam ...	...	...	12	...
Pasteboard, &c.—				
From Bombay ... Chief port cwt.	2	75	...	...
" Travancore ... Allport "	80	278	...	...
Perfumery—				
From Bombay ... Chief port ...	...	4,169	...	3,750
" Sind ... Chief port ...	...	...	...	270
" Madras ... Chief port ...	...	1,170	...	800
" Madras ... Other ports ...	...	...	...	350
" Madras ... Chief port ...	...	...	...	1,400
Pitch, Tar and Dammar—				
From Bombay ... Chief port cwt.	173	1,058	235	3,761
" Bengal ... All ports "	1,200	7,011	1,647	9,735
Provisions—				
Butter—				
From Bombay ... Chief port lbs.	1,626	813	...	...
" Madras ... Chief port "	4,128	1,544	...	...
Cheese—				
From Bombay ... Chief port lbs.	800	700	...	...

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions—(continued)—				
Fish maws and shark-fins—				
From Bombay ... Chief port lbs.	...	...	124	1,475
" Madras ... All ports "	...	...	336	80
" Bengal ... All ports "	224	359	336	260
" Eastern Bengal and Assam ...	...	...	...	...
Dried fish (salts)—				
From Bombay ... Chief port lbs.	40,452	9,249	...	1,100
" Madras ... Other ports "	...	...	...	42
" Madras ... All ports "	...	...	11,733	1,314
" Bengal ... Portbandar "	...	...	210	25
Dried fish (unsalted)—				
From Bombay ... Chief port lbs.	680,092	51,020	535,500	40,331
" Sind ... Kurachee "	62,641	4,274	125,050	9,704
" Madras ... Other ports "	2,240	100	10,208	2,239
" Madras ... Other ports "	500	125	9	100
" Bengal ... All ports "	6,160	7	6,502	600
" Eastern Bengal and Assam ...	4,404	800	1,971	189
Fruits and Vegetables (dried, salted or preserved)—				
From Bombay ... Chief port cwt.	54	1,510	5	457
" Sind ... Chief port "	124	5,759	19	200
" Madras ... Chief port "	...	...	750	4,868
" Madras ... Other ports "	10	600	...	1,285
" Pondicherry ... Other ports "	...	...	313	5,056
Ghee—				
From Bombay ... Chief port lbs.	16,703	7,179	5,168	2,651
" Sind ... Kurachee "	...	...	7,007	3,889
" Madras ... Chief port "	4,110	2,908	...	...
" Madras ... Other ports "	18,704	12,950	2,131	1,195
" Madras ... Chief port "	...	...	4,478	11,476
" Bengal ... All ports "	...	...	...	2,510
" Travancore ... Allport "	...	...	...	...
Other sorts of provisions—				
From Bombay ... Chief port cwt.	165	1,880	151	2,690
" Sind ... Kurachee "	...	...	1	12
" Madras ... Chief port "	124	15,233	62	1,434
" Madras ... Other ports "	53	154	9	270
" Madras ... Chief port "	671	1,630	19	648
" Madras ... Other ports "	11	87	61	935
" Bengal ... All ports "	8,089	55,161	7,371	72,774
" Pondicherry ... Allport "	18	500	5	185
" Travancore ... Allport "	...	...	1	40
Railway Plant and Rolling-stock—				
From Bombay ... Chief port ...	...	1,400	...	17,130
" Madras ... Chief port ...	...	1,607	...	1,400
" Madras ... Other ports ...	...	...	...	61
" Madras ... Chief port ...	...	16,440	...	903

COASTING TRADE.
IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Salt—					
From Bombay	Chief port tons.	24,034	12,28,320	24,287	13,43,104
Madras	Other ports "	94	5,121	...	...
Bengal	All ports "	24,129	12,33,440	...	...
Seeds—					
Essential—					
From Bombay	Chief port cwt.	1,737	22,015	1,730	29,925
Madras	Chief port "	10,212	81,470	9,981	98,075
Other ports	"	8,831	63,651	...	...
Burma	Chief port "	138	920	...	...
Bengal	All ports "	237	1,255	1,383	7,770
Caster—					
From Madras	Chief port cwt.	47,614	4,04,840	2,432	16,554
Other ports	"	61,495	4,91,510	9,587	68,409
Cotton—					
From Burma	Chief port cwt.	...	...	3	31
Eastern Bengal and Assam	"	...	...	405	928
Linnseed—					
From Bombay	Chief port cwt.	...	1,817	...	...
Madras	Chief port "	45	815	9,121	66,186
Bengal	All ports "	304	...	99	680
Mustard—					
From Bombay	Chief port cwt.	...	3,406	23,516	...
Sind	Kurrachee "	...	...	440	8,202
Madras	Chief port "	...	...	30	390
Other ports	"	...	...	2,839	27,680
Burma	Other ports "	...	...	83	830
Bengal	All ports "	...	...	14	593
Eastern Bengal and Assam	"	...	...	103	700
Niger—					
From Bombay	Chief port "	...	...	43	645
Madras	Chief port cwt.	788	7,364	2,909	16,011
Other ports	"	60,149	4,20,302	50,259	3,96,450
Burma	Chief port "	...	...	41	224
Bay—					
From Bombay	Chief port cwt.	9,806	69,995	...	...
Madras	Other ports "	7,711	57,701	1,792	16,557
Til or Gungly—					
From Bombay	Chief port "	37	314	94	1,417
Madras	Chief port "	15,750	1,44,607	2,310	24,755
Other ports	"	23,102	1,91,191	21,994	2,08,020
Burma	Chief port "	...	...	1,050	9,889
Bengal	All ports "	1,151	7,100	1,108	8,224
Kashinawar	Forebandar "	493	3,691	...	...
Eastern Bengal and Assam	"	9,002	68,045	6,487	66,714

COASTING TRADE.
IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Seeds—(contd.)—					
Earthnut and Groundnut—					
From Bombay	Chief port cwt.	...	...	7	550
Madras	Chief port cwt.	39,807	3,40,005	292,599	18,92,066
Other ports	"	11,301	60,248	250,309	22,46,728
Burma	Chief port "	...	...	2,154	20,638
Pondicherry	Chief port "	...	...	3,010	35,757
Other sorts—					
From Bombay	Chief port cwt.	4,151	40,294	6,376	60,378
Madras	Chief port "	948	6,819	13,275	1,14,484
Other ports	"	24,511	1,91,770	22,738	1,85,575
Burma	Chief port "	1,793	7,135	2,690	18,054
Bengal	All ports "	61	302	33	250
Eastern Bengal and Assam	"	...	...	4,723	45,983
Shells and Corals—					
From Bombay	Chief port "	...	12,750	...	8,823
Madras	Chief port "	...	14,435	...	374
Other ports	"	...	21,622	...	6,265
Burma	Chief port "	...	...	...	...
Bengal	All ports "	...	...	...	250
Kashinawar	Dwarika "	...	...	...	857
Travancore	Alleppey "	...	...	...	592
Silk—					
Ray—					
From Bombay	Chief port lbs.	2,028	2,335	7,928	23,550
Burma	Other ports "	...	...	100	500
Manufactures—					
Piece-goods—					
From Burma	Chief port yds.	...	...	120	160
Spices—					
Black—					
From Bombay	Chief port lbs.	24,872	6,581	173,954	21,655
Madras	Chief port "	...	1,174	...	...
Other ports	"	168	24	...	...
Burma	Chief port "	...	2,080	4,366	3,770
Other ports	"	1,686,311	1,42,161	58,500	3,740
Bengal	All ports "	336	27	2,328,128	2,17,101
Kashinawar	Alleppey "	...	...	1,000	150
Cardamoms—					
From Bombay	Chief port lbs.	740	970	9,908	13,883
Madras	Chief port "	31,030	46,341	45,573	67,290
Other ports	"	145,569	1,08,705	120,450	1,60,122
Burma	Chief port "	784	450	884	1,072
Travancore	Alleppey "	23,087	80,830	15,953	45,100

COASTING TRADE.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.			Indian Produce and Manufactures.			
			1906-1907.		1907-1908.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spices—(except.)						
Ginger—						
From Bombay	Chief port	lbs.	8,400	3,0 0	...	...
" Barua	Chief port	"	...	...	281	100
" Travancore	Allopecy	"	2,128	415	...	...
Pepper—						
From Bombay	Chief port	lbs.	...	...	6,401	1,310
" Madras	Chief port	"	...	...	784	150
" Barua	Other ports	"	3,107,203	9,00,402	3,243,004	10,64,253
" Travancore	Chief port	"	...	...	4,581	2,300
" Allopecy	Chief port	"	8,902,415	13,71,625	8,110,96	9,83,710
Chillies—						
From Madras	Chief port	lbs.	188,000	31,575	54,005	10,500
" Other ports	"	"	209,000	32,045	1,01,544	1,55,013
" Barua	Chief port	"	213,938	35,128	1,01,546	1,55,513
" Other ports	"	"	40,1 0	7,693	...	...
" Bengal	All ports	"	8,868	810	...	700
" Eastern Bengal and Assam	All ports	"	10,800	2,000	...	...
Other sorts—						
From Bombay	Chief port	lbs.	11,200	2,610	8,485	5,810
" Sind	Kurrachee	"	8,600	2 0	...	...
" Madras	Other ports	"	448	425	...	...
" Bengal	All ports	"	2,308,095	2,45,642	2,375,602	2,71,071
" Barua	Chief port	"	...	...	500	...
" Travancore	Allopecy	"	...	175	...	...
" Madras	Chief port	"	...	...	932	182
Stationery—						
From Bombay	Chief port	"	...	6,055	...	7,213
" Sind	Kurrachee	"	...	...	...	175
" Madras	Other ports	"	...	3,8 3	...	650
" Travancore	Allopecy	"	...	755	...	...
" Madras	Chief port	"	...	...	...	200
Stone and Marble—						
From Bombay	Chief port	cwt.	7,480	6,581	...	...
" Madras	Chief port	"	45,853	80,011	32,000	28,138
" Barua	Other ports	"	988	500	...	...
" Bengal	Other ports	"	2	1 0	...	...
" Kachhwar	All ports	"	740	1,041	...	...
" Kachhwar	Chief port	"	68,982	57,901	80,768	25,175
Sugar, refined or crystallized—						
From Bombay	Chief port	cwt.	38,51 1	2,21,411	3,750	65,200
" Madras	Other ports	"	125,092	11,79,30	94,47	8,60,283
" Barua	Chief port	"	84	8,500	2,425	21,508
" Bengal	All ports	"	900	11,935	22	100

COASTING TRADE.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.			Indian Produce and Manufactures.			
			1906-1907.		1907-1908.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Sugar unrefined—						
From Bombay	Chief port	cwt.	8	100	...	...
" Barua	Chief port	"	3	24	449	2,000
" Bengal	All ports	"	246	1,454	361	2,180
Tallow—						
From Bombay	Chief port	cwt.	...	...	18	866
" Barua	Chief port	"	...	...	3,334	16,820
" Bengal	Other ports	"	...	...	5	260
" All ports	"	"	...	...	11	360
Tea—						
From Bombay	Chief port	lbs.	12,798	5,614	23	14
" Madras	Chief port	"	...	...	2,16	1,280
" Other ports	"	"	62,438	29,732	3,073	1,422
" Barua	Chief port	"	...	...	10,290	3,020
" Other ports	"	"	...	...	860	197
" Bengal	All ports	"	15,000	5,625	...	...
" Eastern Bengal and Assam	All ports	"	1,165,259	5,15,286	918,613	5,5,833
Toys and Requisites for Games—						
From Bombay	Chief port	"	...	5,092	...	15,423
" Madras	Chief port	"	...	...	...	20,075
" Other ports	"	"	...	...	...	712
" Barua	Chief port	"	...	11,043	...	...
" Other ports	"	"	...	...	...	...
" Bengal	All ports	"	...	200	...	150
Wax (excluding candles)—						
From Bombay	Chief port	cwt.	...	...	15	1,889
" Madras	Chief port	"	196	8,835	81	6,515
" Other ports	"	"	...	...	17	1,485
" Barua	Chief port	"	2,815	57,424	2,325	51,75
" Other ports	"	"	...	...	4	...
" Bengal	All ports	"	28	800	11	880
" Eastern Bengal and Assam	All ports	"	3	300	24	1,725
Wood—						
Teak—						
From Madras	Chief port	tons.	12	2,847	67	6,748
" Other ports	"	"	241	25,032	20	1,545
" Chief port	"	"	26,240	29,13,607	22,304	26,40,225
" Barua	Other ports	"	15,229	15,83,206	22,142	2,00,185
" Other ports	"	"	...	...	...	...
" Bengal	All ports	"	89	5,700	11	...
" Panchcherry	All ports	"	...	14	...	...
Other timber—						
From Bombay	Chief port c. tons.	"	6	320	26	280
" Chief port	"	"	21	2,002	280	41,758
" Other ports	"	"	...	...	...	...

COASTING TRADE.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wood—(contd.)				
Other timber—				
" Burma ... { Chief port c. tons	5,521	4,43,018	8,509	6,52,714
" " { Other ports "	7,889	5,19,176	9,615	5,13,771
" Bengal ... All ports "	300	45,077	1,527	65,207
" Travancore ... Alleppey "	12	519	2	137
" Eastern Bengal and Assam ...	...	...	86	320
Firewood—				
" From Bombay ... Chief port tons.	...	...	12	125
" " Eastern Bengal and Assam ...	29	250	...	...
Ornamental—				
" From Bombay ... Chief port ...	...	76,630	...	81,782
" " " Chief port ...	...	2,820	...	1,410
" " " Other ports ...	...	420	...	135
Manufactures—				
" From Bombay ... Chief port ...	...	9,419	...	709
" " " Chief port ...	...	699	...	15
" " " Other ports ...	...	31,093	...	17,715
" " " Chief port ...	...	7,775	...	4,384
" " " Other ports ...	...	735	...	310
" " " All ports ...	...	6,293	...	4,056
" " " Travancore ... Alleppey ...	...	293	...	293
" " " Eastern Bengal and Assam ...	...	195	...	120
Wood—				
" From Burma ... Chief port lbs.	492	82	...	...
Manufactures—				
" From Bombay ... Chief port ...	...	1,100	...	...
" " " Chief port ...	...	1,173	...	1,978
" " " Other ports ...	...	...	...	194
" " " Chief port ...	...	762	...	4,445
All other articles of merchandise—				
Unmanufactured—				
" From Bombay ... Chief port ...	...	8,327	...	16,046
" " " Chief port ...	...	7,811	...	3,060
" " " Other ports ...	...	55,116	...	1,11,583
" " " Chief port ...	...	16,477	...	3,049
" " " Other ports ...	...	40	...	300
" " " All ports ...	...	6,671	...	15,018
" " " Travancore ... Alleppey ...	...	680	...	...
" " " Eastern Bengal and Assam ...	...	630	...	215

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports from which imported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
All other articles of merchandise (contd.)—				
Manufactures—				
" From Bombay ... Chief port	12,670	...	9,937
" " " Chief port	3,916	...	1,149
" " " Other ports	88,071	...	43,035
" " " Chief port	8,639	...	6,494
" " " Other ports	59	...	2,560
" " " Travancore ... Alleppey	4,541	...	6,903
" " " Bengal ... All ports	802	...	860
" " " Pondicherry	15	...	...
" " " Eastern Bengal and Assam	28	...	290
Total merchandises—				
" From Bombay ... Chief port	1,64,58,378	...	2,73,00,020
" " " Sind	4,10,217	...	42,35,010
" " " Chief port	80,47,954	...	67,31,901
" " " Other ports	90,74,348	...	99,95,067
" " " Burma ... Chief port	4,83,92,024	...	5,43,13,982
" " " Other ports	62,87,606	...	1,03,27,873
" " " Bengal ... All ports	45,43,305	...	3,39,946
" " " Pondicherry	80,780	...	45,891
" " " Travancore ... Alleppey	21,44,929	...	17,58,708
" " " Forebhandar	61,652	...	90,474
" " " Kathiawar	27	...	340
" " " Dwarka	887
" " " Eastern Bengal and Assam	29,19,519	...	19,01,084
Grand Total of Merchandise	9,08,67,944	...	11,66,59,944

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals, living—				
Horses—				
To Madras ... Chief port No.	2	1,500	...	...
" Burma ... Chief port "	44	31,700	30	22,300
" ... Other ports "	2	3,500	...	...
Other kinds—				
To Burma ... Chief port No.	2	400	...	...
Apparel (including haberdashery, millinery etc., but excluding hosiery)—				
To Bombay ... Chief port ...	...	43,572	...	3,451
" ... Kurrachee ...	...	3,384	...	2,920
" Madras ... Chief port ...	...	23,242	...	11,493
" ... Other ports ...	...	10,020	...	1,576
" Burma ... Chief port ...	...	2,64,080	...	2,56,027
" ... Other ports ...	...	2,49,237	...	2,74,764
" Bengal ... All ports ...	...	41,776	...	65,032
" Eastern Bengal and Assam ...	...	1,45,560	...	69,460
" Pondicherry ...	...	...	...	600
Books and Shoes—				
To Burma ... Chief port ...	...	1,447	...	2,250
" ... Other ports ...	...	1,285	...	4,400
" Eastern Bengal and Assam ...	...	1,160	...	1,500
Arms, Ammunition and Military Stores—				
Fire-Arms and parts thereof—				
To Burma ... Chief port ...	...	10,207	...	10,502
" ... Other ports ...	...	2,977	...	2,301
" Bengal ... All ports ...	...	100	...	123
" Eastern Bengal and Assam ...	...	100	...	40
" Pondicherry ...	...	...	...	...
Guns—				
To Burma ... Chief port ...	...	...	...	200
" ... Other ports ...	...	...	...	225
" Bengal ... All ports ...	...	...	...	4,075
" Eastern Bengal and Assam ...	...	...	...	3,170
" Pondicherry ...	...	...	...	187
" ... Other ports ...	...	...	...	87
" ... All ports ...	...	...	...	10
Books and printed matter (including maps and charts)—				
To Bombay ... Chief port ...	...	1,570	...	10,730
" ... Kurrachee ...	...	100	...	367

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Books and printed matter (including maps and charts)—				
To Madras ... Chief port ...	16	4,955	13	1,325
" ... Other ports ...	3	305	...	...
" Burma ... Chief port ...	186	32,800	214	32,035
" ... Other ports ...	5	220	34	3,108
" Bengal ... All ports ...	1	45	2	340
" Travancore ... Alleppey ...	...	...	2	500
" Eastern Bengal and Assam ...	5	799	6	650
Building and Engineering materials—				
To Bombay ... Chief Port ...	...	800	...	...
" Madras ... Chief Port ...	...	278	...	3,075
" ... Other Ports ...	...	80	...	755
" Burma ... Chief Port ...	...	38,523	...	15,659
" ... Other Ports ...	...	5,155	...	5,384
" Bengal ... All Ports ...	...	800	...	2,700
" Eastern Bengal and Assam ...	...	6,221	...	2,271
Cabinetware and Furniture—				
To Bombay ... Chief Port ...	...	...	...	10,864
" Sind ... Kurrachee ...	...	50	...	...
" Madras ... Chief Port ...	...	100	...	3,631
" ... Other Ports ...	...	1,420	...	...
" Burma ... Chief Port ...	...	14,012	...	23,302
" ... Other Ports ...	...	2,851	...	2,250
" Bengal ... All Ports ...	...	245	...	229
" Eastern Bengal and Assam ...	...	1,074	...	1,440
Carriages and Carts (excluding Ry. Carriages) and parts thereof—				
To Bombay ... Chief Port ...	...	900	...	10,160
" Sind ... Kurrachee ...	...	100	...	...
" Madras ... Chief Port ...	...	20,014	...	10,365
" ... Other Ports ...	...	750	...	125
" Burma ... Chief Port ...	...	15,025	...	8,943
" ... Other Ports ...	...	1,075	...	3,859
" Bengal ... All Ports ...	...	75	...	315
" Eastern Bengal and Assam ...	...	4,890	...	11,309
Chemicals—				
To Bombay ... Chief port ...	...	...	...	682
" Sind ... Kurrachee ...	...	400	...	...
" Madras ... Chief port ...	...	6,706	...	4,860
" ... Other ports ...	...	1,680	...	687
" Burma ... Chief port ...	...	10,474	...	14,491
" ... Other ports ...	...	4,855	...	3,047
" Bengal ... All ports ...	...	...	...	...
" Pondicherry ...	...	88	...	112
" Eastern Bengal and Assam ...	...	5,882	...	1,171

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Clocks and Watches—					
To Bombay	Chief port	No.			
" Sind	Kurrachee	"	1	150	250
" Madras	Chief port	"	1	150	300
"	Other ports	"	201	550	1,120
" Burma	Chief port	"	8,671	43,659	16,139
" Bengal	Chief port	"	204	1,488	165
" Eastern Bengal and Assam	All ports	"	294	1,488	5,614
Corn, real—					
To Bombay	Chief port	lbs.	560	500	392
" Madras	Chief port	"	3,046	6,000	8,185
" Burma	Chief port	"	42	88	9750
Cottage and tops of Vegetable Fibre (excluding jute)					
To Bombay	Chief port	cwt.	84	1,250	1,087
" Madras	Chief port	"	1	22	
" Burma	Chief port	"	8	240	78
" Bengal	Chief port	"	58	947	316
" Eastern Bengal and Assam	All ports	"	38	1,011	2,011
"		"	48	947	1,083
Cotton—					
To Bombay	Chief port	lbs.	14	191	84
" Sind	Kurrachee	"	2,500	1,640	61,500
" Madras	Chief port	"	15,670	20,152	29,620
" Burma	Chief port	"	3,000	4,081	500
" Bengal	Chief port	"	8,450	6,800	12,000
" Eastern Bengal and Assam	All ports	"	397,168	5,60,705	23,487
Manufactures—					
To Bombay	Chief port	lbs.	107,754	1,67,641	1,67,641
" Sind	Kurrachee	"	28,400	6,610	27,400
" Madras	Chief port	"	445,700	11,202	4,676
" Burma	Chief port	"	1,040,821	1,80,380	81,850
" Bengal	Chief port	"	1,458,281	2,77,116	7,02,945
" Eastern Bengal and Assam	All ports	"	6,070,637	9,47,907	12,000
Wool (bleached)—					
To Bombay	Chief port	lbs.	268,333	34,144	2,49,443
" Sind	Kurrachee	"	9,750	2,601	61,000
" Madras	Chief port	"	38,070	1,13,280	55,817
" Burma	Chief port	"	14,480	2,396	500
" Bengal	Chief port	"	1,545,654	2,89,211	1,459,239
" Eastern Bengal and Assam	All ports	"	64,523	1,12,000	17,548
"		"	7,000	2,210	8,807
		"	863.8	1,71,548	3,601
		"			61,788

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.			Foreign Merchandise.			
			1906-1907.		1907-1908.	
a			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—						
Manufactures—						
Coloured, printed or dyed—						
To Bombay	Chief port	yds.	93,407	22,772	71,290	10,854
" Sind	Kurrachee	"	28,310	6,062	...	...
" Madras	Chief port	"	1,270	120	...	...
" Burma	Chief port	"	374,079	99,810	238,113	1,8,798
" Bengal	Chief port	"	56,228	10,400	38,590	10,270
" Eastern Bengal and Assam	All ports	"	3,740	755	1,850	...
			398,887	93,514	467,724	80,764
Handkerchiefs and Shawls in the piece—						
To Bombay	Chief port	No.	...	...	2,714	1,357
" Madras	Chief port	"	880	1,475	...	...
" Burma	Chief port	"	554	1,793	207	580
" Eastern Bengal and Assam	All ports	"	4,300	13,270	...	...
Other sorts—						
To Bombay	Chief port	"	...	22,970	...	535
" Sind	Kurrachee	"	...	411	...	219
" Madras	Chief port	"	...	2,925	...	2,012
" Burma	Chief port	"	...	375	...	...
" Bengal	Chief port	"	...	0,115	...	40,6
" Eastern Bengal and Assam	All ports	"	...	6,705	...	15,187
			...	2,448	...	70,7
			...	5,381	...	17,0
Drugs, Medicines and Narcotics (excluding chemicals)—						
Drugs and Medicines (excluding chemicals)—						
To Bombay	Chief port	"	...	1,420	...	2,230
" Sind	Kurrachee	"	...	1,600	...	22,248
" Madras	Chief port	"	...	18,291	...	10,036
" Burma	Chief port	"	...	8,143	...	1,090
" Bengal	Chief port	"	...	58,738	...	49,772
" Eastern Bengal and Assam	All ports	"	...	30,944	...	1,000
" Pondicherry	All ports	"	...	1,574	...	200
			...	15,849	...	1,75
			...	1,670	...	1,70
Tobacco—						
Manufactured—						
To Bombay	Chief port	lbs.	4,675	9,445	0,559	7,04
" Sind	Kurrachee	"	26,779	54,555	...	76
" Madras	Chief port	"	29,512	49,352	5,735	57,72
" Burma	Chief port	"	15,851	25,702	19,012	24,22
" Bengal	Chief port	"	1,255	1,467	...	...
" Eastern Bengal and Assam	All ports	"	1,648	1,840	8,305	1,02
			1,007	841	106	...
Dyeing and Tanning Materials—						
Alizarine dyes—						
To Bombay	Chief port	lbs.

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Aniline dyes—				
To Bombay ... Chief port ... lbs.	...	...	5,248	7,000
" Sind ... Kurachee ... "	5,027	3,027	700	400
" Madras ... Chief port ... "	50	50	1,220	1,240
" Burma ... Chief port ... "	2,211	2,225	2,347	2,336
" Other ports ... "	4,575	4,119	4,816	4,111
" Travancore ... Allepy ... "	100	100	...	...
" Eastern Bengal and Assam ... "	202	470	18	50
Other sorts—				
To Bombay ... Chief port ... cwt.	...	...	81	6,125
" Madras ... Chief port ... "	1	210	1	100
" Other port ... "	...	...	231	382
" Burma ... Chief port ... "	5	175	16	249
" Bengal ... All ports ... "	5	647	188	3,701
" Eastern Bengal and Assam ... "	47	562	16	345
Earthenware and Porcelain (excluding earthenware piping)—				
To Bombay ... Chief port ... "	...	...	...	...
" Sind ... Kurachee ... "	...	...	30	25
" Madras ... Chief port ... "	...	...	37	170
" Other ports ... "	...	...	397	410
" Burma ... Chief port ... "	...	...	7,112	...
" Other ports ... "	...	...	10,087	23,740
" Bengal ... All ports ... "	...	...	518	1,116
" Eastern Bengal and Assam ... "	...	9,615	...	5,130
Flax—				
Manufactures—				
To Bombay ... Chief port ... "	...	...	1,310	...
" Madras ... Chief port ... "	...	...	1,073	497
" Other ports ... "	...	...	...	819
" Burma ... Chief port ... "	...	...	10,168	642
" Other ports ... "	...	...	1,540	8,801
" Bengal ... All ports ... "	...	...	471	971
" Travancore ... Allepy ... "	...	...	...	944
" Eastern Bengal and Assam ... "	...	1,356	...	85
" Pondicherry ... "	...	...	...	107
Glass and Glassware—				
To Bombay ... Chief port ... "	...	...	3,555	2,440
" Madras ... Chief port ... "	...	...	7,118	6,441
" Other ports ... "	...	...	1,450	1,060
" Burma ... Chief port ... "	...	...	23,141	25,602
" Other ports ... "	...	...	27,514	22,417
" Bengal ... All ports ... "	36,202	27,107
" Travancore ... Allepy ... "	651	50
" Eastern Bengal and Assam ... "	...	15,342	...	6,801

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hardware and Cutlery (including agricultural implements and plated ware)—				
To Bombay ... Chief port ... "	11,773	18,817
" Sind ... Kurachee ... "	3,014	2,445
" Madras ... Chief port ... "	60,115	47,008
" Other ports ... "	20,776	35,007
" Bengal ... Chief port ... "	1,20,408	2,36,344
" Other ports ... "	45,859	84,400
" Travancore ... Allepy ... "	1,10,550	70,065
" Eastern Bengal and Assam ... "	24,830	1,326
Instrumental Apparatus and Appliances, and parts thereof—				
To Bombay ... Chief port ... "	1,310	11,706
" Sind ... Kurachee ... "	20	360
" Madras ... Chief port ... "	25,498	4,850
" Other ports ... "	4,105	1,359
" Burma ... Chief port ... "	1,05,455	1,68,521
" Other ports ... "	4,928	5,555
" Bengal ... All ports ... "	6,65	2,702
" Eastern Bengal and Assam ... "	2,050	4,142
Jewellery and plate of gold and silver—				
To Bombay ... Chief port ... "	60	...
" Madras ... Chief port ... "	1,240	...
" Other ports ... "	1,650	2,050
" Eastern Bengal and Assam ... "	550
Leather—				
(Tanned)—	7	1,025
To Burma ... Chief port ... cwt.	10
" Other ports ... "	50	6
" Bengal ... All ports ... "
Manufactures—				
Saddlery and Harness—				
To Madras ... Chief port ... "	50	14,003
" Other ports ... "	12,498	1,015
" Burma ... Chief port ... "	600	1,620
" Other ports ... "
" Eastern Bengal and Assam ... "
Other sorts (excluding boots and shoes)—				
To Burma ... Chief port ... "	1,427	207
" Other ports ... "	575	308
" Bengal ... All ports ... "	229	50

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Liquors—				
<i>Alc. Beer and Porter—</i>				
<i>To Bombay</i> ... Chief port gals. ... 40 185 1,400 9,775				
<i>" Sind</i> ... Kurrachee " ... 19 30				
<i>" Madras</i> ... Chief port " ... 48 144				
<i>" Burma</i> ... Other ports " ... 14,410 12,112 4,897 11,691				
<i>" Bengal</i> ... Chief port " ... 1,383 2,210 1,292 2,509				
<i>" Eastern Bengal and Assam</i> ... Other ports " ... 213 816 29 585				
<i>"</i> ... All ports " ... 461 1,117 240 645				
Brandy—				
<i>To Bombay</i> ... Chief port gals. ... 105 2,150				
<i>" Sind</i> ... Kurrachee " ... 29 480				
<i>" Madras</i> ... Chief port " ... 60 1,170 346 5,095				
<i>"</i> ... Other ports " ... 278 4,700 314 4,732				
<i>" Burma</i> ... Chief port " ... 20 495 831 10,682				
<i>" Bengal</i> ... Other ports " ... 790 8,894 607 9,227				
<i>" Eastern Bengal and Assam</i> ... All ports " ... 80 1,610 84 1,220				
<i>"</i> ... All ports " ... 85 517				
Wines—				
<i>To Bombay</i> ... Chief port gals. 6 71				
<i>" Madras</i> ... Chief port " 106 64				
<i>" Burma</i> ... Chief port " ... 8 ... 22 498				
<i>"</i> ... Other ports " ... 32 210 28 538				
<i>" Bengal</i> ... Chief port " ... 14 123 54 ...				
<i>" Eastern Bengal and Assam</i> ... All ports " ... 10 65				
Other sorts of Spirits—				
<i>To Bombay</i> ... Chief port gals. ... 122 6,000 4,293 8,265				
<i>" Sind</i> ... Kurrachee " ... 160 1,050 209 410				
<i>" Madras</i> ... Chief port " ... 870 7,238 130 1,850				
<i>"</i> ... Other ports " ... 46 337 32 712				
<i>" Burma</i> ... Chief port " ... 4,741 74,463 5,730 91,633				
<i>" Bengal</i> ... Other ports " ... 1,451 22,559 2,371 34,809				
<i>" Eastern Bengal and Assam</i> ... Chief port " ... 374 4,231 402 7,303				
<i>" Travancore</i> ... All ports " ... 80 811 12 53				
<i>"</i> ... All ports " ... 24 220				
Unwrought—				
<i>To Bombay</i> ... Chief port gals. 110				
<i>" Sind</i> ... Kurrachee " 5				
<i>" Madras</i> ... Chief port " ... 33 350				
<i>"</i> ... Other ports " ... 102 992 64 663				
<i>" Burma</i> ... Chief port " ... 902 16,715 489 13,469				
<i>" Bengal</i> ... Other ports " ... 405 5,506 891 6,405				
<i>" Eastern Bengal and Assam</i> ... Chief port " ... 278 2,258 132 1,921				
<i>" Pondicherry</i> ... All ports " ... 39 1,830 36 571				
<i>"</i> ... All ports " ... 1 ... 20				

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Liquors—(Grain)				
<i>Other sorts of Liquors—</i>				
<i>" Burma</i> ... Chief port gals. ... 43 440 8 30				
<i>" Bengal</i> ... Other ports " ... 101 2,385 20 145				
<i>"</i> ... All ports " ... 12 59 8 102				
Machinery and Millwork—				
<i>Other sorts—</i>				
<i>To Bombay</i> ... Chief port				
<i>" Sind</i> ... Kurrachee				
<i>" Madras</i> ... Chief port 5,400 ... 825				
<i>" Burma</i> ... Other ports 1,150				
<i>" Eastern Bengal and Assam</i> ... Chief port 7,937				
<i>"</i> ... All ports 4,542				
Other sorts of Machinery—				
<i>To Bombay</i> ... Chief port 6,850 ... 11,157				
<i>" Sind</i> ... Kurrachee 1,250 ... 2,210				
<i>" Madras</i> ... Chief port 35,797 ... 16,648				
<i>"</i> ... Other ports 3,855 ... 51,155				
<i>" Burma</i> ... Chief port 72,692 ... 82,438				
<i>" Bengal</i> ... Other ports 1,965 ... 4,572				
<i>" Eastern Bengal and Assam</i> ... All ports 3,880 ... 15,297				
<i>" Pondicherry</i> ... Chief port 1,784 ... 175				
<i>"</i> ... All ports 29,932 ... 25,254				
Matches—				
<i>To Bombay</i> ... Chief port 1,700				
<i>" Madras</i> ... Chief port 7,450				
<i>"</i> ... Other ports 50 ... 500				
<i>" Burma</i> ... Chief port 50 ... 270				
<i>" Bengal</i> ... Other ports 42,305 ... 42,739				
<i>" Eastern Bengal and Assam</i> ... All ports 12,939 ... 49,354				
<i>"</i> ... All ports 29,740				
Metals—				
<i>Unwrought—</i>				
<i>To Burma</i> ... Chief port cwt. ... 20 1,160 13 899				
<i>" Bengal</i> ... Other ports " ... 2 152 3 91				
<i>" Eastern Bengal and Assam</i> ... All ports " ... 12 500 1 50				
Wrought—				
<i>To Bombay</i> ... Chief port cwt. ... 4 1,017 69,265				
<i>" Madras</i> ... Chief port " ... 4 375 1 119				
<i>"</i> ... Other ports " ... 74 5,334 57 80				
<i>" Burma</i> ... Chief port " ... 45 3,447 57 3,677				
<i>" Bengal</i> ... Other ports " ... 35 4,307 242 19,227				
<i>" Eastern Bengal and Assam</i> ... All ports " ... 60 3,690 15 798				
<i>" Pondicherry</i> ... Chief port " ... 9 730 26 2,219				

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Contd.)				
Copper—				
Unwrought—				
To Bombay ... Chief port cwt.	129	9,946	567	34,632
" " " " " " " "
" " " " " " " "	454	17,510	341	13,882
Wrought—				
To Bombay ... Chief port cwt.	25	1,750	60	9,635
" " " " " " " "
" " " " " " " "	1	40	3	300
" " " " " " " "	54	5,737	183	15,938
" " " " " " " "	9	768	60	4,384
" " " " " " " "	30	2,397	72	3,929
" " " " " " " "	2	180	8	1,003
Iron—				
Ore—				
To Madras ... Chief port cwt.	...	...	1	16
" " " " " " " "	...	...	7	36
Old for re-manufacture—				
To Bengal ... All ports cwt.	350	702	328	740
Cast (pig)—				
To Bombay ... Chief port cwt.	...	...	25,769	74,240
" " " " " " " "	1,140	3,040	560	1,400
" " " " " " " "	...	...	310	1,620
" " " " " " " "	1,151	6,274	1,283	5,770
" " " " " " " "	217	1,507	193	777
" " " " " " " "	...	...	1,560	4,612
Wrought—				
Anchors, cables and kentledge—				
To Bombay ... Chief port cwt.	...	...	2	25
" " " " " " " "
" " " " " " " "	10	100	2	25
" " " " " " " "	98	1,279	1,915	9,434
" " " " " " " "	135	1,455	177	1,820
" " " " " " " "	107	2,220	38	475
" " " " " " " "	104	723	140	1,069
" " " " " " " "	...	...	44	300
Angle, bolt and rod—				
To Bombay ... Chief port cwt.	...	...	18	846
" " " " " " " "	120	840	...	...
" " " " " " " "	98	804	115	918
" " " " " " " "	30	357	18	120
" " " " " " " "	2,504	18,228	8,105	63,323
" " " " " " " "	201	1,573	1,116	11,198
" " " " " " " "	331	2,208	1,002	14,321
" " " " " " " "	120	780	62	430
" " " " " " " "	82	7,485	362	2,977

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Contd.)				
Iron—(Contd.)				
Bar—				
To Bombay ... Chief port cwt.	...	...	1	6
" " " " " " " "	6	50	28	210
" " " " " " " "	...	...	28	238
" " " " " " " "	603	4,164	404	3,760
" " " " " " " "	203	2,128	300	2,440
" " " " " " " "	444	3,302	680	3,691
" " " " " " " "	...	...	10	80
" " " " " " " "	100	728	167	1,606
Hoop—				
To Bombay ... Chief port cwt.	...	...	19	223
" " " " " " " "	58	417	...	...
" " " " " " " "	1	9	51	357
" " " " " " " "	72	678	3,238	16,103
" " " " " " " "	3	30	14	85
" " " " " " " "	...	...	16	245
Nails, screws, rivets washers—				
To Madras ... Chief port cwt.	14	250	12	467
" " " " " " " "	4	44	28	335
" " " " " " " "	314	3,549	351	4,026
" " " " " " " "	116	1,435	275	3,072
" " " " " " " "	273	3,447	467	5,718
" " " " " " " "	244	2,826	88	989
" " " " " " " "	...	...	30	360
Sheets and plates—				
To Bombay ... Chief port cwt.	...	...	15	170
" " " " " " " "	355	4,050	76	607
" " " " " " " "	689	9,013	444	5,717
" " " " " " " "	2,238	20,514	2,242	23,246
" " " " " " " "	536	5,041	1,060	11,778
" " " " " " " "	1,227	12,704	1,023	11,003
" " " " " " " "	107	979	1,031	11,278
Wire—				
To Madras ... Chief port cwt.	...	...	...	...
" " " " " " " "	115	1,788	...	...
" " " " " " " "	...	...	120	2,845
" " " " " " " "	...	...	35	474
" " " " " " " "	...	...	2	28
" " " " " " " "	16	320	4	53
Other manufactures of wrought or cast iron, or of iron mixed with steel—				
To Bombay ... Chief port cwt.	1	25	13	131
" " " " " " " "	1	15

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Custd.)				
Iron—(Custd.)				
Other manufactures of wrought or cast iron, or of iron mixed with steel—(Custd.)				
To Madras ... { Chief port cwt.	261	3,200	51	1,112
" Other ports "	62	947	22	405
" Burma ... { Chief port "	3,205	57,461	3,054	41,207
" Other ports "	1,394	14,501	1,230	10,357
" Bengal ... All ports "	1,284	12,037	1,438	15,114
" Pondicherry ... All ports "			129	983
" Eastern Bengal and Assam ... All ports "	2,944	24,006	930	9,537
" Travancore ... Allephey ... All ports "			19	209
Lead—				
To Bombay ... Chief port cwt.	470	10,658		
" Sind ... Chief port "			50	600
" Madras ... { Chief port "	100	3,210	2	40
" Other ports "				
" Burma ... { Chief port "	14	205	89	2,012
" Other ports "	150	2,432	312	5,360
" Bengal ... All ports "	48	748	243	4,350
" Eastern Bengal and Assam ... All ports "	110	2,053	454	10,991
Quicksilver—				
To Madras ... Chief port lbs.			320	375
" Other ports "	8,093	5,845	5,458	5,780
" Burma ... { Chief port "	9,330	10,810	7,114	7,974
" Other ports "				
" Eastern Bengal and Assam ... All ports "	216	205		
" Travancore ... Allephey ... All ports "	164	354		
Steel—				
To Bombay ... Chief port cwt.	17	240	59	570
" Sind ... Chief port "			33	200
" Madras ... { Chief port "	2,923	13,721	503	5,229
" Other ports "	362	2,320	303	2,518
" Burma ... { Chief port "	5,800	45,231	602	5,132
" Other ports "	208	2,220	10,681	61,172
" Bengal ... All ports "	203	2,950	1,107	11,472
" Eastern Bengal and Assam ... All ports "	1,418	9,229	2,526	29,029
" Pondicherry ... All ports "	200	1,750	580	4,490
" Travancore ... Allephey ... All ports "			10	90
Tin—				
To Bombay ... Chief port cwt.			290	324
" Madras ... { Chief port "	2	290	3	324
" Other ports "				
" Burma ... { Chief port "	25	3,378	130	6,590
" Other ports "	4	500	11	137
" Bengal ... All ports "	96	9,942	23	1,769
" Eastern Bengal and Assam ... All ports "	6	370	15	354

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Custd.)				
Zinc or spelter—				
To Madras ... Chief port cwt.			14	530
" Burma ... { Chief port "	5	240	46	1,411
" Other ports "	17	507	12	315
" Bengal ... All ports "	1,170	19,050	1,055	19,750
" Eastern Bengal and Assam ... All ports "	141	2,551	88	1,180
Metals, unenumerated—				
To Bombay ... Chief port cwt.				
" Madras ... { Chief port "	49	4,700	67	7,741
" Other ports "			19	1,540
" Burma ... { Chief port "				
" Other ports "	71	851	120	844
" Bengal ... All ports "	4	2,350	87	455
" Eastern Bengal and Assam ... All ports "				
Oils—				
Kerosene—				
To Madras ... { Chief port gals.			249,082	62,271
" Other ports "	160	125	1,164	610
" Burma ... { Chief port "			5,516	4,775
" Other ports "	104,108	44,140	292,383	1,107,114
" Bengal ... All ports "			63	114
" Eastern Bengal and Assam ... All ports "				
Other kinds—				
To Madras ... { Chief port gals.	40,418	40,448	17,383	14,925
" Other ports "	2,540	2,540	2,530	1,805
" Burma ... { Chief port "	51,944	47,363	64,883	40,179
" Other ports "	103	178	1,241	1,170
" Bengal ... All ports "	1,418	1,835	200	841
" Eastern Bengal and Assam ... All ports "	6,880	7,024	977	1,110
Other sorts of Oil—				
To Madras ... { Chief port gals.			28	22
" Other ports "	1,554	1,471	258	895
" Burma ... { Chief port "			216	451
" Other ports "	3,558	3,090	1,159	1,943
" Bengal ... All ports "	200	629	220	454
" Eastern Bengal and Assam ... All ports "				
Oil-cloth and Floor-cloth—				
To Bombay ... Chief port Sq. yds.	330	320	355	352
" Madras ... { Chief port "	70	135	3,374	3,229
" Other ports "	7,568	9,228	3,935	5,459
" Burma ... { Chief port "	3,598	13,560	5,667	7,893
" Other ports "	2,843	5,535	1,796	1,706
" Bengal ... All ports "	844	1,121	402	534
" Travancore ... Allephey ... All ports "			120	64
" Eastern Bengal and Assam ... All ports "	198	177	894	420

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Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Paints and Colours (including painters' materials).—				
To Bombay ... Chief port	12,139	...	11,823
" Sind ... Kurrachee	10
" Madras ... Chief port	5,026	...	1,791
" ... Other ports	390	...	883
" Burma ... Chief port	6,190	...	10,731
" ... Other ports	3,129	...	1,264
" Bengal ... All ports	11,233	...	9,001
" Eastern Bengal and Assam	5,299	...	4,579
Paper and Pasteboard.—				
To Bombay ... Chief port	450	...	200
" Madras ... Chief port	125	...	1,051
" ... Other ports	30,009	...	39,868
" Burma ... Chief port	1,055	...	3,139
" ... Other ports	2,893	...	469
" Bengal ... All ports	301
Perfumery.—				
To Bombay ... Chief port	6,718	...	9,430
" Sind ... Kurrachee	270
" Madras ... Chief port	4,509	...	826
" ... Other ports	100	...	380
" Burma ... Chief port	8,094	...	12,847
" ... Other ports	2,747	...	1,001
" Eastern Bengal and Assam	350	...	...
" Bengal ... All ports	180
Pitch, Tar and Dammer.—				
To Bombay ... Chief port ... cwt.	...	19	...	45
" Madras ... Chief port	22	...	136
" ... Other ports	39	...	208
" Burma ... Chief port	514	...	3,137
" ... Other ports	1,169	...	7,630
" Bengal ... All ports	377	...	1,569
" Eastern Bengal and Assam	32
Printing and Lithographing materials (other than paper).—				
To Bombay ... Chief port	200	...	...
" Madras ... Chief port	3,650
" ... Other ports	1,099
" Burma ... Chief port	10,287	...	4,990
" ... Other ports	825
" Bengal ... All ports	272	...	8,899
" Eastern Bengal and Assam

COSTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions.—				
Fruits and vegetables, dried, salted or preserved.—				
Dates.—				
To Burma ... Chief port ... cwt.	3	45	...	23
" Bengal ... Other ports ...	27	340	...	208
" ... All ports ...	3	31	...	...
" Pondicherry ...	...	...	...	...
" Eastern Bengal and Assam ...	292	3,814	7	72
Other sorts.—				
To Bombay ... Chief port ... cwt.	...	...	...	877
" Burma ... Chief port ...	39	755	28	414
" ... Other ports ...	116	2,762	14	12
" Bengal ... All ports ...	98	3,170	14	410
" Eastern Bengal and Assam ...	...	...	...	...
Other sorts of provisions.—				
Bacon and Hams.—				
To Madras ... Chief port ... lbs.	784	970	...	138
" ... Other ports ...	2,206	4,440	...	...
" Bengal ... All ports ...	28	35	...	...
" Eastern Bengal and Assam ...	...	...	...	...
Butter.—				
To Bombay ... Chief port ... lbs.	665	774	...	...
" ... Other ports ...	30	30	...	...
Cheese.—				
To Bombay ... Chief port ... lbs.	60	60	...	159
" ... Other ports ...	455	291	...	...
Other sorts.—				
To Bombay ... Chief port ... cwt.	18	1,480	67	4,470
" Sind ... Kurrachee ...	...	...	...	...
" Madras ... Chief port ...	253	2,670	78	6,817
" ... Other ports ...	6	398	3	170
" Burma ... Chief port ...	1,777	31,769	689	25,737
" ... Other ports ...	1,638	41,847	1,035	46,993
" Bengal ... All ports ...	225	15,246	214	8,721
" Eastern Bengal and Assam ...	709	15,063	185	3,572
Railway Fuel and Rolling-stock.—				
To Bombay ... Chief port ...	...	...	...	5,968
" Sind ... Kurrachee ...	...	...	...	30
" Madras ... Chief port ...	...	13,127	...	17,048
" ... Other ports ...	...	8,112	...	20,687
" Burma ... Chief port ...	...	3,177	...	52,430
" ... Other ports ...	...	223	...	276
" Bengal ... All ports ...	...	...	...	...
" Travancore ... Alleppey ...	...	6,609	...	...
" Eastern Bengal and Assam ...	...	...	...	7,445

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Salt—					
To Burma ... { Chief port	tons.	3	140	3	127
" ... { Other ports	"	5,351	2,99,048	...	...
" Bengal ... All ports	"	5,779	...	4,908	1,87,291
" Eastern Bengal and Assam	"	1,372	57,103	...	...
Silk—					
Manufactures—					
Piece goods—					
To Bombay ... { Chief port	yds.	10,153	7,038	...	...
" Burma ... { Chief port	"	1,067	920	1,182	285
" Eastern Bengal and Assam	"	16,103	8,300	810	1,300
Scrap—					
To Bombay ... { Chief port	cwt.	3	250	8	190
" Sind ... { Chief port	"	20	15,400	92	2,939
" Madras ... { Chief port	"	5	478	...	...
" Burma ... { Chief port	"	57	5,112	147	6,788
" Bengal ... { Chief port	"	342	7,999	355	4,583
" Eastern Bengal and Assam	"	37	357	36	442
Spices—					
Beetle-ants—					
To Bombay ... { Chief port	lbs.	...	...	57,735	4,430
" Burma ... { Chief port	"	20,374	22,005	...	...
" Bengal ... { Chief port	"	5,376	489	1,069	240
" Eastern Bengal and Assam	"	...	...	...	...
Cardamoms—					
To Bombay ... { Chief port	lbs.	...	...	...	...
" Burma ... { Chief port	"	448	414	...	...
" Eastern Bengal and Assam	"	...	...	...	...
Cloves—					
To Bombay ... { Chief port	lbs.	...	...	...	...
" Burma ... { Chief port	"	4,943	2,769	890	480
" Bengal ... { Chief port	"	2,340	917	2,019	974
" Burma ... { Chief port	"	336	139	738	320
" Eastern Bengal and Assam	"	2,912	1,205	734	315
Nutmegs—					
To Burma ... { Chief port	lbs.	...	...	200	58
" ... { Other ports	"	653	472	672	605
" Eastern Bengal and Assam	"	80	66	290	285
Pepper—					
To Bombay ... { Chief port	lbs.	561	300	...	...
" Burma ... { Chief port	"	...	...	2,484	362
" Bengal ... { Chief port	"	4,137	1,508	569	219
" Eastern Bengal and Assam	"	18,128	6,836	9,529	4,116

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.		Foreign Merchandise.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Other sorts—					
To Madras ... { Chief port	lbs.	1,792	225	...	...
" Burma ... { Chief port	"	3,984	1,423	45,912	6,129
" Bengal ... { Chief port	"	2,704	900	11,760	2,215
" Eastern Bengal and Assam	"	10,612	1,629	2,436	455
Stationery (excluding Paper)—					
To Bombay ... { Chief port	...	...	...	...	1,300
" Sind ... { Chief port	"	...	76	...	827
" Madras ... { Chief port	"	...	80	...	20,789
" Burma ... { Chief port	"	...	28,943	...	12,260
" Bengal ... { Chief port	"	...	8,479	...	4,109
" Eastern Bengal and Assam	"	...	3,855	...	2,075
Stone and Marble—					
To Bombay ... { Chief port	cwt.	...	...	...	568
" Madras ... { Chief port	"	...	...	709	4,511
" Bengal ... { Chief port	"	1,017	8,728	5,774	43,460
" Eastern Bengal and Assam	"	...	18	65	709
Sugar—					
To Madras ... { Chief port	cwt.	68	675	...	81
" Burma ... { Chief port	"	...	...	297	197
" Bengal ... { Chief port	"	...	...	5,938	7,701
" Eastern Bengal and Assam	"	...	...	10,182	19,939
Unrefined—					
To Madras ... { Chief port	cwt.	291	2,983	1,781	5,788
" Burma ... { Chief port	"	159	423	12	50
" Bengal ... { Chief port	"	...	...	5	25
" Eastern Bengal and Assam	"	445	1,025	3,226	9,630
Toys and requisites for games—					
To Bombay ... { Chief port	...	...	465	...	125
" Sind ... { Chief port	"	...	...	...	12
" Madras ... { Chief port	"	...	600	...	60
" Bengal ... { Chief port	"	...	...	35	16,475
" Eastern Bengal and Assam	"	...	...	9,011	6,657
" ... { Chief port	"	...	...	2,510	4,870
" ... { Chief port	"	...	...	2,400	390

COASTING TRADE.

EXPORTS.
Statement showing the quantity and value of Foreign Goods exported coastwise
to Indian Ports from the Bengal Presidency in the official years
1906-1907 and 1907-1908.

Articles and Ports to which exported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Umbrellas (including parasols and sunshades)—				
To Bombay ... Chief port No.	1,509	1,100	...	...
" Sind ... Kurrachee "	608	1,120	...	...
" Madras ... Chief port "	20,880	17,300	...	...
" ... Other ports "	840	1,100	2,230	2,225
" Burma ... Chief port "	43,024	42,645	118,616	1,24,430
" ... Other ports "	41,842	44,308	30,112	36,580
" Bengal ... All ports "	1,622	521	1,908	1,774
" Eastern Bengal and Assam ...	8,752	8,919	3,408	3,727
Wood, timber—				
To Sind ... Kurrachee tons.	...	...	192	750
" Madras ... Other ports "	...	...	...	69
" Burma ... Chief port "	...	...	14	628
" Eastern Bengal and Assam ...	3	278	...	...
Manufactures—				
To Bombay ... Chief port ...	...	60	...	8,383
" Sind ... Kurrachee ...	...	...	...	87
" Madras ... Chief port ...	...	1,250	5	1,901
" ... Other ports ...	...	2,265	942	...
" Burma ... Chief port ...	...	552	805	2,130
" ... Other ports ...	...	40	...	257
" Bengal ... All ports ...	...	...	...	220
" Eastern Bengal and Assam ...	...	1,441	2,686	4,791
Wool raw—				
To Burma ... Chief port lbs.	...	...	59	100
" ... Other ports ...	...	...	...	616
Manufactures—				
Piece-goods—				
To Bombay ... Chief port yds.	5,035	8,423	810	702
" Sind ... Chief port ...	4,749	6,204	3,189	1,043
" Madras ... Chief port ...	...	...	8,670	7,220
" ... Other ports ...	...	...	...	350
" Burma ... Chief port ...	...	...	...	...
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Eastern Bengal and Assam ...	...	...	...	...
Shawls—				
To Bombay ... Chief port No.	628	2,415	...	...
" Madras ... Chief port ...	200	1,269	200	1,500
" ... Other ports ...	100	383	...	...
" Burma ... Chief port ...	100	1,000	462	2,600
" ... Other ports ...	2,200	12,700	...	...
" Bengal ... Chief port lbs.	3,847	7,003	...	...
" ... Other ports ...	150	129	...	...
" Madras ... Chief port ...	1,500	1,280	...	...
" ... Other ports ...	394	300	...	...
" Burma ... Chief port ...	2,500	3,834	4,986	5,013
" ... Other ports ...	1,403	2,891	1,202	1,405
" Bengal ... All ports ...	40	89	352	645
" Eastern Bengal and Assam ...	4,336	8,095	1,428	3,202

COASTING TRADE.

EXPORTS.
Statement showing the quantity and value of Country Goods imported coastwise
from Indian Ports into the Bengal Presidency in the official years
1906-1907 and 1907-1908.

Articles and Ports to which imported.	Foreign Merchandise.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
All other Articles of Merchandise—				
Unmanufactured—				
To Bombay ... Chief port
" Madras ... Chief port	479
" ... Other ports	350
" Burma ... Chief port	1,880	3,619
" ... Other ports	1,850
" Bengal ... All ports	454	219
" Eastern Bengal and Assam	1,480	1,105
Manufactured—				
To Bombay ... Chief port	6,155	...	7,110
" Sind ... Kurrachee	590	...	...
" Madras ... Chief port	2,080	...	4,888
" ... Other ports	811
" Burma ... Chief port	87,008	...	67,816
" ... Other ports	8,138	...	2,077
" Bengal ... All ports	592
" Pondicherry	44	...	809
" Eastern Bengal and Assam	3,584	...	2,224
Total Merchandise—				
To Bombay ... Chief port	2,57,099	...	3,95,009
" Sind ... Kurrachee	98,596	...	16,913
" Madras ... Chief port	6,23,756	...	7,27,294
" ... Other ports	1,41,322	...	1,75,305
" Burma ... Chief port	21,20,284	...	28,10,111
" ... Other ports	15,73,700	...	23,31,694
" Bengal ... All ports	11,55,031	...	10,14,423
" Pondicherry	4,065	...	8,630
" Katikwar ... Bhavnagar	2,423
" Tarapur ... Alibey	2,327	...	...
" Goa	5,069	...	...
" Eastern Bengal and Assam	15,16,408	...	7,02,831
" Cutch	100
GRAND TOTAL OF MERCHANDISE	...	74,99,838	...	70,83,734

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Animals living—					
Horses—					
To Bombay	Chief port No.	2	1,100	...	...
" Sind	Kurrachee	...	...	2	800
" Madras	Chief port	471	57,700	550	83,632
" Burma	Other ports	11	3,800	8	4,200
" Bengal	All ports	3	1,500	8	3,100
" Eastern Bengal and Assam					
Other kinds—					
To Madras	Chief port No.	2	30	...	...
" Bengal	Chief port	13,238	68,713	8,501	75,441
" Burma	Other ports	1	7	101	480
" Bengal	All ports	2	30	...	...
" Eastern Bengal and Assam		1	16	8	78
Apparel (including drapery, haberdashery, millinery, etc., excluding hosiery)—					
To Bombay	Chief port	...	8,428	...	11,036
" Sind	Kurrachee	...	1,140	...	825
" Madras	Chief port	...	9,102	...	5,338
" Burma	Other ports	...	4,204	...	6,852
" Bengal	Chief port	...	2,15,567	...	2,57,334
" Eastern Bengal and Assam		...	90,191	...	69,938
" Bengal	All ports	...	8,380	...	17,342
" Travancore	Alleppey	...	190	...	450
" Kathiawar	Mangrol	...	400	...	780
" Eastern Bengal and Assam		...	51,979	...	5,577
" Pondicherry		...	...	...	550
" Cutch	Mandi	...	...	...	60
Books and Shoes—					
To Bombay	Chief port pro.	4,475	4,175	704	1,200
" Madras	Chief port	...	...	...	...
" Burma	Chief port	49,234	1,27,314	42,374	1,30,210
" Bengal	Other ports	11,959	25,750	9,938	22,083
" Eastern Bengal and Assam		11,932	10,181	9,352	11,655
Art. Works of—					
To Bombay	Chief port	...	...	...	2,159
" Sind	Kurrachee	...	150	...	150
" Madras	Chief port	...	275	...	1,100
" Burma	Chief port	...	5,423	...	2,397
" Bengal	Other ports	...	217	...	844
" Eastern Bengal and Assam		...	80	...	...
" Pondicherry		...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.		Indian Produce and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Books and printed matter (including maps and charts)—					
To Bombay	Chief port cwt.	16	699	41	2,491
" Sind	Kurrachee	3	1,285	1	15
" Madras	Chief port	8	500	21	7,132
" Burma	Other ports	8	577	9	677
" Bengal	Chief port	124	8,352	119	13,133
" Eastern Bengal and Assam		21	2,032	29	3,338
" Pondicherry	All ports	...	...	3	130
" Kathiawar	Mangrol	...	...	6	800
Building and Engineering Materials—					
Bricks and Tiles—					
To Madras	Chief port No.	11,338	829	7,925	555
" Burma	Chief port	9,083	699	10,169	240
" Bengal	Other ports	88,748	8,818	44,238	6,628
" Eastern Bengal and Assam		10,400	250	4,210	381
" Pondicherry	All ports	...	...	12,737	1,384
" Kathiawar	Mangrol	288	47	...	...
Chalk and Lime—					
To Bombay	Chief port cwt.	445	1,443	645	2,213
" Sind	Other ports	88	164	75	167
" Madras	Chief port	1,710	3,633	3,655	9,162
" Eastern Bengal and Assam		65	126	...	...
Other sorts—					
To Bombay	Chief port	...	4,812	...	3,890
" Madras	Chief port	...	2,400	...	480
" Burma	Chief port	...	10,747	...	10,571
" Bengal	Other ports	...	5,270	...	5,270
" Eastern Bengal and Assam		...	180	...	561
" Pondicherry	Mandi	...	2,617	...	5,209
Cabinet-work and Furniture—					
To Bombay	Chief port	...	350	...	2,500
" Sind	Kurrachee	...	300	...	210
" Madras	Chief port	...	4,575	...	2,450
" Burma	Chief port	...	37,011	...	48,003
" Bengal	Other ports	...	10,935	...	8,494
" Eastern Bengal and Assam		...	756	...	19
" Pondicherry	Mangrol	...	...	...	135
" Kathiawar	Mangrol	...	7,175	...	2,072
" Eastern Bengal and Assam		...	...	...	40
" Cutch	Mandi	...	...	...	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Canes and Baskets—				
To Bombay ... Chief port cwt. ...	...	...	10	80
" Madras ... Other ports " ...	...	...	...	154
" Burma ... { Chief port " ...	...	...	8	...
" Bengal ... { Other ports " ...	...	...	...	...
" All ports " ...	...	...	...	...
Carriages and Carts (excluding railway carriages) and parts thereof—				
To Bombay ... Chief port ...	...	1,300	...	4,700
" Madras ... Chief port ...	...	9,400	...	7,500
" Burma ... { Chief port ...	...	27,253	...	46,198
" Bengal ... { Other ports ...	...	5,483	...	15,510
" All ports ...	...	200	...	1,003
" Eastern Bengal and Assam ...	...	9,855	...	8,480
Chemicals—				
Salt-petre—				
To Bombay ... Chief port cwt. ...	...	...	43	464
" Madras ... { Chief port ...	1,116	13,240	357	3,943
" Burma ... { Other ports ...	2,180	25,012	1,100	10,617
" Bengal ... { Chief port ...	19	316	25	371
" All ports ...	19	204	22	320
" Pondicherry ... All ports ...	46	526	89	835
" Eastern Bengal and Assam ...	63	788	80	1,008
Other sorts—				
To Bombay ... Chief port ...	...	2,020	...	506
" Madras ... { Chief port ...	...	8,884	...	2,778
" Burma ... { Other ports ...	...	1,520	...	1,850
" Bengal ... { Chief port ...	...	81,516	...	29,823
" All ports ...	...	3,738	...	4,982
" Pondicherry ... All ports ...	...	4,717	...	4,445
" Eastern Bengal and Assam ...	...	3,738	...	628
" All ports ...	...	3,205	...	432
Coal—				
To Bombay ... Chief port tons. 1,107,837	86,02,713	945,907	84,49,647	...
" Sind ... Chief port ...	398,358	80,41,109	417,028	35,05,943
" Madras ... { Chief port ...	189,163	14,02,882	274,610	22,30,525
" Bengal ... { Other ports ...	164,514	8,52,881	124,424	9,79,264
" All ports ...	883,020	38,07,648	362,768	29,12,444
" Pondicherry ... Chief port ...	1,968	1,16,436	19,409	1,45,508
" Travancore ... All ports ...	4,018	43,551	5,658	55,194
" Kathiawar ... Chief port ...	4,407	34,859	3,194	26,443
" Eastern Bengal and Assam ...	...	9	...	30
" All ports ...	22,218	1,77,744	5,641	56,410
" Travancore ... Chief port ...	...	...	5,227	55,270
" Kathiawar ... All ports ...	53,791	2,29,093	10,550	1,01,700
" Eastern Bengal and Assam ...	3,803	31,140	8,143	70,975

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Corbages and Baps of vegetable fibre (excluding jute)—				
To Bombay ... Chief port cwt. ...	3,511	1,03,691	5,918	1,22,477
" Sind ... Kurrachee ...	...	...	324	19,380
" Madras ... { Chief port ...	1,022	31,271	638	18,090
" Bengal ... { Other ports ...	73	2,075	73	976
" All ports ...	13,061	2,80,513	17,355	3,58,476
" Pondicherry ... Chief port ...	...	1,832	...	35,558
" Eastern Bengal and Assam ...	604	3,510	548	6,216
" All ports ...	...	5,104	...	11,486
Cotton—				
Raw—				
To Bombay ... Chief port cwt. ...	1,628	54,438	...	...
" Madras ... Chief port ...	...	...	11,972	2,90,300
" Burma ... { Chief port ...	400	5,981	477	6,018
" Bengal ... { Other ports ...	78	626	18	517
" All ports ...	106	926	43	377
" Eastern Bengal and Assam ...	1	25	...	...
Twist and Yarn—				
To Bombay ... Chief port lbs. ...	2,440	600	96,000	31,350
" Sind ... Kurrachee ...	2,600	1,900	...	...
" Madras ... { Chief port ...	4,200	1,920	4,200	1,400
" Bengal ... { Other ports ...	5,600	2,510	4,000	1,250
" All ports ...	5,000,123	17,21,383	5,835,023	19,51,070
" Pondicherry ... Chief port ...	157,503	78,292	148,530	76,254
" Eastern Bengal and Assam ...	2,008,674	8,46,451	1,808,920	6,51,240
" All ports ...	5,000	5,745	4,980	4,937
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
To Bombay ... Chief port yds. ...	41,200	8,911	...	...
" Sind ... Kurrachee ...	30,000	2,437	41,000	5,225
" Madras ... { Chief port ...	270,519	50,835	4,46,442	90,595
" Bengal ... { Other ports ...	2,600	515	11,000	1,100
" All ports ...	8,280	1,360	1,800	300
" Eastern Bengal and Assam ...	156,800	36,000	2,16,530	37,240
White (bleached)—				
To Bombay ... Chief port yds. ...	2,000	600	...	...
" Madras ... { Chief port ...	148,529	31,849	169,830	34,277
" Bengal ... { Other ports ...	...	...	5,200	820
" All ports ...	...	...	...	...
" Pondicherry ... Chief port ...	...	...	...	...
" Eastern Bengal and Assam ...	27,000	4,250	...	...
Coloured printed, or dyed—				
To Bombay ... Chief port yds. ...	48,462	9,968	...	...
" Sind ... Kurrachee ...	12,578	1,580	...	...

COASTING TRADE.

EXPORTS

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Indian Produce and Manufactures.					
Articles and Tools to which exported.		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—(Cone'd.)					
Manufactures—(Cone'd.)					
Flies-goods—(Cone'd.)					
Coloured, printed, or dyed—(Cone'd.)					
To Madras	Chief port	...	...	...	...
	Other ports	1,500	150	...	...
"	Burma	51,008	11,471	140,248	24,786
"	Bengal	6,550	1,245	5,000	600
"	Transvaal	...	...	2,500	500
"	Eastern Bengal and Assam	2,100	450	...	...
Other ports—	Chief port	...	...	...	...
	Other ports	...	6,697	...	1,029
To Bombay	Chief port	...	...	...	...
	Other ports	...	6,192	...	1,635
"	Madras	...	945	...	257
"	Burma	...	61,222	...	61,743
"	Bengal	...	2,011	...	5,085
"	Transvaal	...	1,028	...	248
"	Eastern Bengal and Assam	...	267	...	333
Drugs, Medicines and Vaccines—					
Chemical Chemicals					
Drugs and Medicines (excluding Chemicals)—					
To Bombay	Chief port	...	16,594	...	22,926
	Other ports	...	6,587	...	1,400
"	Madras	...	6,587	...	1,400
"	Burma	...	1,369	...	1,122
"	Bengal	...	21,822	...	25,441
"	Transvaal	...	13,470	...	6,888
"	Bengal	...	2,554	...	27,642
"	Transvaal	...	60	...	40
"	Eastern Bengal and Assam	...	7,617	...	1,106
Tobacco					
Unmanufactured—					
To Bombay	Chief port	...	2,564	...	600
	Other ports	...	3,650	...	85
"	Madras	88,400	231	...	65
"	Burma	6,840,111	16,448,481	11,472,588	20,951,038
"	Bengal	5,767,062	7,185,412	7,752,572	8,001,944
"	Transvaal	2,552	5,562	...	9,787
"	Eastern Bengal and Assam	45,938	9,822	...	1,231
Other ports—	Chief port	...	...	...	...
	Other ports	2,485	1,188	5,611	8,101
To Madras	Chief port	...	385	...	500
	Other ports	51,847	8,051	73,297	10,723
"	Burma	40,834	7,719	...	49,918
"	Bengal	90,383	17,621	...	18,628
"	Transvaal	12,588	1,920	15,643	2,602
"	Bengal	2,092	417	...	1,018
"	Eastern Bengal and Assam	10,187	1,826	3,195	600

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Articles and Ports to which exported.		Indian Products and Manufactures.			
		1906-1907.		1907-1908.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Dyeing and Tanning Materials.—					
Indigo					
To Bombay	... Chief port	cwt.	154	36,110	105
" Madras	... Other ports	"	1	600	3
To Bombay	... Chief port	cwt.	219	2,294	289
" Madras	... Other ports	"	1	12	87
" Madras	... Chief port	"	870	8,474	741
" Madras	... Other ports	"	42	586	50
" Bengal	... All ports	"	665	5,799	678
" Eastern Bengal and Assam	...	"	459	9,828	48
Fodder, Bran and Castle-food (including hay and straw).—					
To Madras	... Chief port	cwt.	...	4,267	12,484
" Bengal	... All ports	"	...	...	...
Other seeds.—					
To Bombay	... Chief port	cwt.	241	740	...
" Madras	... Chief port	"	39,835	1,26,811	20,222
" Madras	... Other ports	"	1,117	4,740	383
" Madras	... Chief port	"	740	7,582	26,817
" Madras	... Other ports	"	1,794	10,835	5,463
" Bengal	... All ports	"	42	151	88
" Pondicherry	... All ports	"	117	108	61
" Eastern Bengal and Assam	...	"	4,899	17,503	4,803
Fruits and Vegetables.—					
Fruits.—					
Cocoanuts.—					
To Burma	... Chief port	No.	...	...	150
" Madras	... Other ports	"	1,000	80	...
" Bengal	... All ports	"	200,869	9,189	105,709
Other seeds.—					
To Bombay	... Chief port	...	...	1,150	...
" Madras	... Chief port	...	...	...	180
" Madras	... Other ports	...	1,75,062	...	85,559
" Madras	... Chief port	...	7,628	...	8,222
" Bengal	... All ports	...	4,281	...	4,834
" Eastern Bengal and Assam	...	...	480	...	100
Vegetables, fresh.—					
To Madras	... Chief port	...	61,638	...	20,516
" Madras	... Other ports	...	1,520	...	...
" Madras	... Chief port	...	6,36,599	...	6,59,444
" Madras	... Other ports	...	76,701	...	68,712
" Bengal	... All ports	...	6,291	...	8,118
" Eastern Bengal and Assam	24,216	...	54,928

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Glass and Glassware—				
To Bombay ... Chief port ...	...	...	...	2,000
" Sind ... Kurrachee ...	...	...	...	50
" Madras ... Chief port ...	...	500	...	2,278
" ... Other ports ...	...	1,429	...	1,530
" Burma ... Chief port ...	...	4,451	...	17,309
" ... Other ports ...	...	3,447	...	14,223
" Bengal ... All ports ...	...	410	...	1,050
" Eastern Bengal and Assam ...	...	393	...	949
Grain and Pulse—				
Barley—				
To Madras ... Chief port cwt.	2,815	15,600	727	6,416
" ... Other ports ...	2,430	14,254	16,867	1,07,938
" Burma ... Chief port ...	...	...	93	775
" ... Other ports ...	...	...	...	...
" Bengal ... All ports ...	2	10	...	...
Gram—				
To Bombay ... Chief port cwt.	...	...	...	...
" Madras ... Chief port ...	59,751	1,54,629	7,087	28,426
" ... Other ports ...	4,452	35,195	11	50
" Burma ... Chief port ...	23,884	1,05,519	59,298	3,03,142
" ... Other ports ...	2,596	12,570	8,499	17,179
" Bengal ... All ports ...	119	697	71	375
" Pondicherry ... All ports ...	139	620	...	...
" Eastern Bengal and Assam ...	2,691	14,350	2,694	15,091
Oats—				
To Bombay ... Chief port cwt.	350	512	109	222
" Madras ... Chief port ...	9,959	40,980	4,742	21,408
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	15,973	68,806	9,254	47,709
" ... Other ports ...	...	...	...	...
" Pondicherry ... All ports ...	3	6	13	53
" Eastern Bengal and Assam ...	3	19	...	...
" ... All ports ...	80	149	125	628
Pulse—				
To Bombay ... Chief port Cwt.	766	3,856	37	300
" Madras ... Chief port ...	44,803	2,20,880	25,111	1,20,691
" ... Other ports ...	11,038	50,531	1,129	4,498
" Burma ... Chief port ...	105,813	7,23,781	153,899	11,87,983
" ... Other ports ...	15,292	1,05,561	4,089	19,354
" Bengal ... All ports ...	4,882	22,549	17,411	1,25,583
" Pondicherry ... All ports ...	807	5,533	118	640
" Eastern Bengal and Assam ...	85,223	29,090	7,770	49,441
Rice in the husk (paddy)—				
To Madras ... Chief port cwt.
" ... Other ports ...	709	1,657	73	400
" Bengal ... All ports ...	125,025	3,80,340	44,573	1,50,857

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Grain and Pulse—(Contd.)				
Rice not in the husk—				
To Bombay ... Chief port cwt.	120,302	8,87,244	61,867	4,84,745
" Sind ... Kurrachee ...	1,145	17,800	1,101	7,400
" Madras ... Chief port ...	1,410	3,430	1,177	5,120
" ... Other ports ...	138,490	8,77,120	11,074	75,500
" Burma ... Chief port ...	24,802	1,01,164	23,909	2,15,001
" ... Other ports ...	501	5,000	618	5,835
" Bengal ... All ports ...	132,760	6,08,232	1,13,885	6,35,189
" Pondicherry ... All ports ...	...	...	...	...
" Travancore ... Alleppey ...	...	2,504	15,097	1
" Eastern Bengal and Assam ...	11,005	15,768	37	421
Wheat—				
To Bombay ... Chief port cwt.	87	848	...	...
" Madras ... Chief port ...	313	1,744	231	1,700
" ... Other ports ...	...	...	...	...
" Burma ... Chief port ...	1,004	6,081	18,228	1,08,235
" ... Other ports ...	41	283	119	11,840
" Bengal ... All ports ...	1	9	2	22
" Eastern Bengal and Assam ...	285	1,013	147	678
" Pondicherry ... All ports ...	...	...	3	18
Wheat flour—				
To Madras ... Chief port lbs.	1,592,054	1,29,785	9,241,056	2,78,704
" ... Other ports ...	1,517,056	91,328	1,555,032	1,24,200
" Burma ... Chief port ...	25,704,002	15,71,223	24,40,383	17,41,122
" ... Other ports ...	2,000,248	1,07,381	2,230,211	1,85,109
" Bengal ... All ports ...	214,436	10,717	318,752	10,189
" Pondicherry ... All ports ...	301,942	17,114	2,40,933	15,471
" Eastern Bengal and Assam ...	1,472,823	120,363	1,78,244	90,214
Other sorts—				
To Bombay ... Chief port cwt.	...	...	179	608
" Madras ... Chief port ...	...	...	...	...
" ... Other ports ...	127	1,117	244	1,398
" Burma ... Chief port ...	74	466	...	478
" Travancore ... Alleppey ...	140	380	...	506
" Bengal ... All ports ...	...	...	14	...
" Eastern Bengal and Assam ...	...	...	2	21
" ... All ports ...	80	175	...	...
Hardware and Cutlery (including agricultural implements and plated-ware)—				
To Bombay ... Chief port ...	...	3,155	...	1,080
" Sind ... Kurrachee ...	...	31	...	180
" Madras ... Chief port ...	...	35,914	...	16,385
" ... Other ports ...	...	16,327	...	36,024
" Burma ... Chief port ...	...	1,19,237	...	1,61,844
" ... Other ports	32,217	...	47,244
" Bengal ... All ports	19,795	...	9,094
" Pondicherry ... All ports	75

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hardware and Cutlery (Including agricultural implements and plated-ware)—(Contd.)				
" Eastern Bengal and Assam	...	20,393	...	27,913
" Travancore	... Alleppey	...	...	59
" Calcutta	... Mangrol	...	...	100
Hides and Skins—				
Hides, raw—				
To Bombay	... Chief port	cwt.	37	2,947
" Madras	... Chief port	"	807	22,585
" Burma	... Chief port	"	9,858	5,02,795
" Bengal	... All ports	"	15,029	4,24,144
Hides, dressed or tanned—				
To Burma	... Chief port	cwt.	28	24,040
" Bengal	... All ports	"	31	416
Skins, raw—				
To Bombay	... Chief port	cwt.	...	15
" Madras	... Chief port	"	672	73,309
" Other ports	... Chief port	"	8	375
" Burma	... Chief port	"	62	7,600
" Bengal	... Other ports	"	...	56
" Pondicherry	... All ports	"	21	693
" Eastern Bengal and Assam	... All ports	"	1	120
" Eastern Bengal and Assam	... All ports	"	81	2,979
Skins, dressed or tanned—				
To Bombay	... Chief port	cwt.	...	...
" Madras	... Chief port	"	...	84
" Other ports	... Chief port	"	205	30,018
" Bengal	... All ports	"	1	86
Horns and Hornmeal—				
To Madras	... Chief port	cwt.	44	2,750
" Bengal	... All ports	"	39	600
" Burma	... Chief port	"	...	...
Instruments and Apparatus and Appliances and parts thereof—				
To Bombay	... Chief port	...	...	200
" Madras	... Chief port	...	...	6
" Other ports	... Chief port	...	...	60
" Burma	... Chief port	...	...	...
" Bengal	... Other ports	...	...	...
" Eastern Bengal and Assam	... All ports
Iron—				
Unmanufactured				
To Burma	... Chief port	14,150

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Indian Produce and Manufactures.						
Articles and Ports to which exported.			1906-1907.		1907-1908.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Jute—						
Raw—						
To Bombay	Chief port	cwt.	15	200		
„ Madras	Chief port	„	210	2,730	„	318
„ Bengal	All ports	„	123,496	12,04,310	80,075	6,22,887
„ Travancore	Alleppey	„	11	123	„	36
„ Eastern Bengal and Assam	„	„	1	28	„	„
Manufactures—						
Gunny-bags—						
To Bombay	Chief port	No.	13,389,110	44,54,618	20,516,081	60,72,645
„ Madras	Chief port	„	7,495,091	24,11,255	10,330,775	32,98,318
„ Bengal	Chief port	„	1,292,380	3,73,668	2,699,380	7,27,583
„ Other ports	„	„	5,984,324	11,88,701	5,747,150	16,93,637
„ Burma	Chief port	„	30,669,555	98,46,461	33,054,729	96,52,437
„ Other ports	„	„	5,545,037	17,45,830	6,342,430	18,00,276
„ Bengal	All ports	„	230,151	4,841	154,740	30,668
„ Pondicherry	„	„	878,200	1,94,380	676,750	1,72,391
„ Travancore	Alleppey	„	22,876	1,060	66,580	20,411
„ Eastern Bengal and Assam	„	„	87,654	22,250	280,115	76,718
„ Madras	„	„	„	„	1,000	150
Gunny-bags—						
To Bombay	Chief port	yds.	12,509,742	16,21,297	15,909,355	24,21,090
„ Madras	Chief port	„	477,931	63,800	334,000	43,300
„ Bengal	Chief port	„	909,156	123,740	1,240,824	1,69,981
„ Other ports	„	„	8,02,591	940,505	1,31,173	1,31,173
„ Burma	Chief port	„	205,026	24,520	231,197	37,739
„ Other ports	„	„	27,807	10,118	20,500	1,090
„ Bengal	All ports	„	128,000	17,829	64,000	10,015
„ Travancore	Alleppey	„	87,000	15,322	184,000	28,552
„ Pondicherry	„	„	2,800	406	8,224	621
„ Eastern Bengal and Assam	„	„	„	„	60,000	5,500
„ Madras	„	„	„	„	„	„
Rose and Twine—						
To Bombay	Chief port	cwt.	28,238	6,63,622	27,380	4,65,005
„ Madras	Chief port	„	8,480	3,84,089	27,511	1,82,095
„ Bengal	Chief port	„	4,754	93,663	4,972	93,817
„ Other ports	„	„	1,774	27,000	4,011	24,834
„ Burma	Chief port	„	6,931	1,70,571	9,243	1,08,814
„ Other ports	„	„	428	7,145	„	6,534
„ Bengal	All ports	„	800	9,507	16	359
„ Pondicherry	„	„	36	2,055	28	610
„ Travancore	Alleppey	„	87	1,768	60	1,019
„ Eastern Bengal and Assam	„	„	81	1,217	91	1,604
„ Kalyanar	Varanasi	„	„	„	16	235
Other Articles—						
To Bombay	Chief port	cwt.	261	2,311	100	1,268
„ Madras	Chief port	„	1	8	1	„
„ Bengal	Chief port	„	55	997	1,604	13,437
„ Other ports	„	„	„	„	30	„
„ Bengal	All ports	„	379	3,838	„	„
„ Eastern Bengal and Assam	„	„	1	30	3,671	25,000

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity	Value in Rupees.	Quantity	Value in Rupees.
Lan-Silk—				
To Madras ... Chief port cwt.	138	10,730	498	34,685
" Burma ... Chief port "	29	880	13	390
" Bengal ... All ports "				
Other Kinds—				
To Bombay ... Chief port cwt.	17	5,178	20	2,544
" Burma ... (Chief port "	1	100		
" Other ports "	1	100		
" Eastern Bengal and Assam ...				
Leather—				
Unwrought—				
To Bombay ... Chief port cwt.	8	1,458	2	102
" Burma ... (Chief port "	415	41,011	307	35,243
" Other ports "	25	5,734	82	3,177
" Bengal ... All ports "	1	180		
" Eastern Bengal and Assam ...			2	511
Manufactures—				
Saddlery and Harness—				
To Bombay ... Chief port ...		20		
" Burma ... Chief port ...		31,775		31,319
" Other ports ...		1,370		859
" Bengal ... All ports ...		380		505
" Eastern Bengal and Assam ...				100
Other sorts (excluding boots and shoes)—				
To Sind ... Chief port ...		150		150
" Burma ... (Chief port ...		12,158		16,349
" Other ports ...		921		1,107
" Bengal ... All ports ...				498
" Eastern Bengal and Assam ...				40
Machinery and Millwork—				
To Bombay ... Chief port ...				5,235
" Sind ... Chief port ...		20		
" Kurrachee ... Chief port ...		1,913		2,006
" Madras ... (Chief port ...		1,801		1,460
" Other ports ...		46,644		20,370
" Burma ... Chief port ...		928		929
" Other ports ...		399		1,084
" Bengal ... All ports ...				5,322
" Eastern Bengal and Assam ...		1,858		
Mats and Matting—				
To Madras ... (Chief port sq. yds.		817		204
" Other ports ...	1,077	304	12,009	2,200
" Burma ... Chief port ...	2,401	1,165	39,929	2,278
" Other ports ...	646	810	4,139	606
" Bengal ... All ports ...	100	25	720	180
" Travancore ... All ports ...	3,800	1,260	3,416	892
" Eastern Bengal and Assam ...	2,100	840	600	125

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity	Value in Rupees.	Quantity	Value in Rupees.
Metals—				
Wrought—				
To Bombay ... Chief port cwt.			3	212
" Other ports "				
" To Burma ... Chief port cwt.				
" Sind ... Chief port "	28	2,247	58	4,500
" Madras ... Chief port "	11	637	12	485
" Other ports "	29	1,602	15	1,050
" Bengal ... Chief port "	5,511	2,45,417	4,878	3,07,310
" Other ports "	685	35,771	1,064	65,233
" Eastern Bengal and Assam ...	685	47,725	319	15,547
" Eastern Bengal and Assam ...	235	15,559	58	9,529
Copper—				
Wrought—				
To Bombay ... Chief port cwt.	92	3,692	41	3,320
" Madras ... Chief port "	28	3,770	21	1,460
" Other ports ...	128	5,163	90	7,054
" Bengal ... Chief port "	510	45,054	845	50,241
" Other ports ...	69	6,431	163	8,837
" Bengal ... All ports ...	24	1,765	5	388
" Eastern Bengal and Assam ...	18	1,065	7	1,033
Iron—				
Cast (pig)—				
To Bombay ... Chief port cwt.	3,320	9,670	44,201	1,24,860
" Madras ... Chief port "	3,680	8,860	1,040	4,220
" Other ports ...	240	1,020	389	700
" Bengal ... Chief port "	105	7,149	2,509	10,945
" Other ports ...				1,212
" Bengal ... All ports ...	2,040	5,610	1,020	5,090
Wrought—				
To Bombay ... Chief port cwt.			3	29
" Madras ... Chief port "	640	4,955	243	2,253
" Other ports ...	87	907	181	2,328
" Bengal ... Chief port "	3,245	44,145	5,899	47,529
" Other ports ...	435	5,835	955	11,726
" Bengal ... All ports ...	23	385	206	2,416
" Travancore ... All ports ...	2	40		
" Eastern Bengal and Assam ...	179	2,115	2,179	16,385
" Pondicherry ...			10	400
Unenumerated—				
To Madras ... (Chief port cwt.			88	7,270
" Other ports ...			65	820
" Burma ... Chief port ...			52	8,200
" Other ports ...			61	4,206
" Bengal ... All ports ...	64	2,380	685	30,475
" Pondicherry ...			40	370
" Eastern Bengal and Assam ...			28	544

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Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil—				
Essential—				
To Bombay ... Chief port gals.	37	375	24	262
" Madras ... Chief port "	22	310	192	1,600
" Burma ... Chief port "	101	2,883	808	5,062
" Travancore ... Chief port "	9	121	111	47
" Eastern Bengal and Assam ... Chief port "	10	274	15	210
Mineral—				
Kerosene—				
To Madras ... Chief port gals.	1,106,504	4,84,256	...	...
" Other ports ...	204	89	...	...
" Burma ... Chief port "	...	...	114	61
" Bengal ... All ports ...	1,47,606	56,900	50,738	22,376
" Travancore ... All ports ...	1,20,70	53,165	...	...
Paraffin wax—				
To Madras ... Chief port cwt.	...	...	6	140
Other kinds—				
To Bombay ... Chief port gals.	...	...	1,140	1,275
" Madras ... Chief port "	703	2,188	2,281	8,158
" Other ports ...	60	5,581	2,297	...
" Burma ... Chief port "	4,782	5,685	6,540	6,346
" Other ports ...	...	...	60	785
" Bengal ... All ports ...	47	97	17,012	8,778
" Eastern Bengal and Assam ...	...	...	58	45
Vegetable, not essential—				
Castor—				
To Bombay ... Chief port gals.	0	15	18	32
" Madras ... Chief port "	30	50	44	64
" Burma ... Chief port "	20	38	10	22
" Bengal ... Other ports ...	2,571	4,795	2,800	4,084
" All ports ...	1,804	2,544	7,718	8,442
" Travancore ... All ports ...	274	425	217	348
" Eastern Bengal and Assam ...	3,889	5,753	3,263	6,118
Cocconut—				
To Madras ... Other ports gals.	...	...	...	...
" Burma ... Chief port "	5,082	18,561	861	1,941
" Other ports ...	3,035	6,689	7,444	17,294
" Bengal ... All ports ...	11,144	22,401	11,187	22,105
" Eastern Bengal and Assam ...	24,223	84,164	7,965	15,923
Earth, not—				
To Madras ... Chief port gals.	4,514	9,263
" Other ports	54	98
" Burma ... Other ports	4,290	8,139

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1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil—(residual)				
Lined—				
To Bombay ... Chief port gals.	68,000	1,23,204	95,370	1,68,370
" Sind ... Kurrachee "	7,120	12,835	25,590	4,440
" Madras ... Chief port "	23,475	44,461	20,263	60,960
" Other ports ...	7,725	15,710	7,728	14,565
" Burma ... Chief port "	48,248	95,987	54,097	96,233
" Other ports ...	280	616	322	616
" Bengal ... All ports ...	721	1,611	900	2,014
" Eastern Bengal and Assam ...	1,658	3,446	1,016	3,662
" Travancore ... All ports ...	...	...	51	62
Mustard or Rape—				
To Madras ... Chief port gals.	6	15	67	134
" Other ports ...	...	...	54	108
" Burma ... Chief port "	60,521	1,25,332	92,280	1,43,910
" Other ports ...	81,946	62,286	30,478	68,733
" Bengal ... All ports ...	2,514	5,875	1,453	117
" Travancore ... All ports ...	74,928	1,45,693	70,738	1,50,669
" Eastern Bengal and Assam ...	...	...	...	...
Other sorts—				
To Madras ... Chief port gals.	...	...	...	...
" Other ports ...	4,900	2,893	5,020	3,238
" Burma ... Chief port "	869	1,733	143	620
" Other ports ...	2,809	1,359	6,123	12,470
" Bengal ... All ports ...	6,223	4,080	8,525	4,483
" Eastern Bengal and Assam ...	505	925	153	305
Paints and colours, including painters' materials—				
To Bombay ... Chief port ...	...	47,918	...	1,07,734
" Sind ... Kurrachee ...	...	84	...	10,270
" Chief port ...	...	13,918	...	20,510
" Madras ... Chief port ...	...	4,420	...	2,370
" Other ports ...	...	57,348	...	73,640
" Burma ... Chief port ...	...	1,563	...	1,610
" Other ports ...	...	6,120	...	18,144
" Bengal ... All ports ...	...	123	...	820
" Travancore ... All ports ...	...	30,766	...	23,789
" Eastern Bengal and Assam ...	...	...	...	...
Paper and Pasteboard—				
Printing Paper—				
To Bombay ... Chief port cwt.	12,181	2,57,320	10,381	2,18,108
" Sind ... Kurrachee ...	2	40	82	235
" Chief port ...	10,679	2,31,165	13,302	6,04,648
" Madras ... Chief port ...	82	2,048	2,346	49,178
" Other ports ...	29,138	5,93,718	13,178	2,81,511
" Burma ... Chief port ...	1,205	28,850	58	1,913
" Other ports ...	...	...	...	...
" Bengal ... All ports ...	...	...	...	...
" Poodicherry ...	...	...	...	...
" Travancore ... All ports ...	331	6,702	101	2,080
" Eastern Bengal and Assam ...	226	5,410	555	11,670

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Paper and Parchment—(consolid.)				
Writing Paper and Envelopes—				
Madras ... Chief port ...	...	...	1,008	...
Madras ... Other ports ...	...	100	...	...
Burma ... Chief port ...	...	1,101	8,407	...
Burma ... Other ports ...	...	4,039	5,364	...
Bengal ... All ports ...	...	811	1,195	...
Travancore ... All ports ...	...	290	2,342	...
Eastern Bengal and Assam ...	...	6,811	...	...
Other kinds of Paper—				
To Bombay ... Chief port cwt.	18	367	...	...
To Madras ... Chief port ...	801	18,558	1	10
Burma ... Chief port ...	...	4,500	4	302
Bengal ... Other ports ...	10	340	22	882
Bengal ... All ports ...	14	170	86	846
Eastern Bengal and Assam ...	5	100	4	137
Perfumery—				
To Bombay ... Chief port ...	...	...	1,750	...
To Sind ... Kurrachee ...	...	395	...	...
Madras ... Chief port ...	...	3,333	1,650	...
Burma ... Chief port ...	...	8,830	5,028	...
Burma ... Other ports ...	...	29,693	32,900	...
Bengal ... Chief port ...	...	4,874	2,302	...
Bengal ... Other ports ...	...	21	...	...
Eastern Bengal and Assam ...	...	1,022	346	...
Bengal ... All ports ...	...	...	70	...
Pitch, Tar and Dammer—				
To Sind ... Kurrachee cwt.	...	...	7	75
Madras ... Chief port ...	28	127	39	100
Burma ... Chief port ...	70	830	141	220
Bengal ... Chief port ...	1,018	12,457	1,565	9,007
Eastern Bengal and Assam ...	253	1,614	81	261
Provisions—				
Butter—				
To Bombay ... Chief port lba.	...	...	501	547
Burma ... Chief port ...	7,055	6,498	12,765	11,411
Bengal ... Chief port ...	...	...	100	100
Fish, dried (unsalted)—				
To Bombay ... Chief port lba.	...	...	69,954	21,787
Bengal ... Chief port ...	...	...	11,505	1,210
Fish, dried (salted)—				
To Bombay ... Chief port ...	1,273,890	3,45,559	989,940	2,66,789
Bengal ... Chief port ...	21,840	1,320	15,762	3,254
Bengal ... All ports ...	8,106	840	17,888	2,180
Eastern Bengal and Assam ...	5,488	600	61,575	7,783

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Fruits and Vegetables, dried, salted or preserved—				
To Bombay ... Chief port cwt.	22	1,830	17	365
Madras ... Chief port ...	...	10	...	...
Burma ... Chief port ...	1,970	50,020	1,471	17,305
Bengal ... Chief port ...	...	5,515	1,040	5,538
Bengal ... All ports ...	...	...	122	2,032
Eastern Bengal and Assam ...	72	1,140	84	1,485
Grain—				
To Bombay ... Chief port lba.	380	180	84	40
Burma ... Chief port ...	3,219,153	16,43,087	3,188,401	17,57,542
Bengal ... Chief port ...	140,338	71,206	115,014	61,160
Bengal ... All ports ...	46,880	22,804	57,094	30,535
Travancore ... All ports ...	...	...	58	36
Eastern Bengal and Assam ...	225,548	1,07,592	144,293	85,070
Other sorts of provisions—				
To Bombay ... Chief port cwt.	77	3,189	240	7,218
To Sind ... Kurrachee ...	32	1,475	...	...
Madras ... Chief port ...	142	5,018	49	1,069
Burma ... Chief port ...	63,125	7,714	80,092	12,38,141
Burma ... Other ports ...	473	16,521	705	30,516
Bengal ... Chief port ...	7,225	71,837	7,198	74,978
Bengal ... Other ports ...	...	1	100	...
Eastern Bengal and Assam ...	307	5,547	359	6,225
Rags and other materials for making paper—				
To Bombay ... Chief port cwt.	227	6,014	280	3,075
Burma ... Chief port ...	550	7,772	278	4,008
Bengal ... Chief port ...	42	530	43	103
Bengal ... All ports ...	224	2,420	40	372
Eastern Bengal and Assam ...	98	1,143	1	12
Railway Plant and Rolling-Stock—				
To Bombay ... Chief port ...	...	...	...	5,820
Burma ... Chief port ...	...	720	...	4,133
Bengal ... Chief port ...	...	...	1	800
Salt—				
To Madras ... Chief port mds.	40	106	...	...
Burma ... Chief port ...	...	...	21	89
Bengal ... Chief port ...	...	...	...	...
Bengal ... All ports ...	4,547	10,483	...	...
Eastern Bengal and Assam ...	...	...	...	...
Seeds—				
Mustard—				
To Bombay ... Chief port cwt.	801	7,217	1,020	27,760
Bengal ... Chief port ...	180	1,882	254	3,144
Madras ... Chief port ...	3,465	25,813	1,702	14,615

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Starch—(evold.)				
Essential—				
To Burma ... Chief port ... cwt.	4,537	70,573	7,216	92,033
" " " " " " " " "	585	10,195	914	12,015
" Bengal ... All ports ... "	280	1,235	1,403	7,825
" Travancore ... Allepey ... "	1	30	15	330
" Eastern Bengal and Assam ... "	978	16,183	728	12,435
Lined—				
To Bombay ... Chief port ... cwt.	285	3,500	...	97
" " " " " " " " "	180	1,520	...	995
" Burma ... Chief port ... "	6	71	3	30
" Bengal ... All ports ... "	511	1,872	100	689
Mustard—				
To Bombay ... Chief port ... cwt.	1	14	...	...
" " " " " " " " "	3,812	87,594	6,932	68,598
" Burma ... Chief port ... "	15	150	15	160
" Eastern Bengal and Assam ... "	...	...	226	2,180
" Bengal ... All ports ... "	...	...	20	200
" Travancore ... Allepey ... "	...	...	73	700
Rice—				
To Bombay ... Chief port ... cwt.	13,087	1,02,059	...	...
" " " " " " " " "	3,028	30,881	2,451	19,007
" Burma ... Chief port ... "	11	110	75	500
" Eastern Bengal and Assam ... "	9	120	...	...
Til or Gingelly—				
To Bombay ... Chief port ... cwt.	13,037	95,744	...	...
" " " " " " " " "	255	1,700	...	...
" Bengal ... Chief port ... "	24,316	1,87,583	6,570	61,726
" " " " " " " " "	3	30	...	...
" Bengal ... All ports ... "	1,152	7,100	1,109	5,294
Other sorts—				
To Bombay ... Chief port ... cwt.	19	220	15	1,105
" " " " " " " " "	...	...	10	21
" Sind ... Chief port ... "	1,400	12,515	1,300	17,489
" " " " " " " " "	220	2,669	101	1,154
" Burma ... Chief port ... "	833	3,222	861	6,023
" " " " " " " " "	60	437	189	1,161
" Bengal ... All ports ... "	80	2,082	927	80
" Eastern Bengal and Assam ... "	70	798	117	1,142
Ships, parts of—				
To Bombay ... Chief Port ... "	...	...	...	6,000
" " " " " " " " "	...	...	...	700
" Burma ... Chief port ... "	...	...	...	35
" " " " " " " " "	...	...	...	610
" Eastern Bengal and Assam ... "	...	...	...	29,421

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Silk—				
Raw—				
To Bombay ... Chief port ... lbs.	2,075	7,250	...	225
" Madras ... Chief port ... "	...	44,435	...	1,050
" Burma ... Chief port ... "	...	16	...	212
" " " " " " " " "	14,700	1,10,090	23,404	1,77,441
" Eastern Bengal and Assam ... "	...	140	...	...
Manufactures—				
Piece-goods—				
To Burma ... Chief port ... yds.	16,911	23,553	14,674	31,419
" " " " " " " " "	10	15	...	...
Other sorts—				
To Burma ... Chief port ... lbs.	3	6	...	...
Soap—				
To Bombay ... Chief port ... cwt.	398	4,025	241	7,278
" " " " " " " " "	1	125	...	...
" Madras ... Chief port ... "	648	11,764	495	18,488
" " " " " " " " "	321	2,099	2,461	18,708
" Burma ... Chief port ... "	5,054	74,100	4,934	71,777
" " " " " " " " "	629	11,564	981	12,179
" Bengal ... All ports ... "	111	1,858	69	800
" Travancore ... Allepey ... "	...	...	...	275
" Eastern Bengal and Assam ... "	224	4,402	75	1,918
Spices—				
Peel—				
To Bombay ... Chief port ... lbs.	1,280,750	1,51,403	3,550,278	4,30,131
" " " " " " " " "	7,398	1,037	...	...
" Madras ... Chief port ... "	6,944	845	2,016	240
" " " " " " " " "	28,089,618	47,40,254	28,105,011	35,51,349
" Burma ... Chief port ... "	147,824	84,232	1,08,472	1,01,236
" Bengal ... All ports ... "	1,069,246	1,55,655	2,057,278	2,05,129
" Eastern Bengal and Assam ... "	564,236	54,459	175,598	17,858
Checkums—				
To Bombay ... Chief port ... lbs.	60	220	6,068	7,530
" " " " " " " " "	...	692	...	...
" Madras ... Chief port ... "	2,820	4,023	7,525	6,117
" Burma ... Chief port ... "	312	855	352	640
" Eastern Bengal and Assam ... "	680	1,806	1,113	1,113
Chillies—				
To Bombay ... Chief port ... lbs.	4,105	800	...	...
" Madras ... Chief port ... "	896	50	448	54
" " " " " " " " "	18,488	2,732	17,308	2,000
" Burma ... Chief port ... "	...	977	41	8
" Bengal ... All ports ... "	9,254	10,904	1,212	...
" Cutch ... Chief port ... "	2,900	400	...	...
" Eastern Bengal and Assam ... "	...	...	...	...
Ginger—				
To Bombay ... Chief port ... lbs.	...	6,522	865	...
" Madras ... Other ports ... "	...	40,485	7,761	...

COASTING TRADE.

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Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spices (Overall).—				
Ginger—				
" Burma ... Chief port lbs. ...	...	...	21,944	4,033
" Other ports ...	...	...	1,986	254
" Eastern Bengal and Assam ...	...	...	6,148	320
Pepper—				
" To Bombay ... Chief port lbs. 31,893	18,061	31,720	33,041	1,225
" Madras ... Chief port ...	5,406	3,800	1,004	1,225
" Other ports ...	6,007	4,857	20,139	10,109
" Burma ... Chief port ...	67,778	21,097	7,556	8,005
" Other ports ...	5,584	2,184	6,944	2,568
" Travancore ... Chief port ...	104	30	...	...
" Eastern Bengal and Assam ...	46,807	15,188	46,004	16,637
Other roots—				
" To Bombay ... Chief port lbs. 2,128	870	19,192	8,676	...
" Madras ... Chief port ...	20,841	2,945	585	40
" Other ports ...	17,671	1,862	...	...
" Burma ... Chief port ...	34,881	5,041	3,409	2,023
" Other ports ...	62,152	22,600	61,455	26,441
" Bengal ... All ports ...	2,636,634	2,22,321	10,680	2,396
" Eastern Bengal and Assam ...	11,602	3,407	2,317,117	2,68,921
Stationery (excluding paper)—				
" To Bombay ... Chief port ...	...	470	...	300
" Sind ... Kurachee ...	...	225	...	...
" Madras ... Chief port ...	...	387	...	8,415
" Other ports ...	...	1,353	...	1,355
" Burma ... Chief port ...	...	7,235	...	16,481
" Other ports ...	...	4,739	...	2,238
" Bengal ... All ports ...	...	67	...	1,599
" Travancore ... Chief port ...	...	240	...	...
" Eastern Bengal and Assam ...	...	2,232	...	947
Stone and Marble—				
" To Bombay ... Chief port cwt. 1	5	...	...	...
" Sind ... Kurachee ...	...	49	...	56
" Madras ... Chief port ...	311	3,454	74	698
" Other ports ...	4,469	14,876	1,702	6,781
" Burma ... Chief port ...	26	170	37	5
" Bengal ... All ports ...	261	610	...	...
" Travancore ... Chief port ...	...	69	...	...
" Eastern Bengal and Assam ...	...	30	...	...
" Travancore ... Chief port ...	...	30	...	...
" Eastern Bengal and Assam ...	3	70	30	60
Sugar, refined or crystallized—				
" To Bombay ... Chief port cwt. 7,196	1,11,107	5,439	89,664	...
" Madras ... Chief port ...	1,971	17,328	2,241	28,316
" Other ports ...	17	555	68	668
" Burma ... Chief port ...	3,750	34,101	5,167	31,226
" Other ports ...	8,812	1,60,712	10,380	1,20,395
" Bengal ... All ports ...	3,801	34,403	7,721	28,389
" Eastern Bengal and Assam ...	24,766	2,92,548	19,195	2,94,577

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Sugar, unrefined—				
" To Bombay ... Chief port cwt. ...	...	...	100	200
" Madras ... Chief port ...	...	...	35	154
" Other ports ...	7,861	32,440	7,714	29,012
" Burma ... Chief port ...	1,072	6,882	681	4,051
" Bengal ... All ports ...	331	1,828	383	2,213
" Eastern Bengal and Assam ...	2,046	11,962	2,344	9,322
Tallow—				
" To Bombay ... Chief port cwt. 4	105	52	618	...
" Madras ... Chief port ...	95	2,165	7	159
" Other ports ...	1,104	25,520	1,574	42,768
" Burma ... Chief port ...	25	474	18	280
" Bengal ... All ports ...	39	623	112	1,780
" Eastern Bengal and Assam ...	383	5,051	104	3,053
Tea—				
Black—				
" To Bombay ... Chief port lbs. 2,474,504	7,41,000	3,601,928	12,70,286	...
" Sind ... Kurachee ...	67,585	39,704	55,098	29,948
" Madras ... Chief port ...	1,67,580	85,258	1,650	45,288
" Other ports ...	20,087	14,824	27,097	14,739
" Burma ... Chief port ...	564,528	2,67,232	601,331	3,15,732
" Other ports ...	39,584	21,527	46,913	32,100
" Bengal ... All ports ...	358	201	486	564
" Travancore ... Chief port ...	1,072	707	1,009	954
" Kathiawar ... Veraval ...	...	...	300	150
" Eastern Bengal and Assam ...	700	444	...	...
" Pondicherry ...	...	...	80	40
Green—				
" To Sind ... Kurachee lbs. 14,170	5,282	5,170	3,393	...
" Toys and requisites for games—				
" To Bombay ... Chief port ...	...	540	...	1,300
" Sind ... Kurachee ...	...	23	...	1,000
" Madras ... Chief port ...	...	1,400	...	500
" Other ports ...	...	...	...	130
" Burma ... Chief port ...	...	4,075	...	11,590
" Other ports ...	...	5,170	...	1,074
" Bengal ... All ports ...	...	300	...	300
" Eastern Bengal and Assam ...	...	148	...	100
Umbrellas (including parasols and sunshades)—				
" To Bombay ... Chief port No. 18,956	8,223	17,788	15,421	...
" Sind ... Kurachee ...	...	500	...	493
" Madras ... Chief port ...	16,842	11,150	2,772	1,280
" Other ports ...	2,490	2,105	384	650
" Burma ... Chief port ...	151,627	1,20,092	200,543	1,67,237
" Other ports ...	45,780	49,108	55,792	62,011
" Bengal ... All ports ...	744	620	...	...
" Travancore ... Chief port ...	300	250	...	...
" Eastern Bengal and Assam ...	8,800	5,254	5,148	4,536

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wax, (excluding candles)—				
To Bombay ... Chief port ...	...	...	15	262
" Madras ... Chief port ...	...	...	9	150
" Burma ... Chief port ...	...	...	207	15,183
" Bengal ... Other ports ...	...	...	72	5,000
" Bengal ... All ports ...	...	...	12	880
Wool—				
To Bombay ... Chief port c. tons ...	...	...	2	153
" Madras ... Chief port ...	...	...	17	1,823
" Burma ... Chief port ...	2	250	1	140
" Bengal ... All ports ...	9	892	1	90
" Eastern Bengal and Assam ...	75	4,317	2	100
" Bengal ... All ports ...	6	1,140	...	...
Other timber—				
To Bombay ... Chief port c. tons ...	6	488	48	284
" Madras ... Chief port ...	...	...	20	1,200
" Madras ... Other ports ...	15	976	17	4,007
" Burma ... Chief port ...	...	...	150	3
" Bengal ... All ports ...	...	...	3	210
" Eastern Bengal and Assam ...	470	23,210	608	58,400
" Bengal ... All ports ...	41	4,354	23	2,209
Ornamental wood—				
To Bombay ... Chief port ...	...	...	1,721	1,076
" Madras ... Chief port ...	...	...	2,080	485
" Burma ... Other ports ...	...	...	...	55
" Bengal ... All ports ...	...	...	...	30
" Eastern Bengal and Assam ...	...	...	373	50
Fire wood—				
To Bengal ... All ports tons ...	29	160	...	...
Manufactures—				
To Bombay ... Chief port ...	...	...	15,450	7,099
" Madras ... Chief port ...	...	...	1,083	3,018
" Madras ... Other ports ...	...	...	56,162	91,383
" Burma ... Chief port ...	...	...	15,706	41,561
" Bengal ... Other ports ...	...	...	976	1,401
" Bengal ... All ports ...	...	...	2,534	5,100
" Pondicherry ...	...	...	400	...
" Eastern Bengal and Assam ...	...	...	7,753	2,364
" Travancore-Alleppey ...	...	...	...	100
Wool—				
To Bombay ... Chief port Ba. ...	2,650	1,825	5,000	3,000
" Madras ... Chief port ...	...	...	168	30
" Bengal ... All ports ...	17,024	7,400	10,704	3,291
Manufactures—				
To Bombay ... Chief port ...	...	...	7,809	3,855
" Madras ... Chief port ...	...	...	415	...
" Madras ... Other ports ...	...	...	170	...
" Madras ... All ports ...	...	...	4,670	...

COASTING TRADE—(Contd.)

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1906-1907 and 1907-1908.

Articles and Ports to which exported.	Indian Produce and Manufactures.			
	1906-1907.		1907-1908.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wool—(contd.)				
Manufactures—(Contd.)				
To Burma ... Chief port	12,118	25,701
" Bengal ... Other ports	4,455	678
" Kathiawar ... All ports	300	10
" Eastern Bengal and Assam	1,091	270
" Eastern Bengal and Assam	40
Unmanufactured—				
To Bombay ... Chief port	9,787	6,072
" Sind ... Kurrachee	130
" Madras ... Chief port	78,006	35,063
" Madras ... Other ports	2,563	1,143
" Burma ... Chief port	232,700	1,55,896
" Bengal ... Other ports	1,418	2,046
" Bengal ... All ports	5,669	9,978
" Goa	38
" Eastern Bengal and Assam	1,795
Manufactured—				
To Bombay ... Chief port	6,681	8,447
" Sind ... Kurrachee	465	490
" Madras ... Chief port	19,288	24,773
" Madras ... Other ports	30,423	18,088
" Burma ... Chief port	8,112	1,14,133
" Burma ... Other ports	8,637	11,267
" Bengal ... All ports	4,534	2,058
" Travancore-Alleppey	420	120
" Pondicherry	805	...
" Eastern Bengal and Assam	4,807	3,836
Total Merchandise—				
To Bombay ... Chief port	1,85,03,118	2,09,74,805
" Sind ... Kurrachee	57,87,479	71,28,680
" Madras ... Chief port	39,26,115	52,43,715
" Madras ... Other ports	40,67,015	24,99,074
" Burma ... Chief port	3,10,20,349	3,24,10,000
" Bengal ... Chief port	40,71,004	46,81,004
" Bengal ... All ports	46,16,491	35,64,085
" Pondicherry	2,49,522	...
" Kathiawar ... Mandvi	400	100
" Kathiawar ... Porbander	1,77,744	36,610
" Kathiawar ... Veraval	400	1,058
" Travancore-Alleppey	1,06,637	49,037
" Travancore-Alleppey	707	954
" Travancore-Alleppey	16,005
" Travancore-Alleppey	49,037
" Travancore-Alleppey	100
" Travancore-Alleppey	2,29,332	1,07,232
" Travancore-Alleppey	13,03,386	12,49,571
" Travancore-Alleppey
Grand Total of Merchandise	7,41,84,604	7,88,83,417

INTERNAL TRADE.

IMPORTS.

Statement showing the Import Trade of Calcutta Trade Block by all routes (Rail, River, Boat, Road and Sea [coasting and foreign]) during the year 1907-1908 as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1906-1907.	1907-1908.	1908-1909.	1906-1907.	1907-1908.	1908-1909.
Animals						
1-Horses, ponies and mules No.	9,840	7,850	8,650	27,35,900	21,48,300	23,80,500
2-Breast cattle	59,820	58,000	70,141	18,15,400	18,15,400	18,15,400
3-Sheep and goats	420,911	410,000	720,000	23,21,000	22,00,000	24,00,000
4-Other kinds	100,000	47,671	5,000	91,11,100	2,40,000	18,00,000
Approved, including sheep, &c. Mds.	130,750,100	145,37,300	140,00,000	32,50,000	31,10,000	30,00,000
Cattle and goats	1,664,532	1,363,000	870,400	7,17,10,000	4,28,50,000	5,00,00,000
Do. manufactured						
1-Textile and semi-textile Mds.	291,740	154,100	105,810	1,19,52,321	1,03,47,470	1,00,00,000
2-White dyes (indigo)	141,700	80,000	300,510	5,00,00,000	1,10,00,000	1,00,00,000
3-Blue goods (European) .....	...	...	...	19,00,00,000	21,00,00,000	21,00,00,000
4-White dyes .....	...	...	...	19,00,00,000	21,00,00,000	21,00,00,000
5-Others .....	...	...	...	1,01,10,000	1,00,00,000	1,00,00,000
Chemicals, excepting sulphur .....	...	...	...	50,11,100	27,00,000	30,00,000
Drugs .....	...	...	...	10,00,000	10,00,000	10,00,000
1-Mineral preparations .....	...	...	...	10,00,000	10,00,000	10,00,000
2-Other acids and mineral salts .....	...	...	...	10,00,000	10,00,000	10,00,000
3-Mineral preparations (other than sulphur) .....	...	...	...	10,00,000	10,00,000	10,00,000
Dyeing and Tanning Materials	2,530	1,320	701	62,331	44,141	55,224
1-Indigo	25,481	23,431	27,028	28,73,201	20,37,000	40,00,000
2-Mordants	470,471	305,000	310,000	7,97,300	4,00,000	4,00,000
3-Colors	20,000	20,000	20,000	4,00,000	4,00,000	4,00,000
4-Tannin	14,000	14,000	14,000	14,000	14,000	14,000
5-Aniline and alizarine dyes	10,000	10,000	10,000	10,000	10,000	10,000
6-Tanning hides	20,000	20,000	20,000	20,000	20,000	20,000
7-Other kinds	68,000	70,000	70,000	10,00,000	10,00,000	10,00,000
Fabrics	11,000	11,000	11,000	11,000	11,000	11,000
1-Hay, straw and grass	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000
2-Fruit and vegetable, fresh	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000
3-Fruit products	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000	1,771,000
4-Do. salt	25,004,371	27,336,000	30,105,848	30,105,848	30,105,848	30,105,848
5-Do. salt, manufactured	27,336,000	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
6-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
7-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
8-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
9-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
10-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
11-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
12-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
13-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
14-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
15-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
16-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
17-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
18-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
19-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
20-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
21-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
22-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
23-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
24-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
25-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
26-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
27-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
28-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
29-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
30-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
31-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
32-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
33-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
34-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
35-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
36-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
37-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
38-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
39-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
40-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
41-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
42-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
43-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
44-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
45-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
46-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
47-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
48-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
49-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
50-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
51-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
52-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
53-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
54-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
55-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
56-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
57-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
58-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
59-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
60-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
61-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
62-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
63-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
64-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
65-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
66-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
67-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
68-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
69-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
70-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
71-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
72-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
73-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
74-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
75-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
76-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
77-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
78-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
79-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
80-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
81-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
82-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
83-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
84-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
85-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
86-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
87-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
88-Do. salt, manufactured	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848	30,105,848
89-Do. salt, manufactured	30,105,848	30				

INTERNAL TRADE. EXPORTS.

Statement showing the Export Trade of Calcutta by all routes (Rail, River, Road, Road and Sea (coasting and foreign)) during the year 1907-1908, as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Animals.						
1—Horses, ponies & mules ... No.	4,093	4,509	8,173	6,845,841	6,171,617	6,171,617
2—Horned cattle ... "	17,400	17,000	31,497	515,510	7,604,004	7,604,004
3—Sheep and goats ... "	22,510	22,500	60,330	1,653,229	4,45,307	4,45,307
4—Other stock ... "	8,343	80,939	9,599	19,910	1,301,814	1,301,814
Exporting slaughter ... Mds.	1,101,504	1,101,504
Cats and cubs ... "	60,253.03	169,777.07	85,000.00	2,015,247	2,015,247	2,015,247
Other, raw ... "	878,521	874,073	875,460	1,79,45,000	7,50,45,000	7,50,45,000
Dr. manufactured.						
1—Twist and yarn (European) Mds.	282,284	220,442	197,671	1,38,79,588	1,47,41,197	1,47,41,197
2—Do (Indian) ... "	167,759	490,912	297,144	2,50,52,703	2,40,00,000	2,40,00,000
3—Processings (European) ... "	17,21,77,194	15,24,19,190	17,21,47,497
4—Do (Indian) ... "	45,25,195	71,81,200	1,42,4,808
5—Others ... "	11,56,577	8,97,574	9,45,832
6—Others ... "	11,68,978	18,57,917	11,60,140
Chemicals, except sulphur.						
1—Intensifying (other than spiritum) ... Mds.	487	610	...	1,47,454	1,40,000	1,400
2—Medicinal preparations ... "	7,31,137	6,69,784	59,36,136
3—Others ... "	18,51,129	8,58,886	12,71,837
Dyeing and Tanning Materials.						
1—Dyes ... Mds.	27,510	27,180	22,721	43,82,389	49,72,744	49,50,858
2—Sulphuric ... "	1,179	1,179	8,021	3,78,433	11,02,645	18,7,808
3—Sulphuric ... "	5,40,735	8,53,568	884,714
4—Tanning bark ... "	29,014	49,810	39,427	23,000	6,000	7,000
5—Tanned ... "	10,010	19,210	27,000	1,60,718	15,52,507	18,52,507
6—Animal and alkaline dyes ... "	1,120	2,530	4,640	6,031	11,700	18,52,507
7—Others ... "	70,500	89,500	31,000	10,30,000	17,700	18,52,507
Foodstuffs.						
1—Oil cake ... Mds.	1,779,914	1,710,310	2,068,350	29,54,320	27,10,000	27,10,000
2—Do (European) ... "	20,78,834	16,42,753	18,52,507
3—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
4—Do (European) ... "	17,78,544	16,42,753	18,52,507
5—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
6—Do (European) ... "	17,78,544	16,42,753	18,52,507
7—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
8—Do (European) ... "	17,78,544	16,42,753	18,52,507
9—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
10—Do (European) ... "	17,78,544	16,42,753	18,52,507
11—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
12—Do (European) ... "	17,78,544	16,42,753	18,52,507
13—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
14—Do (European) ... "	17,78,544	16,42,753	18,52,507
15—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
16—Do (European) ... "	17,78,544	16,42,753	18,52,507
17—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
18—Do (European) ... "	17,78,544	16,42,753	18,52,507
19—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
20—Do (European) ... "	17,78,544	16,42,753	18,52,507
21—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
22—Do (European) ... "	17,78,544	16,42,753	18,52,507
23—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
24—Do (European) ... "	17,78,544	16,42,753	18,52,507
25—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
26—Do (European) ... "	17,78,544	16,42,753	18,52,507
27—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
28—Do (European) ... "	17,78,544	16,42,753	18,52,507
29—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
30—Do (European) ... "	17,78,544	16,42,753	18,52,507
31—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
32—Do (European) ... "	17,78,544	16,42,753	18,52,507
33—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
34—Do (European) ... "	17,78,544	16,42,753	18,52,507
35—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
36—Do (European) ... "	17,78,544	16,42,753	18,52,507
37—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
38—Do (European) ... "	17,78,544	16,42,753	18,52,507
39—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
40—Do (European) ... "	17,78,544	16,42,753	18,52,507
41—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
42—Do (European) ... "	17,78,544	16,42,753	18,52,507
43—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
44—Do (European) ... "	17,78,544	16,42,753	18,52,507
45—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
46—Do (European) ... "	17,78,544	16,42,753	18,52,507
47—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
48—Do (European) ... "	17,78,544	16,42,753	18,52,507
49—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
50—Do (European) ... "	17,78,544	16,42,753	18,52,507
51—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
52—Do (European) ... "	17,78,544	16,42,753	18,52,507
53—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
54—Do (European) ... "	17,78,544	16,42,753	18,52,507
55—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
56—Do (European) ... "	17,78,544	16,42,753	18,52,507
57—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
58—Do (European) ... "	17,78,544	16,42,753	18,52,507
59—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
60—Do (European) ... "	17,78,544	16,42,753	18,52,507
61—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
62—Do (European) ... "	17,78,544	16,42,753	18,52,507
63—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
64—Do (European) ... "	17,78,544	16,42,753	18,52,507
65—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
66—Do (European) ... "	17,78,544	16,42,753	18,52,507
67—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
68—Do (European) ... "	17,78,544	16,42,753	18,52,507
69—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
70—Do (European) ... "	17,78,544	16,42,753	18,52,507
71—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
72—Do (European) ... "	17,78,544	16,42,753	18,52,507
73—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
74—Do (European) ... "	17,78,544	16,42,753	18,52,507
75—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
76—Do (European) ... "	17,78,544	16,42,753	18,52,507
77—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
78—Do (European) ... "	17,78,544	16,42,753	18,52,507
79—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
80—Do (European) ... "	17,78,544	16,42,753	18,52,507
81—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
82—Do (European) ... "	17,78,544	16,42,753	18,52,507
83—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
84—Do (European) ... "	17,78,544	16,42,753	18,52,507
85—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
86—Do (European) ... "	17,78,544	16,42,753	18,52,507
87—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
88—Do (European) ... "	17,78,544	16,42,753	18,52,507
89—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
90—Do (European) ... "	17,78,544	16,42,753	18,52,507
91—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
92—Do (European) ... "	17,78,544	16,42,753	18,52,507
93—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
94—Do (European) ... "	17,78,544	16,42,753	18,52,507
95—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
96—Do (European) ... "	17,78,544	16,42,753	18,52,507
97—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
98—Do (European) ... "	17,78,544	16,42,753	18,52,507
99—Do (Indian) ... "	17,78,544	16,42,753	18,52,507
100—Do (European) ... "	17,78,544	16,42,753	18,52,507

INTERNAL TRADE (Contd.) EXPORTS.

Statement showing the Export Trade of Calcutta by all routes (Rail, River, Boat, Road and Sea (coasting and foreign)) during the year 1907-1908, as compared with the figures of the two previous years.

ARTICLES.	Quantity.			Value in Rupees.		
	1905-1906.	1906-1907.	1907-1908.	1905-1906.	1906-1907.	1907-1908.
Cereals.						
1—Rice ... Mds.	704,490	682,027	558,020	23,42,168	22,46,100	19,46,811
2—Wheat ... "	139,658	211,037	242,075	28,84,310	28,84,310	28,84,310
3—Barley and Rye ... "	...	...	...	1,071,614	1,071,614	1,071,614
4—Oats ... "	...	...	...	1,071,614	1,071,614	1,071,614
5—Others ... "	...	...	...	1,071,614	1,071,614	1,071,614
Oilseeds.						
1—Mustard ... Mds.	184,770	136,490	80,300	2,00,000	1,00,000	1,00,000
2—Sesamum ... "	...	...	...	1,00,000	1,00,000	1,00,000
3—Others ... "	...	...	...	1,00,000	1,00,000	1,00,000
Spices.						
1—Cloves ... Mds.	17,283	17,283	17,283	1,00,000	1,00,000	1,00,000
2—Black pepper ... "	...	...	...	1,00,000	1,00,000	1,00,000
3—White pepper ... "	...	...	...	1,00,000	1,00,000	1,00,000
4—Others ... "	...	...	...	1,00,000	1,00,000	1,00,000
Grains and pulses.						
1—Wheat ... Mds.	108,900	52,400	170,500	1,00,000	1,00,000	1,00,000
2—Barley and Rye ... "	...	...	...	1,00,000	1,00,000	1,00,000
3—Oats ... "	...	...	...	1,00,000	1,00,000	1,00,000
4—Others ... "	...	...	...	1,00,000	1,00,000	1,00,000
Grains and pulses.						
1—Wheat ... Mds.	108,900	52,400	170,500	1,00,000	1,00,000	1,00,000
2—Barley and Rye ... "	...	...	...	1,00,000	1,00,000	1,00,000
3—Oats ... "	...	...	...	1,00,000	1,00,000	1,00,000
4—Others ... "	...	...	...	1,00,000	1,00,000	1,00,000
Grains and pulses.						

TRADE OF INDIA.

MINERAL PRODUCTION IN INDIA.
Statement showing the quantity and value of Minerals produced in India from 1810 to 1907.

Year.	Coal.		* Gold.		Manganese Ore.		* Silver.		Petroleum.		Salt.		Tin Ore.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rx.	Ozs.	Rx.	Tons.	Rx.	Tons.	Rx.	Gallons.	Rx.	Tons.*	Rx.	Tons.	Rx.
1811	2,828,577	710,150	122,222	77,216	...	...	...	...	...	...	...	...	...	...
1812	2,837,696	830,032	164,664	99,499	...	...	...	...	...	...	...	...	...	...
1813	2,952,001	893,028	457,678	1,427,644	9,132	...	...	...	...	...	...	...	...	...
1814	2,823,307	1,033,728	210,316	1,435,008	11,448	7,705	283	62,773	11,453,449	12,071	1,297,745	772,270	...	10,870
1815	3,343,016	1,292,280	251,138	1,707,851	10,764	612	107,221	12,005,748	133,222	1,163,281	615,316	...	...	...
1816	3,893,056	1,392,033	324,475	2,076,324	50,860	38,702	641	115,338	1,047,288	178,917	1,054,749	514,868	...	8,144
1817	4,056,204	1,332,683	391,456	2,352,097	73,690	50,143	530	107,857	10,095,648	253,784	920,747	471,100	...	3,395
1818	4,593,196	1,432,714	420,109	2,412,736	60,449	41,139	547	80,325	15,973,573	10,846	1,027,275	593,399	...	3,819
1819	5,093,300	1,695,720	448,136	2,857,249	87,128	62,294	1,120	110,088	22,391,007	188,229	961,846	460,029	...	71
1820	6,118,662	2,914,922	613,335	3,937,700	127,514	115,966	1,659	164,391	37,729,317	221,128	1,054,848	488,053	...	12,831
1821	6,685,727	3,195,058	632,300	4,289,106	130,991	118,679	815	103,051	50,074,117	306,612	1,169,836	613,238	...	11,660
1822	7,434,402	3,690,944	617,664	5,055,346	157,785	189,807	1,021	121,391	56,007,688	283,726	1,093,199	615,949	...	8,010
1823	7,838,366	4,019,274	603,712	5,453,740	171,905	203,292	1,077	129,445	57,893,069	331,154	891,433	591,479	...	110
1824	8,915,705	5,008,341	613,716	5,541,119	210,257	272,845	979	146,899	18,691,331	710,937	1,177,058	660,291	...	70
1825	8,417,729	4,750,155	693,814	3,025,457	233,226	287,166	1,378	290,411	144,793,444	503,305	1,291,137	692,098	...	77
1826	9,783,250	5,098,666	581,444	3,814,425	465,729	793,034	5,271	392,499	140,553,172	861,328	1,225,290	631,381	...	95
1827	11,147,359	3,914,900	557,357	3,300,537	838,345	1,154,038	1,916	342,912	152,045,577	916,971	1,153,176	651,111	...	79

* Incomplete.
† Figures including Assam.

MINERAL PRODUCTION IN INDIA.—(Contd.)

Statement showing the quantity and value of Minerals produced in India from 1892 to 1907.

Year.	Iron Ore.		Saltpetre.*		Chromite.		Graphite.		Magnesite.		Jadestone.*		Diamonds.		Rubies.†	
	Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.		Quantity.	
	Tons.	Rz.	Tons.	Rz.	Tons.	Rz.	Tons.	Rz.	Tons.	Rz.	Cwt.	Rz.	Carats.	Rz.	Carats.	Rz.
1892																
1893																
1894																
1895	46,653	27,789	21,089	535,853	...	...	...	...	...	...	4,406	57,406	218	1,951	89,500	47,506
1896	14,270	8,890	26,423	572,176	...	...	...	...	...	...	4,501	63,907	321	2,202	136,330	75,505
1897	43,744	15,830	20,589	398,747	...	...	...	...	...	...	4,036	62,670	301	1,903	143,500	85,041
1898	60,832	15,604	18,203	349,244	...	...	22	165	...	...	4,532	63,180	170	1,087	135,651	82,789
1899	61,094	19,253	19,670	384,215	...	...	1,521	11,480	...	...	3,130	88,432	124	801	199,781	130,095
1900	63,484	16,707	17,432	341,373	...	...	...	...	...	...	4,531	69,656	169	1,137	214,078	146,342
1901	49,798	17,108	17,721	356,820	...	...	2,785	22,872	...	...	3,015	47,870	...	...	229,137	158,904
1902	81,328	22,018	20,531	432,781	...	...	4,882	39,071	5,540	1,416	4,220	71,514	...	...	169,965	93,710
1903	66,800	18,633	19,038	407,588	284	491	3,648	27,300	820	230	2,775	89,128	211	3,869	227,213	133,230
1904	71,008	17,143	17,437	362,388	3,896	6,205	3,323	25,457	1,316	516	4,130	77,423	286	3,965	265,901	135,918
1905	102,529	26,740	16,822	385,334	2,708	5,323	2,324	25,334	2,053	825	2,593	88,700	172	3,711	266,584	132,511
1906	74,108	17,011	17,571	414,371	4,375	10,789	2,006	15,013	1,832	738	3,832	98,293	306	7,740	336,855	143,310
1907	67,667	20,072	18,205	415,832	7,374	14,549	2,438	17,682	186	76	200	111,604	628	4,177	334,635	142,673

* These figures represent exports by sea and land each official year.

† At rupees four per ton at pit's mouth.

‡ These figures represent the output of the Burma Ruby Mines, Ltd. They do not include the stones raised by native miners.

COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years from 1888 to 1907.

Year.	Assam.	Bengal.	Madras.	Punjab.	Central Provinces.	Central India.	Nizam's Territory.	Rajputana (Bikanere).	Kashmir.	Baluchistan.	Burma.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1888	101,628	1,380,594	...	11,249	157,768	41,530	13,382	...	...	2,802	...	1,768,903
1889	116,676	1,541,356	...	22,835	144,465	52,956	59,646	...	...	8,238	...	1,946,173
1890	145,703	1,626,845	...	40,677	137,022	77,842	125,456	...	...	15,541	...	2,165,521
1891	154,208	1,747,122	20	60,714	141,736	69,741	144,668	...	...	10,368	...	2,328,577
1892	154,800	1,929,350	61	65,323	152,005	88,623	149,601	...	...	15,284	3,670	2,537,696
1893	164,420	1,902,866	602	77,294	155,118	91,348	157,421	...	...	20,094	9,938	2,825,907
1894	169,448	2,035,534	1,237	66,467	149,495	122,837	240,620	...	...	24,733	12,111	2,662,001
1895	173,717	2,116,155	1,737	72,493	152,776	118,479	292,915	...	...	25,438	17,389	2,850,019
1896	177,259	2,037,220	...	79,017	141,185	115,386	262,981	...	1,000	26,237	22,093	2,953,698
1897	185,533	3,142,497	...	92,702	131,629	124,778	305,550	...	...	12,043	11,172	4,056,294
1898	200,329	3,612,990	...	85,862	149,709	134,726	394,622	511	...	13,372	6,975	4,608,196
1899	225,623	4,035,265	...	81,835	156,576	164,509	401,216	4,549	...	15,822	8,165	5,092,260
1900	216,736	4,978,492	...	71,083	172,842	161,489	469,291	9,250	...	23,281	10,228	6,118,692
1901	254,167	5,487,585	...	67,730	191,316	164,362	421,218	12,094	...	24,626	12,466	6,635,727
1902	321,096	6,550,296	...	55,373	196,981	171,538	455,134	16,500	1,160	33,889	13,302	(c) 7,424,402
1903	339,328	6,961,212	...	43,704	180,161	195,277	562,738	21,764	999	46,900	9,306	(b) 7,438,386
1904	386,755	7,065,280	...	45,594	189,627	185,774	419,546	45,078	270	49,967	1,105	(c) 8,216,706
1905	377,905	7,254,103	...	62,822	147,265	187,701	454,294	42,964	...	41,735	...	8,417,739
1906	285,490	8,617,820	...	73,119	192,848	170,292	467,923	22,372	...	42,164	1,222	9,785,250
1907	295,785	9,903,348	...	60,749	124,488	175,338	414,221	28,062	...	42,488	...	11,147,339

* In U. P. of Agra and Oudh.

(a) Including 187,703 tons converted into coke.

(b) " 191,666 " " " "

(c) " 186,454 " " " "

COAL IMPORTS INTO INDIA.

Statement of the quantity of Coal (exclusive of Government stores, imported into India from Foreign Countries, showing the share of each Province during 15 years from 1893-94 to 1907-08.

Year.	COAL						COKE & LATEST FUEL.						TOTAL COAL AND COKE, &c.	
	Imported into—						Imported into—							
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1893-94	...	5,709	435,694	61,026	32,677	19,230	544,006	2,714	4,711	2,909	1,430	220	11,274	555,280
1894-95	...	6,514	647,917	79,378	40,409	34,403	808,711	2,694	5,812	3,286	1,863	1,044	14,601	823,314
1895-96	...	6,000	569,709	108,337	40,333	33,271	746,830	3,789	5,922	4,253	2,559	133	15,146	761,506
1896-97	...	5,830	562,323	69,637	15,338	28,028	681,936	3,406	6,214	1,678	1,261	915	13,921	694,950
1897-98	...	4,162	169,734	40,198	9,436	24,028	247,618	3,747	6,779	3,269	938	907	14,790	262,403
1898-99	...	3,436	219,673	16,111	51,820	25,649	346,988	2,373	3,674	1,964	3,461	1,018	11,832	335,880
1899-1900	...	4,135	312,891	6,887	38,403	33,998	386,014	2,692	5,048	4,018	12,646	508	24,302	422,376
1900-01	...	2,510	72,018	200	9,984	23,813	108,540	607	5,406	5,218	6,739	748	18,778	127,318
1901-02	...	2,083	151,268	80	10,029	26,589	210,045	603	3,850	3,320	1,331	806	9,969	220,017
1902-03	...	1,679	171,511	2,560	4,778	7,373	187,600	312	5,102	1,902	82	5,815	9,845	197,445
1903-04	...	2,026	146,402	2,900	15,104	5,385	173,887	510	2,882	1,000	181	963	6,133	180,010
1904-05	...	965	186,776	1,433	11,381	40,519	211,663	477	4,480	5,297	236	840	11,380	212,393
1905-06	...	1,114	146,093	1,419	6,390	17,433	172,601	479	3,206	2,079	204	1,056	7,714	179,815
1906-07	...	1,887	219,254	6,772	19,497	100,419	244,959	474	7,497	3,541	109	629	12,211	257,503
1907-08	...	683	229,388	18,584	17,922	24,820	291,297	846	7,971	2,689	306	4,316	17,021	308,548

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COAL EXPORTS FROM INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) exported to Foreign Countries from India, showing the share of each Province during 15 years from 1893-94 to 1907-08.

Year.	INDIAN.						FOREIGN.						GRAND TOTAL.
	Exported from—						Exported from—						
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1893-94	*100	*1	.....	.....	.....	*101	.....	*22	.....	.....	.....	*22	*123
1894-95	51,125	1	.....	.....	1,079	52,201	.....	.....	.....	.....	.....	.....	52,201
1895-96	53,565	.....	.....	.....	.....	53,565	Non.	.....	.....	.....	.....	.....	53,565
1896-97	Non.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1897-98	79,869	650	104	.....	.....	80,748	.....	.....	.....	.....	.....	.....	80,748
1898-99	*251	.....	.....	.....	.....	*251	.....	.....	.....	.....	.....	.....	253
1899-100	135,748	5,719	.....	.....	.....	136,468	Non.	.....	.....	.....	.....	.....	136,468
1900-01	*252	.....	.....	.....	.....	*252	.....	.....	.....	.....	.....	.....	253
1901-02	207,722	2,539	10	.....	.....	212,273	.....	.....	.....	.....	.....	.....	212,273
1902-03	325,969	806	.....	.....	1	326,778	.....	.....	.....	.....	85	.....	326,778
1903-04	*603	.....	.....	.....	.....	*603	.....	.....	.....	.....	.....	.....	605
1904-05	305,983	.....	.....	.....	1	306,983	.....	.....	.....	.....	140	.....	308,383
1905-06	*1,155	.....	.....	.....	.....	*1,155	.....	.....	.....	.....	.....	.....	1,155
1906-07	539,363	697	.....	.....	.....	540,060	.....	.....	.....	.....	.....	.....	540,060
1907-08	*721	.....	.....	.....	.....	*721	.....	.....	.....	.....	.....	.....	721
1908-09	523,362	.....	.....	.....	.....	523,362	.....	.....	.....	.....	.....	.....	523,362
1909-10	*498	.....	.....	.....	.....	*498	.....	.....	.....	.....	.....	.....	498
1910-11	429,178	1,281	.....	.....	.....	431,054	.....	.....	.....	.....	30	.....	431,019
1911-12	*1,002	.....	.....	.....	.....	*1,002	.....	.....	.....	.....	.....	.....	1,002
1912-13	490,004	.....	.....	.....	.....	490,004	.....	.....	.....	.....	.....	.....	490,004
1913-14	*3,776	.....	.....	.....	.....	*3,776	.....	.....	.....	.....	.....	.....	3,776
1914-15	390,176	350	.....	.....	.....	391,426	.....	.....	.....	.....	17	.....	391,426
1915-16	*1,239	.....	.....	.....	.....	*1,239	.....	.....	.....	.....	.....	.....	1,239
1916-17	831,360	175	.....	.....	.....	832,904	.....	.....	.....	.....	.....	.....	832,904
1917-18	*5,060	*1	.....	.....	.....	*5,061	.....	.....	.....	.....	.....	.....	5,061
1918-19	925,203	5,965	931,498	931,498
1919-20	*5,178	*5,178	5,178
1920-21	729,451	250	730,201	730,201

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Figures marked with * are Coke only.

BOMBAY COTTON GOODS TRADE *Exports of Bombay Manufactured Piece-Goods and Trims from Bombay* *Per Cent.*

1904-1905

Exports to	LENGTH AND WEIGHT.				VALUE.			
	Yards-goods, (in thousands of yards)	Yards, in thousands	Per centage of total yards	Total yards	Yards-goods, (in thousands of yards)	Yards, in thousands	Per centage of total yards	Total yards
Foreign	18,700	18,700	100	18,700	18,700	18,700	100	18,700
India	1,100	1,100	5.9	1,100	1,100	1,100	5.9	1,100
Other	1,100	1,100	5.9	1,100	1,100	1,100	5.9	1,100
Total	19,800	19,800	105.9	19,800	19,800	19,800	105.9	19,800
Value	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000
Foreign	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000
India	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000
Other	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000
Total	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000	Rs. 1,10,000	Rs. 1,10,000	100	Rs. 1,10,000

TRADE OF INDIA.

Table showing the total miles of Railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 22 years in Tens of Rupees, from 1886-1887 to 1907-1908.

Year.	Total miles of railway open for traffic.	MERCHANDISE.		Net exports of Merchandise.	TREASURE.		Net imports of Treasure.	Surplus exports of Merchandise.
		Imports.	Exports. (Foreign and Country.)		Imports.	Exports.		
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1886-87	12,892	58,691,422	88,428,660	29,737,198	11,053,210	1,634,511	9,268,808	20,298,300
1887-88	14,143	62,814,813	90,771,462	27,956,649	13,825,325	1,512,954	12,312,372	19,774,717
1888-89	14,576	66,970,218	97,785,171	30,817,853	15,341,900	1,713,497	13,628,403	18,965,399
1889-90	15,857	71,800,211	103,306,703	31,506,492	16,450,218	1,841,900	14,608,318	22,319,399
1890-91	16,101	69,034,500	100,135,722	31,100,222	15,919,486	2,071,906	13,847,580	11,252,242
1891-92	17,151	66,587,497	98,236,010	31,648,513	14,721,968	2,153,159	12,568,809	20,897,071
1892-93	17,815	62,905,321	106,436,097	43,530,776	17,009,110	2,355,395	14,653,715	33,880,165
1893-94	18,604	75,958,057	108,147,591	32,490,534	18,425,287	4,021,737	14,403,550	18,070,114
1894-95	19,350	71,914,097	108,714,960	36,747,461	19,558,985	4,252,801	15,306,184	27,245,171
1895-96	19,547	69,316,373	114,285,140	44,968,745	15,328,985	4,252,801	11,076,184	36,820,661
1896-97	19,595	71,914,097	103,714,960	31,799,600	20,470,518	4,925,891	15,544,627	44,723,088
1897-98	21,115	69,430,140	97,637,273	28,177,135	16,075,825	5,000,001	11,075,824	26,253,925
1898-99	22,040	68,280,241	112,721,473	44,441,132	17,880,557	7,468,181	10,412,376	22,101,992
1899-00	22,523	68,280,241	103,714,960	35,065,281	20,470,518	8,365,254	12,105,264	31,881,741
1900-01	24,782	70,277,883	107,369,030	37,091,145	16,463,608	7,474,455	8,989,153	44,342,400
1901-02	25,051	78,787,808	123,815,065	45,027,257	18,048,389	8,462,267	9,586,122	50,704,814
1902-03	26,506	84,223,293	122,050,582	37,823,289	20,783,577	8,802,011	11,981,566	31,789,097
1903-04	27,495	97,255,919	131,464,879	34,210,960	21,942,262	8,149,773	13,792,489	44,342,400
1904-05	28,395	103,840,071	161,718,033	57,871,962	20,921,232	6,469,577	14,451,655	55,771,141
1905-06	28,607	108,207,683	153,650,593	45,447,916	27,200,995	5,713,008	21,487,987	40,770,816
1906-07	30,100	127,599,527	177,245,132	47,888,618	32,380,437	5,466,253	26,914,184	44,162,480
1907-08	30,100	127,599,527	177,245,132	47,888,618	32,380,437	5,466,253	26,914,184	44,162,480

* Figures for calendar years.

TRADE OF INDIA.—(Contd.)

Value of total Indian Imports and Exports of Government Stores and Treasure from and to Foreign Countries during 21 years in Tens of Rupees, from 1886-87 to 1907-08.

Year.	STORES.			TREASURE.			Surplus imports of Stores.	
	Imports.	Exports. (Foreign and Country.)	Net imports of Stores.	Imports.	Exports.	Net exports of Treasure.	R.	R.
	R.	R.	R.	R.	R.	R.		
1886-87	3,115,889	41,457	3,074,432	.....	36,005	36,005	3,038,427	
1887-88	2,619,799	72,192	2,547,607	.....	90,670	90,670	2,456,937	
1888-89	2,870,149	71,901	2,798,248	.....	80,850	80,850	2,717,398	
1889-90	2,677,028	65,266	2,611,762	.....	64,202	64,202	2,547,560	
1890-91	2,940,470	91,020	2,849,450	.....	51,772	51,772	2,797,678	
1891-92	2,444,093	137,531	2,306,562	.....	145,200	145,200	2,161,362	
1892-93	3,665,247	50,470	3,614,777	.....	29,329	29,329	3,585,448	
1893-94	3,664,415	55,770	3,608,645	.....	15,455	15,455	3,593,190	
1894-95	3,900,555	98,770	3,801,785	.....	65,555	65,555	3,736,230	
1895-96	3,620,338	71,598	3,548,740	.....	9,000	9,000	3,539,740	
1896-97	4,180,231	60,700	4,119,531	.....	9,511	9,511	4,110,020	
1897-98	4,030,340	56,508	3,973,832	.....	51,371	51,371	3,922,461	
1898-99	3,721,197	75,122	3,646,075	.....	11,656	11,656	3,634,419	
1899-1900	4,002,377	107,134	3,895,243	.....	6,747	6,747	3,888,496	
1900-01	4,616,704	248,010	4,368,694	.....	8,115,154	8,115,154	3,553,540	
1901-02	4,701,370	410,729	4,290,641	.....	9,208,294	9,208,294	4,778,935	
1902-03	7,081,236	681,225	6,400,011	.....	847,656	847,656	5,552,355	
1903-04	7,758,979	557,578	7,201,401	.....	6,894,698	6,894,698	316,703	
1904-05	7,754,437	507,700	7,246,737	.....	8,422,251	8,422,251	1,171,500	
1905-06	9,229,671	117,588	9,112,083	.....	9,020,249	9,020,249	1,091,832	
1906-07	8,974,615	107,110	8,867,505	.....	6,343	6,343	8,861,162	
1907-08	6,642,210	127,382	6,514,828	.....	9,454,009	9,454,009	15,968,835	

TRADE OF INDIA.—(Concl.)

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each Presidency and Province in each quarter of the official years, from 1902-1903 to 1906-1907.

PRESIDENCY.	IMPORTS.					EXPORTS, INCLUDING RE-EXPORTS.				
	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.
	R.	R.	R.	R.	R.	R.	R.	R.	R.	R.
1st quarter	8,735,482	9,771,573	10,782,523	10,340,182	11,155,469	12,231,420	11,008,310	12,085,397	12,840,029	14,151,439
2nd "	9,285,713	9,621,090	11,072,699	11,732,133	11,683,723	11,684,773	10,695,159	11,703,708	12,350,966	13,250,966
3rd "	9,545,772	9,008,347	10,582,796	11,423,355	11,465,610	13,485,402	10,149,293	20,750,611	21,437,477	24,381,923
4th "	9,566,251	9,854,254	10,048,431	11,772,090	11,717,297	13,820,704	10,620,170	11,989,971	19,042,008	21,614,949
Total	36,046,258	37,255,264	42,585,453	44,267,755	45,983,284	54,001,005	42,363,260	64,642,529	70,673,012	79,449,287
1st quarter	6,991,400	6,536,691	6,002,021	6,203,049	6,853,315	11,106,817	15,854,131	15,555,333	12,256,458	14,472,948
2nd "	6,291,125	6,011,713	6,309,117	6,621,708	6,651,099	671,437	8,326,002	8,326,002	8,326,002	8,326,002
3rd "	6,927,586	6,622,417	6,002,566	6,156,125	6,145,461	7,547,847	10,356,161	10,717,023	10,929,419	12,571,115
4th "	7,259,909	7,259,909	7,259,909	7,259,909	7,259,909	15,259,909	15,259,909	15,259,909	15,259,909	15,259,909
Total	27,470,020	26,420,720	25,573,613	26,240,891	26,910,783	24,595,703	40,376,205	40,376,205	40,376,205	40,376,205
1st quarter	1,306,840	1,733,911	2,051,511	2,007,941	2,007,941	2,007,941	3,413,184	4,591,192	4,591,192	4,591,192
2nd "	1,231,582	1,592,022	2,109,487	2,455,142	2,455,142	2,455,142	4,760,103	5,716,414	5,716,414	5,716,414
3rd "	1,119,982	1,520,723	2,102,521	2,461,844	2,461,844	2,461,844	5,000,076	5,151,620	5,151,620	5,151,620
4th "	1,243,612	2,104,820	2,669,541	3,300,000	3,300,000	3,300,000	4,370,954	5,084,777	5,084,777	5,084,777
Total	6,899,014	6,941,957	9,764,459	11,485,727	12,224,927	12,224,927	18,545,317	20,543,999	20,543,999	20,543,999
1st quarter	1,719,699	2,561,552	1,781,944	2,502,121	2,502,121	2,502,121	3,248,765	4,267,026	4,267,026	4,267,026
2nd "	1,762,116	1,698,517	2,515,106	1,904,290	2,460,588	2,460,588	3,248,765	4,150,952	4,150,952	4,150,952
3rd "	1,693,666	2,053,366	2,309,107	1,982,033	2,479,438	2,479,438	2,948,437	2,948,437	2,948,437	2,948,437
4th "	2,115,419	2,001,418	2,309,266	1,940,294	2,460,761	2,460,761	4,150,952	4,150,952	4,150,952	4,150,952
Total	7,289,900	7,313,853	8,706,423	8,446,718	9,993,908	9,993,908	13,593,279	15,466,370	15,466,370	15,466,370
1st quarter	1,445,440	1,855,600	2,117,939	1,943,022	2,162,931	2,162,931	4,141,009	4,141,009	4,141,009	4,141,009
2nd "	1,445,440	1,855,600	2,117,939	1,943,022	2,162,931	2,162,931	4,141,009	4,141,009	4,141,009	4,141,009
3rd "	1,445,440	1,855,600	2,117,939	1,943,022	2,162,931	2,162,931	4,141,009	4,141,009	4,141,009	4,141,009
4th "	1,445,440	1,855,600	2,117,939	1,943,022	2,162,931	2,162,931	4,141,009	4,141,009	4,141,009	4,141,009
Total	5,781,760	7,422,400	8,471,756	7,831,066	9,652,784	9,652,784	16,523,036	16,523,036	16,523,036	16,523,036
TOTAL FOR BRITISH INDIA	85,919,162	92,305,774	104,612,745	112,090,237	117,536,137	129,366,027	115,177,145	157,708,305	170,465,327	176,678,598

* Rongpi and R. B. and Assam from 1906-07.

TRADE BALANCE.

Statement of Trade Balances for 20 years. Total values of Merchandise and Treasure are given.
Government Stores and Treasure are excluded.

Year.	Imports.					Exports.					Balance.	
	Merchandise.	Treasure.	Govt. Stores.	Private (about).	Govt. Paper written off.	Total.	Merchandise (Foreign and Country).	Treasure.	Govt. Paper written off.	Total.	Against India.	In favor of India.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1886-87	55,66,14,618	1,05,33,194	10,85,85,000	2,00,25,920	5,15,55,720	99,20,14,537	89,42,85,624	1,69,45,117	1,69,45,117	91,79,65,480	1,59,50,989	1,59,50,989
1887-88	62,99,45,130	13,92,58,537	59,43,77,000	1,01,42,230	1,61,95,307	1,09,71,19,759	99,47,14,621	1,51,29,157	2,09,39,328	92,47,48,490	4,74,42,810	1,59,50,989
1888-89	61,97,84,161	13,94,40,999	59,25,69,000	1,00,80,000	1,55,55,256	1,04,75,19,610	99,37,91,711	1,78,54,999	2,93,33,609	1,01,61,09,891	9,38,28,175	1,59,50,989
1889-90	65,46,20,107	17,48,40,917	63,24,74,000	2,00,00,000	2,09,25,207	1,10,42,94,483	1,03,29,26,679	1,84,19,139	1,25,26,507	1,59,10,19,329	9,28,92,969	1,59,50,989
1890-91	69,93,47,299	20,34,19,661	67,19,69,000	1,00,00,000	1,87,05,866	1,29,76,16,230	1,00,13,25,257	2,07,19,661	1,29,33,250	1,18,26,21,059	9,29,94,919	1,59,50,989
1891-92	66,87,71,466	14,75,62,621	65,12,14,000	2,00,00,000	1,66,79,972	1,17,49,24,261	1,06,35,26,560	2,14,81,558	1,44,24,103	1,16,62,16,492	11,82,281	1,59,50,989
1892-93	62,60,20,302	17,09,39,131	57,17,84,000	2,00,00,000	1,70,67,914	1,12,89,09,918	1,06,35,35,963	2,02,99,942	1,27,45,120	1,16,69,99,027	9,79,27,729	1,59,50,989
1893-94	73,86,95,967	19,12,56,564	57,73,36,000	2,00,00,000	1,97,65,400	1,05,09,26,531	1,06,47,23,753	1,40,47,737	1,20,85,844	1,17,67,607	11,80,767	1,59,50,989
1894-95	76,16,74,378	24,50,07,072	59,69,69,000	2,00,00,000	1,41,81,000	1,17,11,45,937	1,06,81,49,000	1,15,99,107	1,27,89,100	1,20,85,18,257	9,78,73,259	1,59,50,989
1895-96	69,31,63,952	19,38,85,854	51,95,55,000	2,00,00,000	2,00,39,633	1,19,46,49,457	1,14,36,31,400	1,23,25,008	1,45,65,500	1,23,12,99,915	4,45,91,239	1,59,50,989
1896-97	71,79,98,299	19,27,15,129	57,53,69,000	2,00,00,000	1,74,66,800	1,17,40,27,621	1,05,91,49,922	1,49,26,909	1,45,55,900	1,19,33,27,777	9,06,99,844	1,59,50,989
1897-98	69,55,66,621	20,47,65,865	54,08,26,000	2,00,00,000	1,55,73,800	1,11,11,31,390	97,53,73,730	1,14,41,690	1,09,94,100	1,06,67,09,720	11,80,767	1,59,50,989
1898-99	69,39,03,411	17,85,28,567	57,53,69,000	2,00,00,000	1,56,49,400	1,19,35,56,472	1,12,71,17,730	1,40,41,697	1,29,74,100	1,28,02,71,327	9,78,73,259	1,59,50,989
1899-1900	70,71,19,684	20,38,85,132	59,32,33,000	2,00,00,000	1,51,06,200	1,25,67,01,266	1,09,27,41,973	1,29,69,409	1,49,72,400	1,20,85,18,257	9,78,73,259	1,59,50,989
1900-01	76,27,78,658	16,48,38,099	59,39,39,000	2,00,00,000	1,54,13,000	1,17,66,65,733	1,05,95,30,298	1,47,41,153	1,43,37,700	1,19,17,72,450	1,18,02,767	1,59,50,989
1901-02	81,01,99,734	19,64,28,739	57,39,69,000	2,00,00,000	1,18,43,800	1,24,15,19,009	1,24,46,48,793	1,46,23,008	1,29,29,000	1,24,25,27,499	9,78,73,259	1,59,50,989
1902-03	73,79,79,944	20,25,17,734	57,53,69,000	2,00,00,000	1,52,43,100	1,26,41,39,408	1,26,81,23,644	1,40,26,100	1,49,74,100	1,20,17,09,900	9,78,73,259	1,59,50,989
1903-04	84,05,05,099	21,18,12,021	59,89,19,000	2,00,00,000	1,52,26,000	1,26,49,91,281	1,25,95,95,000	1,44,48,700	1,29,69,400	1,20,17,09,900	9,78,73,259	1,59,50,989
1904-05	86,75,05,844	23,02,79,399	59,72,25,000	2,00,00,000	1,48,36,000	1,29,75,19,997	1,27,59,26,994	1,29,69,400	1,19,69,400	1,18,02,767	9,78,73,259	1,59,50,989
1905-06	1,08,06,56,609	29,32,19,339	47,24,61,000	2,00,00,000	1,43,01,000	1,24,66,25,229	1,21,07,73,999	1,44,97,400	1,29,29,000	1,20,17,09,900	9,78,73,259	1,59,50,989

SHIPPING TRADE OF INDIA.

Table showing the total number and tonnage of STEAMERS entered and cleared with Carries and in Ballast from and to Foreign countries at Ports in British India from 1905-1906 to 1907-1908.

STEAMERS ENTERED.

PRESIDENCY.	With Cargo.												In Ballast.																							
	1905-1906.						1906-1907.						1907-1908.						1905-1906.						1906-1907.						1907-1908.					
	Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.	
Bengal	332	554,004	...	...	307	1,074,468	...	...	302	1,041,412	...	...	288	707,973	...	...	224	500,226	...	...	230	574,228	...	...	224	500,226	...	...	230	574,228	...	...	230	574,228
Bombay	282	1,778,734	...	...	608	1,608,308	...	...	602	1,944,203	...	...	72	163,130	...	...	68	184,280	...	...	69	135,774	...	...	68	184,280	...	...	69	135,774	...	...	69	135,774
Madras	285	1,019,008	...	...	450	1,331,203	...	...	731	1,807,768	...	...	200	300,447	...	...	291	381,774	...	...	170	221,003	...	...	291	381,774	...	...	170	221,003	...	...	170	221,003
Sind	202	331,878	...	...	206	360,147	...	...	190	400,800	...	...	44	98,032	...	...	54	136,418	...	...	101	236,447	...	...	54	136,418	...	...	101	236,447	...	...	101	236,447
Burma	279	601,001	...	...	319	622,210	...	...	157	616,100	...	...	184	440,001	...	...	170	306,400	...	...	141	290,101	...	...	170	306,400	...	...	141	290,101	...	...	141	290,101
Eastern Bengal and Assam	*	*	*	*	13	81,683	...	...	*	*	...	...	12	32,049	...	...	9	16,700	...	...	12	32,049	...	...	9	16,700	...	...	9	16,700
TOTAL B. I.	1,380	4,432,222	...	...	2,169	6,095,307	...	...	2,222	6,181,342	...	...	877	1,745,780	...	...	829	1,066,548	...	...	711	1,540,305	...	...	829	1,066,548	...	...	711	1,540,305	...	...	711	1,540,305

STEAMERS CLEARED.

PRESIDENCY.	With Cargo.												In Ballast.												In Ballast.											
	1905-1906.						1906-1907.						1907-1908.						1905-1906.						1906-1907.						1907-1908.					
	Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.		Nos.		Tons.	
Bengal	311	1,416,977	...	...	697	1,723,537	...	...	609	1,681,791	...	...	94	48,923	...	...	17	36,411	...	...	18	86,145	...	...	17	36,411	...	...	18	86,145	...	...	18	86,145
Bombay	511	1,412,344	...	...	650	1,378,184	...	...	223	1,572,400	...	...	39	39,446	...	...	34	61,072	...	...	34	68,463	...	...	34	61,072	...	...	34	68,463	...	...	34	68,463
Madras	390	1,511,561	...	...	699	1,112,853	...	...	704	1,854,489	...	...	86	97,330	...	...	109	105,850	...	...	10	128,110	...	...	109	105,850	...	...	10	128,110	...	...	10	128,110
Sind	388	461,000	...	...	288	607,873	...	...	344	779,441	...	...	1	19,443	...	...	8	47,071	...	...	7	20,126	...	...	8	47,071	...	...	7	20,126	...	...	7	20,126
Burma	388	1,007,300	...	...	432	1,039,613	...	...	433	980,706	...	...	2	6,174	...	...	5	4,989	...	...	1	1,000	...	...	5	4,989	...	...	1	1,000	...	...	1	1,000
Eastern Bengal and Assam	22	61,183	...	...	*	*	...	...	21	89,775	...	...	*	*	...	...	*	*	...	...	*	*	...	...	*	*	...	...	*	*	...	...	*	*
TOTAL B. I.	2,810	6,719,760	...	...	2,826	6,864,344	...	...	2,748	6,453,808	...	...	182	206,728	...	...	213	229,910	...	...	210	253,889	...	...	213	229,910	...	...	210	253,889	...	...	210	253,889

* Included with Bengal.

SHIPPING TRADE OF INDIA.—(Contd.)

Table showing the total number and tonnage of **SAILING VESSELS** entered and cleared with *Cargoes* and in *Ballast* from and to Foreign Countries at Ports in British India from 1905-1906 to 1907-1908.

PRESIDENCY.	SAILING VESSELS ENTERED.											
	With Cargoes.						In Ballast.					
	1905-1906.		1906-1907.		1907-1908.		1905-1906.		1906-1907.		1907-1908.	
	Nos.	Tonn.	Nos.	Tonn.	Nos.	Tonn.	Nos.	Tonn.	Nos.	Tonn.	Nos.	Tonn.
Bengal	21	17,244	19	14,782	8	2,623	10	6,696	...	...	1	124
Bombay	284	24,461	306	25,921	248	24,182	3	248	1	134	4	341
Madras	9-8	8,695	176	30,672	381	46,761	478	21,830	555	23,362	568	27,093
Sind	237	19,128	176	16,574	241	18,582	20	839	22	1,531	30	1,748
Burma	66	11,432	78	5,360	48	11,502	46	7,472	24	12,091	38	5,425
Eastern Bengal and Assam	*	*	...	...	...	...	*	*	2	307	...	*
TOTAL B. I. ...	1,211	122,965	1,150	118,100	1,128	163,440	657	27,075	631	29,634	608	66,514

SAILING VESSELS CLEARED.												
Bengal	20	21,244	10	11,700	15	6,372	2	3,678	1	1,083	...	...
Bombay	198	21,522	17	17,715	14	14,703	7	276	5	200	...	367
Madras	318	60,074	776	64,951	976	75,538	413	10,307	331	12,562	170	9,087
Sind	211	16,499	17	14,018	244	15,283	1	57	...	...	8	608
Burma	119	26,937	112	25,656	99	20,160	...	...	...	...	1	59
Eastern Bengal and Assam	*	*	...	...	...	...	*	*	...	...	...	...
TOTAL B. I. ...	1,372	123,708	1,247	133,830	1,411	138,376	422	14,313	357	14,446	181	10,216

* Included with Bengal.

TRADE OF INDIA FOR TWENTY YEARS.
(Figures given are for the official years, from 1st April to 31st March.)

TABULAR HISTORY.

TABULAR HISTORY OF THE TRADE

BETEL

IMPORTS.

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Other Foreign Countries
United Kingdom
India
Africa, East (British)
British Settlements
Ceylon
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Other British Possessions
Total	40,311,329	55,000,007	51,199,467	40,460,055	31,531,437	22,437,545	65,179,919	51,176,231	100,742,318

IMPORTS.

CLO

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Germany
France
Africa, East (British)
British Settlements
Ceylon
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Other British Possessions
Total	7,219,113	9,555,439	7,131,122	6,741,917	4,951,911	5,034,007	6,946,105	9,078,801	10,078,801

IMPORTS.

PEP

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Samoa
Africa, East
United Kingdom
British Settlements
Malabar
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Ceylon
Other British Possessions
Total	2,638,289	5,771,147	7,114,415	1,059,416	15,531,221	11,000,000	6,359,165	5,531,649	10,078,801

OF INDIA FOR TWENTY YEARS.

NUTS.

IMPORTS.

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Other Foreign Countries
United Kingdom
India
Africa, East (British)
British Settlements
Ceylon
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Other British Possessions
Total	40,311,329	55,000,007	51,199,467	40,460,055	31,531,437	22,437,545	65,179,919	51,176,231	100,742,318

YES.

IMPORTS.

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Germany
France
Africa, East (British)
British Settlements
Ceylon
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Other British Possessions
Total	7,219,113	9,555,439	7,131,122	6,741,917	4,951,911	5,034,007	6,946,105	9,078,801	10,078,801

* Free Ports.

PER.

IMPORTS.

COUNTRY WHERE IMPORTED.	1885-90. Rs.	1890-95. Rs.	1900-05. Rs.	1905-10. Rs.	1910-15. Rs.	1915-20. Rs.	1920-25. Rs.	1925-30. Rs.	1930-35. Rs.
Samoa
Africa, East
United Kingdom
British Settlements
Malabar
China—Hong-Kong
China—Treaty Ports
Japan
Sumatra
Ceylon
Other British Possessions
Total	2,638,289	5,771,147	7,114,415	1,059,416	15,531,221	11,000,000	6,359,165	5,531,649	10,078,801

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Jama	40,638	2	..	..	..	..
Australia
Leeward and Windward
Oceania	679	1,027	1,564	923	1,292	5,022	642	152
Strait Settlements	4,612	243	147	282	..	..
United Kingdom	32	..	21	70	270
Europe
France
Germany
Spain
Italy
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
East Coast of Africa Zanzibar
Aden
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	107,257	92,492	171,410	144,130	111,205	96,051	179,416	365,890

SUGAR

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Arabia
Mauritius
Strait Settlements
Hongkong
Peru
Oceania
United Kingdom
Europe
France
Germany
Spain
Italy
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
East Coast of Africa Zanzibar
Aden
Madagascar
Turkey in Europe
Other British Possessions
Other Countries
Other Foreign Ports
France
Africa, East (British)
Madagascar
Reunion
Cape Colony
Natal
Madagascar and Somali
Aden
Yemen
Australia
Other British Possessions
Japan
Germany
Italy
Spain
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
Other Countries
Other Foreign Countries
TOTAL	1,450,481	1,623,621	2,284,421	2,065,961	1,614,914	2,031,251	2,095,103	2,514,071

SUGAR

(UNREFINED).

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Jama
Australia
Leeward and Windward
Oceania
Strait Settlements
United Kingdom
Europe
France
Germany
Spain
Italy
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
East Coast of Africa Zanzibar
Aden
Madagascar
Turkey in Asia
Other British Possessions
Other Countries
Other Foreign Countries
TOTAL	179,787	179,235	212,269	454,270	2,810	177,105	244	209,814

IMPORTS.

(REFINED).

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Jama
Australia
Leeward and Windward
Oceania
Strait Settlements
United Kingdom
Europe
France
Germany
Spain
Italy
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
East Coast of Africa Zanzibar
Aden
Madagascar
Turkey in Europe
Other British Possessions
Other Countries
Other Foreign Ports
France
Africa, East (British)
Madagascar
Reunion
Cape Colony
Natal
Madagascar and Somali
Aden
Yemen
Australia
Other British Possessions
Japan
Germany
Italy
Spain
Portugal
Sweden
Norway
Denmark
Belgium
Holland
Prussia
Austria
Other Countries
Other Foreign Countries
TOTAL	2,062,463	2,232,291	2,764,910	2,933,099	6,841,085	5,450,105	5,965,501	6,439,030

•TEA

[illegible]

* Black and Green.

IMPORTS

COPPER

[illegible]

IMPORTS.

COPPER.

COUNTRIES WHENCE IMPORTED.	1895-99, cwts.	1899-99, cwts.	1900-91, cwts.	1901-92, cwts.	1902-93, cwts.	1903-1904, cwts.	1904-1905, cwts.	1905-1906, cwts.
United Kingdom	...	108	96	151	77	131	127	232
China—Hong-Kong
Siam
Strait Settlements
France	...	141	827	845	590	507	610	604
Germany	22	36	174	254	492	114
Mauritius
Ceylon
Mediterranean Ports
Aden
Italy	...	104	135	164	819	103	99	84
Belgium
Egypt
Austria	...	1,205	1,108	1,034	1,776	2,110	1,518	2,138
Spain
East Coast of Africa
Cape Colony
Arabia
Peru
Cochin-China—Saigon
Other Countries
Other Foreign Countries
TOTAL	1,460	2,153	2,858	2,701	2,878	3,440	2,846	3,241

IMPORTS.

YELLOW

COUNTRIES WHENCE IMPORTED.	1895-99, cwts.	1899-99, cwts.	1900-91, cwts.	1901-92, cwts.	1902-93, cwts.	1903-1904, cwts.	1904-1905, cwts.	1905-1906, cwts.
Austria	125
United Kingdom	...	56,008	188,840	189,827	170,405	108,481	217,280	177,420
Strait Settlements	315,028
Ceylon
Mauritius
Arabia
Cape of Good Hope	1,600
Peru
Bombay
Java
France
Germany
America, U. S.	145	37	82	282	390	121
Italy
Africa, East (British)
Portugal
Aden
Arabia
South America
Natal
Turkey in Asia
Madagascar
Belgium
Cape Colony
Heenan
Egypt
Other Countries
Other Foreign Countries
Other British Possessions
TOTAL	58,850	192,440	191,901	189,538	205,401	226,101	179,261	226,716

WROUGHT—(LAMEtta).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1895-99, cwts.	1899-99, cwts.	1900-91, cwts.	1901-92, cwts.	1902-93, cwts.	1903-1904, cwts.	1904-1905, cwts.	1905-1906, cwts.	1906-1907, cwts.	1907-08, cwts.
United Kingdom
China—Hong-Kong
Siam
Strait Settlements
France
Germany
Mauritius
Ceylon
Mediterranean Ports
Aden
Italy
Belgium
Egypt
Austria
Spain
East Coast of Africa
Cape Colony
Arabia
Peru
Cochin-China—Saigon
Other Countries
Other Foreign Countries
TOTAL	2,368	2,907	3,447	3,632	2,841	3,067	3,418	3,270	2,474	2,827

METAL—(FOR SHEATHING).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1895-99, cwts.	1899-99, cwts.	1900-91, cwts.	1901-92, cwts.	1902-93, cwts.	1903-1904, cwts.	1904-1905, cwts.	1905-1906, cwts.	1906-1907, cwts.	1907-08, cwts.
United Kingdom
China—Hong-Kong
Siam
Strait Settlements
France
Germany
Mauritius
Ceylon
Mediterranean Ports
Aden
Italy
Belgium
Egypt
Austria
Spain
East Coast of Africa
Cape Colony
Arabia
Peru
Cochin-China—Saigon
Other Countries
Other Foreign Countries
Other British Possessions
TOTAL	109,554	160,222	127,789	61,687	90,988	100,641	199,672	192,698	240,184	161,750

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1893-94. cwt.	1898-99. cwt.	1903-04. cwt.	1908-09. cwt.	1913-14. cwt.	1918-19. cwt.	1923-24. cwt.
United Kingdom	138,842	116,305	104,630	185,185	148,437	147,724	156,938	196,028
Ceylon	5,000
Madagascar	1
Belgium	7	...	...	...	...	56
Austria
United States
Aden	1,800	...
China—Hong-Kong
Germany
Cape Colony
Natal
Strait Settlements
Other Foreign Countries
Other British Possessions
TOTAL	138,542	116,305	104,642	183,783	148,437	147,724	158,730	201,027

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1893-94. cwt.	1898-99. cwt.	1903-04. cwt.	1908-09. cwt.	1913-14. cwt.	1918-19. cwt.	1923-24. cwt.
United Kingdom	1168,910	751,271	901,010	705,053	457,345	430,947	517,376	214,492
Austria	1,743	17,183	7,625	16,222
Siam	...	2,019	...	...	35	1,170	6	34
Ceylon	...	10	867	...	...	...	...	...
Madagascar	204	...	145	...	6	98
Strait Settlements	7	...	...	...	220
Holland	1,905	...	...	...
Norway
Germany	...	638	950	...	11,710	61,815	40,795	10,711
France
United States
Perak
Mediterranean Ports	1	17	...	...	...	...
Belgium	83,860	189,604	197,884	249,415	471,549	835,790	387,665	351,501
Italy	1,400	...	...	...	...	...
Aden
East Africa, British	11	...	...
East Africa, German
Cape Colony
Japan
Arabia	11	...	...	...	...	...
Siam	441	...
China—Treaty Ports	10	...	...
Other Countries	21	201	...	...	...	...	...	...
Turkey in Asia
Other Foreign Countries	9	...	...	...	...
Other British Possessions
TOTAL	1,235,814	944,230	1,101,480	965,766	942,508	1,047,911	519,915	593,426

IRON

(CAST—PIG).

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1893-94. cwt.	1898-99. cwt.	1903-04. cwt.	1908-09. cwt.	1913-14. cwt.	1918-19. cwt.	1923-24. cwt.
United Kingdom	65,317	214,415	235,182	210,482	178,451	235,022	350,014	600,072
Austria	3,000
Siam	121	...	42	...	...	...	...	...
Ceylon
Madagascar
Belgium	...	3,600	3,600	...	...	...	...	...
Austria	...	6,000	46,500	...	...	...	...	...
United States
Aden
China—Hong-Kong
Germany
Cape Colony
Natal
Strait Settlements
Other Foreign Countries
Other British Possessions
TOTAL	266,958	217,410	244,724	203,663	195,699	291,421	400,074	651,953

WROUGHT—BAR.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1893-94. cwt.	1898-99. cwt.	1903-04. cwt.	1908-09. cwt.	1913-14. cwt.	1918-19. cwt.	1923-24. cwt.
United Kingdom	184,867	231,047	107,272	225,840	154,760	170,592	161,291	182,582
Austria
Siam
Ceylon
Madagascar
Strait Settlements
Holland
Norway
Germany
France
United States
Perak
Mediterranean Ports
Belgium
Italy
Aden
East Africa, British
East Africa, German
Cape Colony
Japan
Arabia
Siam
China—Treaty Ports
Other Countries
Turkey in Asia
Other Foreign Countries
Other British Possessions
TOTAL	538,027	538,003	635,257	459,678	616,462	801,106	702,861	650,400

IMPORTS.

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	...	420,187	350,053	330,658	318,499	172,530	158,118	118,181	176,661
Strait Settlements	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...	...
Belgium	...	21,551	98,470	...	68,801	188,671	231,154	211,800	382,118
Germany	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	412,160	449,077	395,491	572,227	409,079	466,001	328,064	101,716

IMPORTS.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	...	441,650	377,583	402,081	367,461	248,500	202,710	208,928	325,475
Egypt	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...	...
East Coast of Africa—Zanzibar	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
China—Hong-Kong	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	48,879	157,387	87,655	108,458	241,082	226,914	229,224	224,235
Peru	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	486,645	534,801	490,790	476,620	489,064	461,071	459,227	60,887

IMPORTS.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
Germany	...	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...	...
Ceylon	...	360,278	361,610	477,698	387,367	676,224	486,232	538,588	729,874
Austria	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	360,605	361,610	478,602	387,715	677,057	489,415	539,435	726,430

IRON.

ANGLE, BOLT, ROD.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	...	197,687	220,688	184,062	118,102	72,845	56,015	38,641	17,490
France	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	781,618	788,105	685,990	810,143	201,287	234,008	164,920	120,818

SHEETS AND PLATES—INCLUDING TINNED PLATES.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	...	206,450	231,717	305,077	304,074	207,028	211,079	337,598	395,892
France	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	485,056	533,446	499,857	430,128	479,311	519,609	317,460	393,004

GALVANIZED—OTHER THAN WIRE.

COUNTRIES WHENCE IMPORTED.		1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.
		cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL	...	515,294	764,915	682,997	674,161	910,104	879,316	1,022,108	1,248,828

IMPORTS.

	LEAD								
	COUNTRIES WHENCE IMPORTED	1939-40, cwts.	1950-51, cwts.	1959-61, cwts.	1951-52, cwts.	1959-61, cwts.	1959-61, cwts.	1960-61, cwts.	1961-62, cwts.
Holland
United Kingdom	...	10,664	10,847	...	5,690	11,290	...	4,970	5,767
Safale Settlements	18	...	6	13	...	...
Belgium	...	10,398	9,848	5,557	4,969	10,064	5,424	7,474	11,843
Germany
Aches
Persia
Ceylon	...	95	...	123	303	947	531	748	1,848
Italy	...	2,030	...	1,489	4,445	1,057	2,551	503	...
Arabia	101	...	...	...	...
Turkey in Asia	1	...	...	...
Australia	5,833	...	...	...	...	616	1,318
Other British Possessions
Algeria
Other Countries	...	80	...	30	54	72	...	...	...
Other Foreign Countries
TOTAL	...	23,163	19,108	19,202	31,856	17,707	20,102	14,016	20,684

LEAD

IMPORTS.

COUNTRIES WHERE IMPORTED.		1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.	1943-44. cwt.	1944-45. cwt.	1945-46. cwt.	1946-47. cwt.
Germany	...	...	...	9	7	37	28	...	...	...
United Kingdom	...	7,993	5,732	4,617	5,655	6,283	9,349	6,680	6,287	...
France	...	4,480	5,043	3,615	3,678	2,78	3,083	2,113	...	...
Ceylon	...	...	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	30	...	2	...	...
British Settlements	...	...	...	...	...	...	...	...	...	...
Arabia	...	...	101	...	6	...	...	...	...	...
Egypt	...	...	...	...	...	...	46	...	...	...
Italy	...	105	206	356	476	250	171	...	...	...
Near East	...	...	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	2	...	...	148	833	16	47
Australia	...	...	...	...	...	...	...	17	...	...
Austria	...	...	...	66	4	...	2	...	...	...
Belgium	...	200	...	...	200	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	82	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	28	...	...
Other Countries	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	24	4	...	...	...	...	...	...	...
Total		19,408	6,976	10,087	10,014	6,000	...	...	...	...

LEAD

COUNTRIES WHENCE IMPORTED	188-89, cwt.	1893-94, cwt.	1900-01, cwt.	1911-12, cwt.	1920-21, cwt.	1922-23, cwt.	1924-25, cwt.	1926-27, cwt.
United Kingdom ...	73,180	72,656	76,176	87,117	7,858	8,076	5,614	1,767
Madagascar ...	"	"	"	"	"	"	"	"
France ...	"	"	30	222	"	"	"	"
United States ...	"	"	"	"	"	"	"	70
Aden ...	"	"	"	"	"	"	"	"
Mauritius ...	"	"	"	"	"	10	"	"
Austria ...	"	"	"	"	"	"	22	"
Germany ...	"	"	"	"	"	"	"	15
Other Foreign Countries ...	"	4	27	148	35	"	"	"
Oceania ...	"	"	11	"	"	"	"	"
Belgium ...	"	"	65	40	50	30	92	426
Egypt ...	"	"	"	"	"	"	"	"
Other Countries ...	77	124	"	"	"	"	"	"
Other British Possessions	"	"	"	"	"	"	"	"
TOTAL ...	73,263	72,684	76,477	87,006	7,906	8,116	6,741	8,236

UNWROUGHT—(PIG).

1936-37. cwt.	1937-38. cwt.	1939-40. cwt.	1939-40. cwt.	1939-1940. cwt.	1940-1941. cwt.	1941-1942. cwt.	1942-1943. cwt.	1943-1944. cwt.	1944-1945. cwt.	1945-1946. cwt.	1946-47. cwt.	1947-48. cwt.
5,901	1,152	1,440	3,131	2,360	230	8,295	15,415	11,219	11,970	6,273	...	13,320
10	4,992	6,297	7,915	8,949	14,184	12	4,496	6,894	7,279	2,170	...	...
0,858	...	402	...	...	1,460	12,162	...	...	...	1,808	...	5,748
...	...	138	...	...	351	...	...	...	...	...	...	265
...	...	36	...	...	...	...	...	...	...	...	...	...
1,970	1,183	1,238	1,911	1,001	1,670	1,101	1,411	1,440	1,600	1,265	...	1,559
...	...	100	131	2,023	325	...	...	...	...	...	...	...
...
...	...	15	...	...	...	...	...	...	...	...	...	...
...	332	...	...	...	...	...	...	...	...	...	...	...
...	151	...	207	...	...	...	...	...	8,022	10,001	...	8,010
...	...	...	8	...	...	...	...	...	...	322	...	...
...
...	...	...	...	...	81	6	20	...	...	...	...	18
15,562	10,770	13,682	12,658	14,651	31,104	21,585	25,381	10,463	29,267	19,506	20,895	...

IMPORTS.

WROUGHT—(OTHER SORTS)

[illegible]

IMPORTS.

SHEETS, PIPES & TUBES.

[illegible]

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Egypt .....	...	...	...	...	...	...	...	...
Straits Settlements ..	31,940	38,770	40,930	37,308	36,570	44,207	45,429	49,231
China—Hong-Kong ..	...	...	10	...	...	...	...	...
United Kingdom	720	982	990	876	868	1,235	845	79
Somaliand .....	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...
Ceylon	300	...	2	...	10	...	1	...
Manilla .....	...	...	...	...	...	62	...	...
Aden .....	...	1	...	1	...	...	20	...
Australia .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Borneo (D.-tbl) .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
East Africa—Other Ports ..	...	...	...	...	...	...	...	...
Austria	189	...	...	...	...	...	...	...
East Africa (British) ..	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Other Foreign Countries ..	11	...	...	1	...	...	...	...
TOTAL	33,169	39,753	41,230	38,248	37,440	45,565	46,231	49,101

TIN.

UNWROUGHT—(BLOCK.)

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Egypt
Straits Settlements ..	36,412	37,604	27,592	16,700	21,984	21,022	25,768	23
China—Hong-Kong
United Kingdom	888	787	935	945	1,472	1,649	838	1,326
Somaliand	187
Persia
Ceylon
Manilla	2	...	11	8	22	6	2
Aden
Australia
France
Borneo (D.-tbl)
Arabia
East Africa—Other Ports
Austria
East Africa (British)
Japan
Other Foreign Countries
TOTAL	36,300	38,438	29,090	17,222	22,591	25,907	27,830	40,885

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Germany .....	...	...	...	...	...	...	...	...
United Kingdom	442	50	701	548	29	277	3	31
Austria .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	3	4	8	13
France .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Straits Settlements ..	...	...	...	...	106	21	...	...
China—Hong-Kong ..	40	94	10	34	10	82	11	81
Other Countries .....	...	...	...	...	...	...	...	...
Zanzibar	42	4	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Foreign Countries ..	...	...	...	...	...	...	...	...
Other British Possessions ..	...	...	...	...	...	...	...	...
TOTAL	524	89	716	582	154	341	2,137	170

TIN.

WROUGHT—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON.)

COUNTRIES WHENCE IMPORTED.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Germany	30	41	14	25	44	35	38	44
United Kingdom	13	16	26	46	44	19	14	7
Austria	15	5	12	16	29	22	20	50
Belgium .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Straits Settlements ..	...	...	...	...	...	...	...	...
China—Hong-Kong ..	13	8	10	...	...	...	...	...
Other Countries .....	...	...	...	...	...	...	...	...
Zanzibar .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Foreign Countries ..	...	...	...	...	...	...	...	...
Other British Possessions ..	...	...	...	...	...	...	...	...
TOTAL	97	113	99	109	100	95	170	128

IMPORTS.

ZINC OR SELLER

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Austria
Belgium
British Columbia
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	48,831	69,179	96,116	102,621	97,868	116,009	69,481

IMPORTS.

ZINC OR SELLER

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Austria
Belgium
British Columbia
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	16,122	14,091	5,838	16,024	17,738	14,628	16,870

IMPORTS.

ZINC OR SELLER

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	23,255,558	21,899,400	25,661,297	25,666,068	24,649,280	23,611,268	22,364,676

UNWROUGHT.

IMPORTS.

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Austria
Belgium
British Columbia
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	20,900	24,265	61,034	55,320	50,515	67,489	74,822

WROUGHT OR MANUFACTURED.

IMPORTS.

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Austria
Belgium
British Columbia
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	17,828	29,300	11,558	21,234	26,828	18,321	29,360

SINE.

IMPORTS.

Country Whence Imported.	1888-89. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.
Austria
Belgium
British Columbia
Canada
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other British Possessions
Other Foreign Countries
Other Countries
TOTAL	23,255,558	21,899,400	25,661,297	25,666,068	24,649,280	23,611,268	22,364,676

*Subject to duty one anna per Imperial gallon.

IMPORTS

[illegible]

COTTON PIECE

Country or Province	1888-89, 1890s.	1893-94, 1895s.	1900-01, 1905s.	1903-05, 1905s.	1905-06, 1910s.	1908-09, 1910s.	1910-11, 1915s.	1915-16, 1920s.	1917-18, 1920s.
Other British Possessions									
Cape Colony	202,654.00	202,654.00	322,071.00	327,900.00	329,770.00	411,693.00	420,764.00	507,558.17	535,956.00
Ceylon	2,767.00	2,767.00	2,767.00	2,767.00	2,767.00	2,767.00	2,767.00	2,767.00	2,767.00
India	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Nepal	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Siam	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Straits Settlements	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Tibet	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Zanzibar	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Other Possessions	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Total	202,654.00	202,654.00	322,071.00	327,900.00	329,770.00	411,693.00	420,764.00	507,558.17	535,956.00
Other Foreign Countries									
Austria	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Belgium	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
France	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Germany	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Italy	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Japan	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Netherlands	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Portugal	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Russia	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Spain	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Sweden	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Switzerland	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
United States	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Other Countries	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
Total	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00	1,961.00
TOTAL	204,615.00	204,615.00	324,032.00	329,861.00	331,731.00	413,654.00	422,725.00	509,519.17	537,917.00

GOODS (WHITE, BLEACHED) ALL KINDS.

[illegible]

GOODS, COLOURED, PRINTED, OR DYED (ALL KINDS)

[illegible]

IMPORTS.

[illegible]

IMPORTS.

COTTON

Conventional warfare Injuries	1898-99, No.	1899-00, No.	1900-01, No.	1901-02, No.	1902-03, No.	1903-04, No.	1904-05, No.	1905-06, No.
Other British Possessions	17,315,388	19,263,390	18,176,766	16,595,466	16,117,700	19,045,266	19,077,466	6,021,466
Other British Possessions	18,463	31,041	20,968	14,775	14,775	61,680	1,479	6,021,466
Italy	120,397	184,643	184,643	184,643	184,643	184,643	184,643	184,643
France	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Germany	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Austria	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Spain	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Portugal	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Switzerland	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Belgium	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Netherlands	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Denmark	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Sweden	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Norway	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Finland	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Poland	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Czechoslovakia	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Slovakia	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Hungary	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Romania	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Greece	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Serbia	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Montenegro	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Bulgaria	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Yugoslavia	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Albania	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Other Countries	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
Other Foreign Countries	5,460	5,460	5,460	5,460	5,460	5,460	5,460	5,460
TOTAL	17,375,387	19,318,000	18,196,964	16,610,240	16,132,475	19,106,946	19,083,935	16,704,935

COTTON

Overseas wireless transmitters	1936-39. £	1939-40. £	1940-41. £	1941-42. £	1942-43. £	1943-44. £	1944-45. £	1945-46. £
Other Foreign Countries	..	..	..	..	..	..	..	..
United Kingdom	597,455	811,575	1,119,237	1,266,64	1,038,413	1,222,981	635,077	716,910
China—Hong Kong	2,000	..	120	..	1,700	5,330	..	..
Strait Settlements	..	..	..	..	..	..	..	..
India	5,514	4,225	9,870	2,625	4,123	4,123	1,625	7,500
Malaya	..	..	..	..	..	..	..	..
Australia	11,567	10,014	10,635	12,444	23,408	14,600	16,100	17,500
Japan	..	..	..	..	..	..	..	..
France	420	5,408	..	..	..	..	10,000	14,000
Ceylon	..	..	1,207	4,411	1,411	..	..	25,714
China	..	..	..	..	..	..	..	..
Argentina	..	..	..	..	42,500	..	..	..
Spain	..	..	..	..	..	..	..	..
Zanzibar	..	..	..	..	..	..	..	..
Arabia	..	..	..	..	..	..	..	..
Peru	..	..	..	..	..	..	..	..
United States	..	..	..	..	180	..	..	..
Turkey in Asia	..	..	..	..	..	..	..	..
Yugoslavia	..	..	..	..	..	..	..	..
Japan	..	..	..	..	..	..	..	..
China	..	..	..	..	..	..	..	..
Other British Possessions	42	5,035	..	..	..	..	..	..
Total	598,991	839,805	1,164,800	1,131,264	912,305	930,500	671,455	625,830

IMPORTS.

[illegible]

THREAD. SEWING. 35

IMPORTS.

[illegible]

IMPORTS.

	* COASTWISE WRECK INVESTIGATION.							
	1895-99, lb.	1899-00, lb.	1900-01, lb.	1901-02, lb.	1902-03, lb.	1903-04, lb.	1904-05, lb.	1905-06, lb.
Other Foreign Countries
China—Hio-Kang	..	1,187,551	1,470,729	1,456,660	1,525,941	1,825,091	1,409,244	1,311,978
Japan—Hankow	..	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
India—Bombay	..	410,580	440,489	487,912	484,019	416,546	479,279	774,945
Belgium	11,111	13,410	..	..	27,925	618,235
Sweden	42,000
Great Britain	7,914	13,980	26,509	4,400	..
Russia in Europe
Spain
Adm. in Charge	..	5,047	5,079	588	2,841	871	123	5,000
United Kingdom
France	..	404	820	..	3,468	3,861	..	3,842
Germany	780	2,135
Turkey in Europe
Italy	..	811	..	948	..	..	..	1,451
Keyes	..	444	19,168	1,672	25,726	5,564	20,020	8,414
Spain
Austria	1,971
Germany	1,000
Japan	..	29,234	25,108	29,011	49,674	20,250	41,025	15,000
France and Scotland
East Coast of Africa	..	1,300	..	..	..	128	102	..
China	..	1,511	..	..	..	..	..	61
Other British Possessions
Total	2,059,589	2,869,085	2,465,761	3,699,393	2,589,299	2,848,705	2,493,414	5,068,848

SILK

RAW.

[illegible]

IMPORTS

[illegible]

SILK

PIECE-GOODS

[illegible]

IMPORTS

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1898-99. yards.	1899-00. yards.	1900-01. yards.	1899-02. yards.	1902-03. yards.	1899-01. yards.	1891-02. yards.	1901-02. yards.
Other Foreign Countries	316,383	525,300	377,307	163,931	144,133	127,945	1,300,125	2,413,116
United Kingdom	362,976	282,779	247,431	218,787	79,719	20,543	60,333	75,792
Italy	25,707	12,371	14,127	6,800	7,480	25,399	1,000	2,107
United States	2,055,102	2,591,926	1,656,916	2,468,623	1,093,168	2,161,422	1,299,100	5,076,781
France	14,477	9,921	40,900	5,827	9,104	9,991	1,001	3,026
China - Hong-Kong	21,920	775	11,226	200	17,134	12,938	21,491	41,445
Strait Settlements	275,537	215,618	324,603	213,812	564,110	320,965	204,691	470,798
Australia	1,119	1,120	1,120	1,120	1,120	1,120	1,120	1,120
Germany	17,119	19,600	76,985	134,152	97,029	174,770	236,161	237,161
Sweden	15,392	9,049	289	9,800	1,800	30,065	844,630	237,161
Spain	15,348	1,200	6,428	5,378	12,231	29,980	10,404	2,116
Cyprus	2,206	4,600	2,531	1,377	880	1,500	1,700	10
Den. in Europe	7,704	10,667	2,860	412	204	714	1,000	10
Turkey in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Belgium	51,408	29,546	9,109	31,423	91,209	219,497	241,700	403,125
Czechoslovakia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
East Coast of Africa, Zanzibar	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Japan	5,179	5,651	610	1,875	1,545	329	1,648	2,100
Other Countries	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Europe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Siam	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other British Possessions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	4,123,312	5,976,749	1,997,037	5,146,107	5,944,621	5,962,229	8,992,172	5,931,092

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1898-99. lb.	1899-00. lb.	1900-01. lb.	1899-02. lb.	1902-03. lb.	1899-01. lb.	1891-02. lb.	1901-02. lb.
Other Foreign Countries	9,022,020	8,717,108	9,001,912	8,723,170	3,775,480	8,674,452	3,222,029	4,765,569
United Kingdom	1,223,735	1,253,354	1,088,072	1,316,551	1,217,949	970,940	1,369,978	1,170,029
New Zealand	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Australia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Cyprus	15,601	15,601	15,601	15,601	15,601	15,601	15,601	15,601
China-Hong-Kong	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Strait Settlements	128,932	97,456	115,801	91,130	91,130	91,130	91,130	91,130
Japan	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Europe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Siam	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other British Possessions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	4,600,219	5,109,136	4,628,226	4,945,440	4,901,921	4,904,200	4,939,220	5,109,226

SILK.

MIXED WITH OTHER MATERIALS.

COUNTRIES WHENCE IMPORTED.	1898-99. yards.	1899-00. yards.	1900-01. yards.	1899-02. yards.	1902-03. yards.	1899-01. yards.	1891-02. yards.	1901-02. yards.
Other Foreign Countries	2,171,220	2,545,887	1,658,880	622,881	833,900	682,167	238,641	267,420
United Kingdom	174,477	271,180	209,200	809,151	687,377	4,800	844,677	511,075
Italy	6	6	6	6	6	6	6	6
United States	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
France	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
China - Hong-Kong	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Strait Settlements	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Australia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Germany	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Sweden	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Spain	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Cyprus	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Europe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Turkey in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Belgium	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Czechoslovakia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
East Coast of Africa, Zanzibar	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Japan	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other Countries	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Europe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Siam	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other British Possessions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	4,023,312	4,612,652	4,931,681	5,623,508	5,296,499	4,847,000	5,716,001	4,990,495

IMPORTS.

RAW.

COUNTRIES WHENCE IMPORTED.	1898-99. lb.	1899-00. lb.	1900-01. lb.	1899-02. lb.	1902-03. lb.	1899-01. lb.	1891-02. lb.	1901-02. lb.
Other Foreign Countries	1,230,370	1,233,977	2,410,416	2,677,470	1,018,964	2,625,625	3,177,020	1,021,420
United Kingdom	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
New Zealand	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Australia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Cyprus	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
China-Hong-Kong	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Strait Settlements	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Japan	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Asia	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Den. in Europe	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Siam	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Other British Possessions	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Total	4,123,312	4,612,652	5,283,501	5,864,988	2,971,919	8,992,172	2,716,071	1,075,437

IMPORTS.

IMPORTS.

Countries Whence Imported.	1888-89. Ru.	1889-90. Ru.	1890-91. Ru.	1891-92. Ru.	1892-93. Ru.	1893-94. Ru.	1894-95. Ru.	1895-96. Ru.
Other Foreign Countries
United Kingdom	...	15,558	42,122	54,490	53,176	55,132	46,723	54,301
France	217	...	...	...
United States
Australia
China
Holland	...	608	919	...	1,296	1,233	...	...
Spain—Gibraltar
Japan
Aden
Calcutta
Italy	...	36,381	77,032	56,614	54,272	58,456	57,601	56,907
Portugal
Germany	...	150	5,513	...	14,729	13,459	10,797	10,100
China—Treaty Ports
Sweden
Other British Possessions
Other Countries
TOTAL	...	82,147	79,171	105,614	94,161	92,915	100,676	63,845

IMPORTS.

Countries Whence Imported.	1888-89. Ru.	1889-90. Ru.	1890-91. Ru.	1891-92. Ru.	1892-93. Ru.	1893-94. Ru.	1894-95. Ru.	1895-96. Ru.
Other British Possessions	...	...	...	...	...	...	...	...
United Kingdom	16,477,450	15,541,461	1,007,231	14,558,407	12,774,450	930,136	9,866,609	5,724,899
France	6,465,104	4,671,127	4,574,614	5,844,988	7,954,949	769,743	5,044,774	5,854,949
Germany	4,850	2,466,519	7,84,139	6,76,259	6,28,381	561,951	744,351	5,57,859
China	13,031	...	1,024	...	9,014	85,292	84,640	11,261
Australia	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Spain—Gibraltar	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
TOTAL	16,48,419	29,91,069	28,57,252	51,16,194	39,59,587	37,51,891	26,76,152	26,14,832

MATCHES.

PRINTING.

Countries Whence Imported.	1888-89. Ru.	1889-90. Ru.	1890-91. Ru.	1891-92. Ru.	1892-93. Ru.	1893-94. Ru.	1894-95. Ru.	1895-96. Ru.
Other Foreign Countries
United Kingdom
France
United States
Australia
China
Holland
Spain—Gibraltar
Japan
Aden
Calcutta
Italy
Portugal
Germany
China—Treaty Ports
Sweden
Other British Possessions
Other Countries
TOTAL	81,201	65,100	91,000	69,639	111,100	121,241	119,266	169,100

LUCIFER, AND OTHER SORTS.

Countries Whence Imported.	1888-89. Ru.	1889-90. Ru.	1890-91. Ru.	1891-92. Ru.	1892-93. Ru.	1893-94. Ru.	1894-95. Ru.	1895-96. Ru.
Other Foreign Countries
United Kingdom
France
United States
Australia
China
Holland
Spain—Gibraltar
Japan
Aden
Calcutta
Italy
Portugal
Germany
China—Treaty Ports
Sweden
Other British Possessions
Other Countries
TOTAL	25,40,805	41,71,521	27,81,294	54,75,368	39,50,573	45,65,854	46,76,876	56,61,001

IMPORTS.

IMPORTS.

UMR

COUNTRIES WHENCE IMPORTED.	1888-90. No.	1890-91. No.	1890-91. No.	1891-92. No.	1892-93. No.	1893-94. No.	1894-95. No.	1895-96. No.
Belgium .....	...	...	...	...	44	115	1 212	...
Holland .....	...	...	...	...	75	...	1	...
East Coast of Africa—Zanzibar .....	...	...	...	15	...	...	...	...
Germany .....	...	...	494	12,642	10,099	19,741	2,806	...
Italy	3,031,672	2,847,690	2,857,300	479,880	4,209,044	4,218,330	5,000,677	5,603,200
China (Hong Kong) United Kingdom— Treaty Ports	5,756,691	177,667	170,000	170,800	20,000	7,544,690	8,544,690	8,544,690
Spain .....	...	...	2	...	8,960	6,290	814	7,684
Mauritius	665,337	665,280	626,811	905,740	5,908	840,002	683,438	768,741
Straits Settlements .....	...	...	...	...	...	...	...	...
Ceylon	5,790	5,790	202	583	5,634	1,854	1,072	2,181
France	2,004	5,730	2,300	8,664	5,934	7,508	4,898	8,183
Spain (excluding Gibraltar) .....	...	...	971	377	...	...	...	...
Aden .....	...	...	7,794	2,960	5,282	1,260	1,704	2,180
Austria	1,516	2,803	4,791	2,860	5,282	1,260	1,704	2,180
Japan .....	...	...	15	...	...	108	2	81,002
United States .....	...	...	2,698	2,850	1,820	9,038	109,091	116,440
Other Countries .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Other Foreign Possessions .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
TOTAL	1,728,820	9,722,720	3,740,754	4,684,125	4,783,054	5,478,428	9,070,150	4,051,785

RELLAS.

IMPORTS.

[illegible]

EXPORTS INDIAN PRODUCE COTTON

EXPORTS.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.
Countries to which Exported.									
United Kingdom	1,176,414	2,165,917	1,559,052	710,384	528,450	855,007	648,584	879,449	
France	548,051	635,375	689,572	669,097	586,000	475,672	506,618	581,100	
China— (Hong-Kong Twenty Ports)	794	312	1,075	110,366	815	147	29,871	55,126	107,400
Algeria	139,324	154,987	118,000	70	89	70	85	69,821	
Australia	...	...	120	...	...	...	...	...
Malacca and Sumatra	...	...	...	...	...	...	...	...
Spain (excluding Gibraltar)	71,899	115,427	69,000	95,907	97,241	97,054	75,210	9,700	
Holland	1,425	...	...	...	...	...	...	...
Ceylon	...	1,370	4,001	7,507	7,705	9,132	8,429	6,530	9,247
Germany	205,280	406,138	409,990	744,081	915,185	1,025,182	697,750	907,190	571,101
Swedish Settlements	25,618	21,458	23,694	7,195	17,802	3,814	3,823	5,138	47,847
Russia	160,585	94,485	82,800	55,581	804,172	171,724	80,504	8,515	5,131
Maritime	...	207	214	814	469	95	258	317	425
China—China	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...
Bahian Islands	...	...	...	...	...	...	...	...
Belgium	973,304	941,584	907,814	670,008	688,020	924,450	469,003	748,118	431,881
Other Foreign Countries	...	...	...	...	...	...	...	...
America (U.S.)	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Austria	755,120	740,580	718,034	548,004	599,585	616,160	602,557	716,770	557,002
Italy	790,813	914,928	23,528	167,684	709,412	670,423	285,451	651,267	607,284
East Africa (Mombasa) Zanzibar (Other Ports)	1,061	1,058	5,720	925	1,879	1,140	3,114	1,100	1,100
East Africa (Portuguese)	...	...	...	...	...	...	...	...
Egypt	5,075	5,005	619	615	2,648	770	...	...
Arabia	899	907	1,044	597	479	5,147	...	5,041	5,060
Greece	8,401	1,745	5,450	8,290	590	5,500	9,701	7,100	...
Sweden	4,302	5,075	8,400	7,028	5,500	7,973	1,174	3,400	5,040
Australia	5,792	9,005	6,404	5,017	1,800	9,015	9,001	9,015	4,910
Other Zealand	...	...	...	...	...	...	...	...
Norway	320	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Japan	890	60,897	77,707	400,902	445,900	208,951	455,148	825,858	1,091,050
Maldives	...	...	...	...	...	...	...	...
Penda	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Total	5,831,256	6,300,545	5,919,221	4,425,497	4,769,201	4,768,888	3,984,097	5,545,429	5,618,003

* Up to 1899-90 included with Australia.

PORTS. AND MANUFACTURE. RAW.

EXPORTS.

EXPORTS.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.
United Kingdom	1,176,414	2,165,917	1,559,052	710,384	528,450	855,007	648,584	879,449	
France	548,051	635,375	689,572	669,097	586,000	475,672	506,618	581,100	
China— (Hong-Kong Twenty Ports)	794	312	1,075	110,366	815	147	29,871	55,126	107,400
Algeria	139,324	154,987	118,000	70	89	70	85	69,821	
Australia	...	...	120	...	...	...	...	...
Malacca and Sumatra	...	...	...	...	...	...	...	...
Spain (excluding Gibraltar)	71,899	115,427	69,000	95,907	97,241	97,054	75,210	9,700	
Holland	1,425	...	...	...	...	...	...	...
Ceylon	...	1,370	4,001	7,507	7,705	9,132	8,429	6,530	9,247
Germany	205,280	406,138	409,990	744,081	915,185	1,025,182	697,750	907,190	571,101
Swedish Settlements	25,618	21,458	23,694	7,195	17,802	3,814	3,823	5,138	47,847
Russia	160,585	94,485	82,800	55,581	804,172	171,724	80,504	8,515	5,131
Maritime	...	207	214	814	469	95	258	317	425
China—China	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...
Bahian Islands	...	...	...	...	...	...	...	...
Belgium	973,304	941,584	907,814	670,008	688,020	924,450	469,003	748,118	431,881
Other Foreign Countries	...	...	...	...	...	...	...	...
America (U.S.)	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Austria	755,120	740,580	718,034	548,004	599,585	616,160	602,557	716,770	557,002
Italy	790,813	914,928	23,528	167,684	709,412	670,423	285,451	651,267	607,284
East Africa (Mombasa) Zanzibar (Other Ports)	1,061	1,058	5,720	925	1,879	1,140	3,114	1,100	1,100
East Africa (Portuguese)	...	...	...	...	...	...	...	...
Egypt	5,075	5,005	619	615	2,648	770	...	...
Arabia	899	907	1,044	597	479	5,147	...	5,041	5,060
Greece	8,401	1,745	5,450	8,290	590	5,500	9,701	7,100	...
Sweden	4,302	5,075	8,400	7,028	5,500	7,973	1,174	3,400	5,040
Australia	5,792	9,005	6,404	5,017	1,800	9,015	9,001	9,015	4,910
Other Zealand	...	...	...	...	...	...	...	...
Norway	320	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Japan	890	60,897	77,707	400,902	445,900	208,951	455,148	825,858	1,091,050
Maldives	...	...	...	...	...	...	...	...
Penda	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Total	5,831,256	6,300,545	5,919,221	4,425,497	4,769,201	4,768,888	3,984,097	5,545,429	5,618,003

COTTON

Consent to various Exemptions	1938-39, lira	1939-40, lira	1940-41, lira	1941-42, lira	1942-43, lira	1943-44, lira	1944-45, lira	1945-46, lira
Romania .. ..	..	..	..	..	..	..	..	..
Bulgaria .. ..	..	..	..	..	..	..	..	..
China { Hong-Kong	81,001,219	87,956,727	81,655,331	85,051,199	80,900,250	69,360,450	87,023,441	91,001,441
{ Treaty Ports	21,001,777	26,160,000	45,185,475	50,567,627	67,943,000	51,822,102	67,266,000	70,000,000
Adm	1,256,912	1,760,700	1,832,325	2,251,291	1,244,705	1,755,386	2,081,651	1,070,110
Other British Possessions	..	..	..	..	..	..	..	..
Greece Settlements	1,864,391	1,075,080	2,014,050	2,007,384	1,728,870	3,264,734	3,383,110	3,001,302
Maldives .. ..	..	3,000	900	800	..	24	..	..
Somalia and Nyanza	..	..	62	6,700	1,354	49	710	1,085
Mauritius .. ..	..	..	..	3,000	1,268	..	1,610	..
United Kingdom ..	..	100,737	5,158	10,600	5,256	37,800	31	5,520
Ceylon	56,030	74,054	23,000	46,345	30,717	87,712	60,556	46,000
Japan	23,140,460	27,586,714	11,870,425	6,085,000	7,551,863	5,768,772	2,618,000	1,200,460
Zanzibar and Pemba ..	..	..	..	..	..	..	..	..
Africa { North	63,242	52,375	46,201	117,296	64,200	58,000	60,490	110,390
{ East British	..	..	..	..	..	..	..	..
{ Settlements (Treaty)	..	..	..	..	..	..	..	..
{ Portuguese	..	..	..	..	..	..	..	..
{ Other Ports	..	..	..	..	..	..	..	..
{ German, South-West	..	..	..	..	..	..	..	..
Anaba	261,202	269,201	278,810	448,300	596,444	899,871	625,471	570,270
Turkey in Asia	463,970	671,000	612,120	941,639	717,466	789,100	1,225,540	730,200
Div. in Europe ..	..	..	..	2,100	..	..	..	..
Java	327,000	274,476	638,000	208,800	255,830	370,000	218,000	..
Egypt .. ..	..	..	..	27,618	2,000	18,000	..	64,270
Algeria .. ..	..	3,300	..	4,600	..	..	20,000	..
United States .. ..	..	..	..	..	..	..	..	..
Siam .. ..	..	5,000	..	880	10,500	20,000	..	..
Philippines	21,180	22,000	12,000	2,400	..	..	..	..
Other Countries in Asia	..	14,000	1,000	127,200	..	258,021	110	10,555
France .. ..	..	..	1,200	63,470	470	..	330	6,800
Italy .. ..	..	..	..	..	..	..	..	..
Portia	119,570	151,261	323,720	829,020	837,200	4,067,000	983,812	924,544
Siam .. ..	..	..	3,000	14,000	4,400	..	6,000	18,000
Austria-Hungary ..	..	..	..	..	..	..	..	..
Norway .. ..	..	..	..	..	..	..	56	..
Holland .. ..	..	..	..	..	..	..	..	..
Spain .. ..	..	..	..	..	..	..	..	..
Madagascar .. ..	..	..	..	..	..	..	700	1,025
Germany .. ..	..	..	..	..	..	..	100	..
Australia .. ..	..	..	..	..	..	..	..	2,760
Falkland Islands ..	..	..	..	..	..	..	..	..
Somalia .. ..	..	..	..	..	..	..	..	..
Russia .. ..	..	..	..	..	..	..	..	..
Other Foreign Countries	..	..	..	..	..	..	..	..
Other Exemptions ..	9,676	..	..	..	..	..	..	7,000
Greece .. ..	..	..	..	..	..	..	..	..
Total	128,000,740	141,949,550	166,475,804	161,028,253	131,747,730	128,608,312	158,033,710	148,001,070

EXPORTS.

1907-08. Do.	1897-98. Do.	1899-99. Do.	1899-1900. Do.	1900-1901. Do.	1901-1902. Do.	1902-1903. Do.	1903-1904. Do.	1904-1905. Do.	1905-1906. Do.	1906-07. Do.	1907-08. Do.
..	12,000	..	..	..	..	68,481
..	129,998
10,730,512	14,409,560	15,623,731	16,737,422	17,007,423	16,366,500	16,973,237	17,973,238	17,353,118	14,623,626	12,923,310	12,923,310
70,290,175	74,443,460	65,545,150	72,220,337	71,000,110	64,416,676	72,667,631	61,265,000	67,120,319	130,427,118	140,402,488	94,201,564
1,531,055	2,053,444	1,267,251	5,009,666	1,377,712	1,779,135	2,069,023	1,714,180	1,285,892	1,425,111	1,948,816	1,948,816
..	7,710	..	272
4,632,598	4,449,186	5,120,270	4,111,607	4,109,407	4,094,437	9,370,672	4,371,622	6,662,125	1,650,500	5,776,185	6,309,755
92	2,929	..	..	2,929
..	150	2,000	..	1,175	5,890	1,319	50	8,150	4,219	7,631	1,319
4,200	300	5,424	8,690	2,200	2,669	5,111	..	1,190	1,190	1,190	3,170
..	..	2,470	1	17,620	25,650	91,710	..	..	..	..	611,774
100,000	160,467	120,000	112,713	73,120	65,420	154,950	189,267	102,875	296,612	317,000	317,000
634,800	854,020	40,000	..	..	..	..	..	24,730	..	80,000	..
..	41,000
..	55,000
84,092	138,563	116,191	..	77,009	29,160	104,400	66,679	17,754	161,619	61,216	6,093
..	1,200	5,000	5,000	5,000	5,000	3,269
..	1,800	1,000	1,000	1,000	1,000	1,000
..	6,250	6,250	..	..	..	34,888
625,000	582,000	600,613	413,486	913,419	503,438	539,620	619,620	618,203	915,658	657,820	476,427
1,139,800	912,555	1,461,487	719,100	1,415,370	9,299,400	5,300,800	3,211,778	5,399,000	1,324,000	5,217,025	12,525,430
..	11,217	..	..	..	614,620	62,861	94,520
396,802	307,000	17,000	45,000	62,200	..	..	175,200	261,150	233,000	74,171	71,907
56,000	50,400	..	..	92,250	94,000	401,700	9,471,000	1,524,012	675,000	1,561,710	1,561,710
..	12,100	96,000	43,300	86,000	36,000	228,000	100,000	425,000	191,870
..	40,000
1,000	..	4,700	16,000	14,000	31,200	97,100	197,600	203,100	404,600	407,600	..
..	..	21,000	..	74,200	14,600	62,815	116,251	150,500	226,000	158,400	45,410
50,000	79,500
40,000	..	5,000	..	..	..	700,100	..	5,000	46,900	..	81,180
..	5,200,000
747,701	1,161,162	1,019,215	658,411	1,093,430	1,775,031	1,441,731	1,674,191	2,574,340	1,414,617	2,488,000	5,728,400
25,000	68,000	..	..	4,000	20,000	4,000	25,000	200,000	62,000	418,000	1,000,000
..	2,500	2,500	2,500	63,185
..	4,000
1,000	1,000	1,000	..	600	200	14,100	10,000	4,000
..	8,410
11,200	49,981	221	5,600	71,200	800	..	140,100	125,000
..	10,100	320,000
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EXPORTS.

COTTON PIECE-GOODS.

COUNTRIES TO WHICH EXPORTED.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1891-92. yards.	1892-93. yards.	1893-94. yards.	1894-95. yards.	1895-96. yards.
Samoa	..	..	..	..	..	..	..	..
Strait Settlements	..	..	..	..	..	..	..	..
Peru	528,331	1,160,764	1,154,356	1,441,957	1,999,420	2,556,258	3,160,847	2,771,264
Oceania	870,771	951,253	653,912	1,161,437	1,092,091	699,283	1,026,916	1,057,162
Oceania	33,142	460,298	216,724	425,909	218,022	291,229	361,446	355,545
Adm.	15,693,639	18,139,639	11,605,842	10,555,358	10,529,177	10,174,928	10,756,814	13,009,483
United Kingdom	..	109,453	129,449	87,936	5,645	75	8,927	207
Other Foreign Countries	..	..	..	..	..	..	..	..
United States	..	..	..	11,000	..	..	..	..
Habari Islands	..	..	..	..	..	..	..	..
Somalia and Melan	561,727	448,857	836,110	621,021	768,237	267,697	391,454	616,540
Other Foreign Countries	..	..	..	..	..	..	..	..
China	729,079	57,850	15,000	70,250	942,000	1,267,281	1,620,881	2,516,150
(Hong-Kong)	..	..	..	..	..	..	..	..
(Tientsin)	15,697,000	1,395,640	5,025,440	7,280,432	12,663,814	9,979,700	6,023,990	18,021,473
Zanzibar and Pemba	..	..	..	..	..	..	..	..
Maldives	..	14,218	..	540	..	..	1,440	698
Nauru	94,029	249,614	65,761	62,803	54,541	100,915	79,081	194,034
Siem	156,000	445,000	319,132	595,000	484,490	244,769	76,000	213,641
Turkey in Europe	..	..	..	..	..	..	..	..
Do. in Asia	1,218,625	1,710,000	1,777,831	2,565,375	3,129,177	3,186,480	3,667,609	2,891,416
Other Countries in Asia	..	..	..	..	..	..	..	..
Africa	18,811,891	20,900,400	21,155,132	20,900,168	24,000,001	16,372,844	20,769,918	29,004,811
(British (East)	..	..	..	..	..	..	..	..
(German (South-West))	..	..	..	..	..	..	..	..
Amica	1,893,771	1,691,762	2,038,220	2,837,071	2,608,721	3,700,295	5,015,976	..
Australia	..	9,911	..	6,880	11,259	19,000	86,000	..
Germany	..	..	..	..	..	..	..	..
France	75,070	357,220	1,001,742	906,728	980,910	1,567,600	1,900,150	3,100,900
Japan	191,551	8,600	16,900	..	64,820	320,274	600,000	69,827
Algeria	965,700	1,029,622	2,760,182	1,085,640	3,010,337	6,771,384	6,076,749	6,141,550
Senegal	..	..	..	..	..	..	..	..
Madagascar	172,140	200,780	..	..	69,150	109,414	925,913	..
Natal	17,372	21,270	20,550	24,310	6,019	6,520	129,200	311,134
Austria	..	..	..	..	..	..	..	..
Italy	..	..	..	..	..	..	..	..
Philippines	..	..	1,200	..	25,000	35,000	67,500	48,514
Other Countries	..	..	..	..	..	..	..	..
New Zealand	..	..	..	..	..	..	..	..
Other British Possessions	..	..	..	..	..	..	..	..
TOTAL	54,999,810	65,910,811	65,196,240	66,627,645	67,071,754	67,700,064	68,384,776	75,005,949

GREY, UNBLEACHED.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1891-92. yards.	1892-93. yards.	1893-94. yards.	1894-95. yards.	1895-96. yards.
Samoa	..	..	..	..	..	..	..	..
Strait Settlements	..	..	..	..	..	..	..	..
Peru	528,331	1,160,764	1,154,356	1,441,957	1,999,420	2,556,258	3,160,847	2,771,264
Oceania	870,771	951,253	653,912	1,161,437	1,092,091	699,283	1,026,916	1,057,162
Oceania	33,142	460,298	216,724	425,909	218,022	291,229	361,446	355,545
Adm.	15,693,639	18,139,639	11,605,842	10,555,358	10,529,177	10,174,928	10,756,814	13,009,483
United Kingdom	..	109,453	129,449	87,936	5,645	75	8,927	207
Other Foreign Countries	..	..	..	..	..	..	..	..
United States	..	..	..	11,000	..	..	..	..
Habari Islands	..	..	..	..	..	..	..	..
Somalia and Melan	561,727	448,857	836,110	621,021	768,237	267,697	391,454	616,540
Other Foreign Countries	..	..	..	..	..	..	..	..
China	729,079	57,850	15,000	70,250	942,000	1,267,281	1,620,881	2,516,150
(Hong-Kong)	..	..	..	..	..	..	..	..
(Tientsin)	15,697,000	1,395,640	5,025,440	7,280,432	12,663,814	9,979,700	6,023,990	18,021,473
Zanzibar and Pemba	..	..	..	..	..	..	..	..
Maldives	..	14,218	..	540	..	..	1,440	698
Nauru	94,029	249,614	65,761	62,803	54,541	100,915	79,081	194,034
Siem	156,000	445,000	319,132	595,000	484,490	244,769	76,000	213,641
Turkey in Europe	..	..	..	..	..	..	..	..
Do. in Asia	1,218,625	1,710,000	1,777,831	2,565,375	3,129,177	3,186,480	3,667,609	2,891,416
Other Countries in Asia	..	..	..	..	..	..	..	..
Africa	18,811,891	20,900,400	21,155,132	20,900,168	24,000,001	16,372,844	20,769,918	29,004,811
(British (East)	..	..	..	..	..	..	..	..
(German (South-West))	..	..	..	..	..	..	..	..
Amica	1,893,771	1,691,762	2,038,220	2,837,071	2,608,721	3,700,295	5,015,976	..
Australia	..	9,911	..	6,880	11,259	19,000	86,000	..
Germany	..	..	..	..	..	..	..	..
France	75,070	357,220	1,001,742	906,728	980,910	1,567,600	1,900,150	3,100,900
Japan	191,551	8,600	16,900	..	64,820	320,274	600,000	69,827
Algeria	965,700	1,029,622	2,760,182	1,085,640	3,010,337	6,771,384	6,076,749	6,141,550
Senegal	..	..	..	..	..	..	..	..
Madagascar	172,140	200,780	..	..	69,150	109,414	925,913	..
Natal	17,372	21,270	20,550	24,310	6,019	6,520	129,200	311,134
Austria	..	..	..	..	..	..	..	..
Italy	..	..	..	..	..	..	..	..
Philippines	..	..	1,200	..	25,000	35,000	67,500	48,514
Other Countries	..	..	..	..	..	..	..	..
New Zealand	..	..	..	..	..	..	..	..
Other British Possessions	..	..	..	..	..	..	..	..
TOTAL	54,999,810	65,910,811	65,196,240	66,627,645	67,071,754	67,700,064	68,384,776	75,005,949

EXPORTS.

COTTON PIECE-GOODS.

Countries to which Exported.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1891-92. yards.	1892-93. yards.	1893-94. yards.	1894-95. yards.	1895-96. yards.	1896-97. yards.
New Zealand	...	...	...	...	...	...	...	...	...
Somaland	...	...	...	...	...	...	...	...	...
Oceania	5,685,202	8,905,670	6,203,822	6,219,920	6,949,237	8,328,103	6,169,744	8,197,731	6,021,888
Germany	...	...	...	...	...	...	...	...	...
Swiss Settlements	4,805,552	8,905,320	4,332,310	4,879,033	4,754,060	4,650,401	5,092,464	3,181,242	4,028,088
Austria	902,170	901,010	57,388	805,164	629,601	604,561	639,778	973,641	941,679
Italy	...	...	...	...	...	...	...	...	...
Aden	1,450,037	1,077,719	1,275,521	1,502,580	2,098,417	1,755,290	2,079,431	1,721,738	2,011,028
United Kingdom	440,735	917,328	140,078	421,977	515,745	485,172	305,380	450,008	44,906
Australia	...	...	...	...	...	...	...	...	...
India and Somaliland	...	1,015,587	725,706	816,192	854,581	612,519	776,000	1,118,730	616,610
Turkey in Asia	90,111	129,544	25,102	222,480	161,869	69,030	311,082	109,519	217,678
Siam - Siambar	...	...	...	...	...	...	...	...	...
Cochin-China	...	...	...	...	...	...	...	...	...
Malta	...	...	205	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...	...
Persia	259,350	303,447	203,830	512,700	345,004	237,489	442,535	600,818	547,381
East Germany	...	...	...	...	...	...	...	...	...
Africa (Portuguese South West)	606,941	611,610	346,536	673,244	869,912	684,933	883,061	437,105	868,638
Egypt	9,134	45,092	65,836	132,700	134,732	299,161	171,288	162,156	85,317
Siambar	5,074	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...
Maldives	4,425	6,500	4,798	...	...	...	...	...	...
Manilla	53,507	125,895	33,791	71,091	38,440	52,375	10,459	46,650	55,770
Australia	...	...	...	...	...	...	...	...	...
France	...	32,150	800	...	...	...	...	...	...
Spain	...	37,735	106,702	74,321	259,945	47,316	117,107	255,700	164,173
Other British Possessions	...	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...	...
Algeria	55,130	32,400	185,063	146,048	138,905	399,031	109,930	106,407	87,000
Algeria	27,000	33,000	38,000	2,100	3,600	45,200	...	...	...
Madagascar	4,600	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...
China - Hong Kong	...	11,540	1,086	3,120	320	2,240	...	...	...
China - Treaty Ports	...	...	...	...	...	...	...	...	...
Other Countries	3,210	3,232	42	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
British Guiana	...	...	...	...	...	...	...	...	...
Belgian Congo	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	...	...	...	...
TOTAL	15,189,030	14,275,099	14,310,021	16,610,271	18,004,132	14,812,890	16,561,658	15,930,403	14,744,471

COLOURED, PRINTED OR DYED.

EXPORTS.

Countries to which Exported.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1900-1901. yards.	1901-1902. yards.	1902-1903. yards.	1903-1904. yards.	1904-1905. yards.	1905-1906. yards.	1906-07. yards.	1907-08. yards.
New Zealand	...	...	...	...	...	...	...	...	...	...	2,784
Somaland	...	...	...	...	...	...	...	...	...	...	...
Oceania	7,820,844	5,200,225	7,875,711	8,080,731	7,808,741	8,168,001	7,972,588	8,168,001	8,509,743	7,909,044	8,005,546
Germany	6,881,255	6,090,927	7,000,018	15,930,782	11,830,330	9,900,083	11,044,374	10,829,407	10,771,733	9,826,214	9,051,111
Swiss Settlements	601,507	744,064	939,705	874,183	1,007,813	1,077,740	1,462,082	950,480	1,501,195	1,067,501	602,881
Austria	1,401,335	1,154,222	1,817,678	3,444,207	3,912,753	2,769,521	3,083,622	2,185,749	2,186,168	2,821,148	3,210,886
United Kingdom	814,248	229,672	477,843	165,209	111,071	181,470	164,255	24,158	51,487	109,563	122,157
Australia	...	...	...	...	...	...	...	...	...	...	...
India and Somaliland	553,935	923,429	584,702	669,150	940,200	506,161	856,100	1,125,244	913,620	551,003	1,710,403
Turkey in Asia	186,064	450,317	340,646	370,000	316,210	635,162	1,245,645	1,150,740	1,255,686	1,770,471	2,241,039
Siam - Siambar	...	...	...	...	...	...	...	...	...	...	...
Cochin-China	...	...	...	...	...	...	...	...	...	...	...
Malta	40,290	33,534	135,700	159,012	61,632	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...	...	...	...
Persia	376,632	220,910	338,007	525,642	341,333	329,318	329,747	270,593	303,184	450,405	622,649
East Germany	404,541	424,161	...	...	...	...	...	...	...	...	...
Africa (Portuguese South West)	...	...	...	...	...	...	...	...	...	...	...
Egypt	75,189	388,718	149,515	157,711	88,416	401,486	239,881	270,003	510,568	610,216	709,026
Siambar	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	...	...	...
Siam	1,114	3,950	230,100	129,007	111,000	297,000	400,308	308,920	6,000	12,000	647,362
Maldives	75,744	85,734	95,554	182,007	103,132	211,205	370,302	1,510,741	1,440,298	847,931	299,768
Manilla	1,051	1,200	658	180	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...
Spain	105,914	209,377	109,186	857,444	301,020	374,706	401,257	290,499	207,253	144,192	192,146
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...	...	...	...
Algeria	...	...	...	...	...	...	...	...	...	...	...
Algeria	4,200	13,812	20,827	155,279	61,005	193,952	230,240	40,097	352,901	17,647	846,076
Madagascar	41,422	5,000	400	14,110	30,025	43,941	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...
China - Hong Kong	...	...	...	...	...	...	...	...	...	...	...
China - Treaty Ports	...	...	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...	...
British Guiana	...	...	...	...	...	...	...	...	...	...	...
Belgian Congo	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	...	...	...	...	...	...
TOTAL	16,731,222	16,711,744	25,561,208	35,330,225	35,381,722	30,509,341	33,596,103	34,400,075	35,760,027	34,231,533	34,320,079

EXPORTS.

CONTRIBUTORS TO TRADING SHIPS.	1889-90. cwt.	1890-91. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1892-94. cwt.	1894-95. cwt.	1895-96. cwt.
United Kingdom	7,491,146	7,779,255	6,745,369	5,181,708	6,128,491	5,629,749	6,842,402	7,580,202
United States	1,681,476	1,464,283	2,715,728	1,373,374	1,929,935	864,843	2,166,778	2,764,881
France	161,654	233,046	295,595	218,378	825,912	885,107	557,556	544,878
Ceylon	...	...	...	35	238	159	...	...
Holland	...	...	...	...	...	...	...	...
Germany	684,925	631,521	1,425,972	956,189	1,360,932	1,171,022	2,579,077	...
Straits Settlements	473	456	450	349	445	735	...	1,760,788
Szechwan-Hong-Kong	54,482	458,660	56,822	...	26,771	16,081	21,080	7,284
Australia	5,380	9,377	4,643	5,100	195	2,425	2,769	2,769
Austria	266,495	169,596	316,798	348,387	254,837	297,207	423,555	319,689
Italy	18,329	225,416	84,704	183,887	218,254	256,437	265,300	...
Spain (excluding Gibraltar)	106,721	115,719	156,761	62,206	146,888	159,479	170,161	48,431
Turkey	...	...	...	188,251	...	141,205	...	10,000
Belgium	1,764	146	893	...	5,375	...	...	...
Japan	7,569	5,636	5,764	14,181	19,972	23,290	28,205	23,000
South America	...	17,361	...	...	...	...	...	...
Asia	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	5,307
West Indies	...	...	...	...	...	...	...	25,846
Africa	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
West Africa	...	...	...	...	...	...	...	...
New Zealand	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Argentine Republic	...	...	...	...	...	...	...	...
Brazil	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Other Countries	128	7	...	...	...	...	...	...
TOTAL	10,583,143	10,255,945	11,085,567	8,632,135	10,637,215	8,660,135	12,976,791	1,258,154

EXPORTS.

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EXPORTS

	1929-30.	1929-30. No.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.
Smallland
Mexico	..	..	..	..	..	..	..	..
Argentina Republic	..	..	..	..	..	..	..	..
Uruguay	..	..	..	..	..	..	..	..
Paraguay	..	..	..	..	..	..	..	..
Guatemala Republic	..	..	..	..	..	..	..	..
El Salvador	..	..	..	..	..	..	..	..
Costa Rica	..	..	..	..	..	..	..	..
Guatemala Republic	13,321,301	13,157,588	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
El Salvador	11,317,027	11,157,588	12,954,348	15,691,971	15,794,764	18,413,230	22,020,000	25,000,000
Costa Rica	9,916,961	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,588	12,954,348	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
Costa Rica	9,816,191	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,588	12,954,348	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
Costa Rica	9,816,191	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,588	12,954,348	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
Costa Rica	9,816,191	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,588	12,954,348	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
Costa Rica	9,816,191	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,588	12,954,348	15,435,430	19,013,130	19,513,800	24,536,500	29,951,800	34,021,400
Costa Rica	9,816,191	9,816,191	10,426,000	12,500,000	12,500,000	13,927,700	15,100,000	16,100,000
Nicaragua	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Guatemala Republic	14,779,149	14,779,149	16,800,000	19,454,811	19,454,811	22,000,000	25,000,000	28,000,000
El Salvador	13,157,							

EXPORTS.

[illegible]

EXPORTS

COUNTRIES TO WHICH EXPORTED.	1988-89.	1989-90.	1990-91.	1991-92.	1992-93.	1993-94.	1994-95.	1995-96.
yards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.
Norway	1,015,176	10,781,200	20,658,400	32,517,480	87,764,180	45,704,500	89,247,624	81,788,476
United States	4,829,440	10,659,379	2,050,716	553,400	2,885,100	10,684,850	12,689,778	16,959,826
Sweden
United Kingdom
Denmark
Belgium
France
Germany
Italy
Spain
Portugal
Greece
Turkey in Europe
Turkey in Asia
India
Other British Possessions
Spain
France
Germany
Italy
Spain
Portugal
Greece
Turkey in Europe
Turkey in Asia
India
Other British Possessions
Spain
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Other British Possessions
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Greece
Turkey in Europe
Turkey in Asia
India
Other British Possessions
Spain
France
Germany
Italy
Spain			

EXPORTS

[illegible]

EXPORTS

COUNTRIES TO WHICH EXPORTED.		WOOD.									
		1892-93. No.	1893-94. No.	1900-01. No.	1891-92. No.	1892-93. No.	1893-94. No.	1894-95. No.	1895-96. No.		
Other Foreign Countries		
China—Shanghai		..	297	51	54	54	5	..	..	41
United Kingdom		..	6,692	5,982	1,000	1,815	2,000	2,000	1,000	15	
America—United States		..	1,000	698	1,112	698	1,700	1,000	1,000	15	
Japan		..	180	..	..	..	..	..	..	..
China—Hong Kong		47	..	164	9	..	181	
Treaty Ports		
Africa		
Juba		90	..	..	..	..	12	
Ceylon		1	100	..	..	..	17	
Cape Colony		..	6,215	..	1	100	..	..	..	..
Natal		
Nyasaland		100	..	13	..	..	60	
Zanzibar		39	..	..	..	..	..
India		
Feroz		
Arabia		..	810	453	487	724	66	..	..	800
Turkey in Asia		..	1,100	995	238	151	91	919	900	15	
Do. in Europe		
Australia		15	..	..	..	..	..
Belgium		..	82	63	12	..	..	..	..	..
Russia		
Persia in Asia		
Russia in Europe		
Malta		
Spain		
Japan		
East Africa—[British		16	..	..	..	16	
Other Countries—[Other Ports		..	530	78	40	55	199	65	140	..	
Other Countries		
Other British Possessions		..	251	74	98	35	..	..	..	..
TOTAL		..	15,144	10,552	4,000	4,000	6,693	6,780	6,718	6,071	

PIECE-GOODS.

[illegible]

CLAWS

[illegible]

EXPORTS.

400

WHEAT.

Commodity to which Exports.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.
United Kingdom ...	9,007,880	7,686,115	8,508,935	13,545,455	7,412,858	6,092,083	4,767,359	6,085,439
Mauritius ...	23,964	11,290	11,740	183	2,189	3,190	4,689	2,220
France ...	5,181,551	5,504,169	7,880	6,054,496	1,754,189	1,912,620	925,459	874,710
Ceylon ...	6,007	4,901	4,700	5,209	1,755	1,551	1,371	10,311
Aden ...	19,581	19,475	20,597	20,440	19,609	19,790	19,185	18,420
Malagasy ...	...	...	...	...	...	...	...	...
Straits Settlements ...	9,470	10,524	7,241	6,477	5,741	4,184	3,956	5,244
Bombay ...	2,199	9,800	11,450	9,600	6,200	...	7,450	...
Java ...	...	...	...	...	...	...	...	...
Panama ...	2,315	1,152	49	215	25,690	18,765	2,205	1,105
Africa (South West German) ...	1,586	2,671	1,555	10,540	5,840	5,800	6,270	2,974
Morocco and Somaliland ...	...	...	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	...	...	...
Spain-Gibraltar ...	80,792	57,976	80,490	...	234,930	49,000	7,000	71,040
Austria ...	5,541	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Malta ...	...	...	...	15,785	...	...	800	...
Romania ...	...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...	...
South America ...	...	...	...	...	...	...	...	...
East ...	...	...	...	...	...	...	...	...
British ...	...	...	...	...	...	...	...	...
German ...	...	...	...	...	...	...	...	...
Portuguese ...	...	...	...	...	...	...	...	...
Other Ports ...	...	...	...	...	...	...	...	...
Italy ...	1,155,959	409,546	459,685	1,065,125	619,565	470,427	3,070	125,544
Austria ...	60,490	74,722	56,119	23,510	18,509	67,225	28,721	18,745
Belgium ...	5,677,190	5,829,510	1,920,138	4,854,009	1,925,085	1,452,329	994,444	606,184
Cape Colony ...	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...	...
Cape of Good Hope ...	...	...	...	...	...	...	...	...
Kenya ...	1,559,517	1,654,166	2,000,518	4,968,524	2,045,210	1,687,585	439,628	1,514,573
Turkey in Asia ...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...
Denmark ...	...	...	...	...	...	...	...	...
Greece ...	...	...	...	...	...	...	...	...
Roumania ...	...	...	...	...	...	...	...	...
Spain (excluding Gibraltar) ...	...	...	...	...	...	...	...	...
South America ...	...	...	...	...	...	...	...	...
Bahian Islands ...	...	...	...	...	...	...	...	...
Siam ...	...	...	...	...	...	...	...	...
China ...	...	...	...	...	...	...	...	...
Algeria ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	17,610,081	15,799,224	14,959,490	10,305,415	14,079,455	12,156,511	6,997,795	10,005,015

* Free of duty

401

EXPORTS.

Commodity to which Exports.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.
United Kingdom ...	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
France
Germany
Austria
Italy
Spain
Portugal
Belgium
Netherlands
Sweden
Denmark
Prussia
Russia
Poland
Switzerland
Spain (excluding Gibraltar)
South America
Bahian Islands
Siam
China
Algeria
Japan
Other Countries
Other Foreign Countries
TOTAL ...	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

from 4th January, 1912.

NOT IN THE HUSK.*

[illegible]

per Indian moved.

[illegible]

EXPORTS.

Countries to which Exported.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.
Roumania
New Zealand
United Kingdom	5,239,175	4,352,992	4,026,814	4,144,788	4,117,511	4,326,674	4,390,800	4,390,800
United States	712,945	775,752	797,503	1,015,205	1,000,000	1,000,000	1,000,000	1,000,000
France	1,072,989	999,720	1,431,294	1,561,741	1,600,000	1,600,000	1,600,000	1,600,000
Belgium	254,220	255,631	255,631	255,631	255,631	255,631	255,631	255,631
Holland	218,190	218,635	222,972	222,972	222,972	222,972	222,972	222,972
Other British Possessions
Germany
Austria
Spain
Italy
Portugal
Switzerland
Denmark
Sweden
Norway
Finland
Poland
Czechoslovakia
Slovakia
Hungary
Russia
Japan
China
India
East Africa
South America
Other Foreign Countries
TOTAL	8,461,274	7,146,890	8,077,201	10,065,582	7,417,254	10,065,178	8,016,382	5,620,274

EXPORTS.

Countries to which Exported.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.
New Zealand
United Kingdom
France
Belgium
Netherlands
Austria
Germany
Italy
Spain
Portugal
Switzerland
Denmark
Sweden
Norway
Finland
Poland
Czechoslovakia
Slovakia
Hungary
Russia
Japan
China
India
East Africa
South America
Other Foreign Countries
TOTAL	8,081,296	8,994,156	1,354,700	2,615,895	2,805,070	7,310,094	1,713,015	2,260,707

LIN.

SEED.

Countries to which Exported.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.
Roumania
New Zealand
United Kingdom
United States
France
Belgium
Holland
Other British Possessions
Germany
Austria
Spain
Italy
Portugal
Switzerland
Denmark
Sweden
Norway
Finland
Poland
Czechoslovakia
Slovakia
Hungary
Russia
Japan
China
India
East Africa
South America
Other Foreign Countries
TOTAL	5,350,170	4,680,394	8,825,533	7,029,494	5,060,189	7,827,869	6,028,185	4,978,960

SEED.

Countries to which Exported.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.
New Zealand
United Kingdom
France
Belgium
Netherlands
Austria
Germany
Italy
Spain
Portugal
Switzerland
Denmark
Sweden
Norway
Finland
Poland
Czechoslovakia
Slovakia
Hungary
Russia
Japan
China
India
East Africa
South America
Other Foreign Countries
TOTAL	1,609,007	8,559,006	4,198,774	8,496,995	7,127,075	6,921,695	5,920,001	5,364,000

EXPORTS.

REFINED, OR CRYSTALLIZED, INCLUDING SUGAR-CANDY, &c. EXPORTS.

CONTRIBUTORS TO WHICH EXPENDED.	1888- 89 cwts.	1889- 90 cwts.	1890- 91 cwts.	1891- 92 cwts.	1892- 93 cwts.	1893- 94 cwts.	1894- 95 cwts.	1895- 96 cwts.	1896- 97 cwts.
Zanzibar and Pemba ...	...	...	...	...	...	...	...	...	...
United Kingdom ...	156	82,420	149	239	607	106,850	15,208	1,101	28,474
Germany ...	...	...	...	1	...	...	2	...	...
Ceylon ...	23,867	18,746	12,216	20,168	23,108	20,817	23,048	27,555	23,164
Arabia ...	916	2,387	1,541	984	1,072	1,749	2,500	4,592	1,239
Aden ...	3,872	3,192	3,187	3,787	6,000	4,621	3,553	2,259	2,275
United States ...	...	...	...	...	...	...	...	...	...
South America ...	...	...	...	...	2	...	...	...	...
Turkey in Asia ...	290	971	2,820	1,805	1,004	2,009	1,089	1,882	1,820
Maldives ...	1,059	469	378	627	344	456	468	492	517
Persia ...	1,106	672	2,578	1,961	1,567	2,169	1,853	1,918	983
Palestine Islands ...	...	...	...	...	...	...	...	...	...
East German } Africa } Portuguese } for Porto }	1,646	1,879	2,131	1,606	1,604	1,883	1,477	1,477	1,606
Mekran and Semnani ...	...	...	59	74	169	107	118	95	95
Africa (South-West- German) ...	...	...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	520	...	...	...
Australia ...	...	...	...	2	...	506	...	...	...
Strait Settlements ...	372	...	52	229	149	98	67	70	2,804
Mauritius ...	...	...	4	11	16	26	30	40	21
China-Hong-Kong ...	2,068	...	...	2	...	...	...	...	...
Abyssinia ...	...	108	188	145	149	134	97	263	238
Russia in Europe ...	...	98	...	...	...	78	...	...	...
Egypt ...	...	...	21	4	5	12	82	19	10
Natal ...	...	...	2	26	39	8	16	52	104
Cape Colony ...	...	...	...	...	...	...	...	29	...
Siam ...	...	...	...	12	14	18	...	...	...
Hungary ...	...	...	...	1	35	...	22	88	20
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Countries ...	377	49	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
TOTAL ...	34,528	111,323	28,768	37,044	37,401	145,690	60,170	41,454	62,983

[illegible]

EXPORTS

1850-57.		1857-59.		1859-60.		1860-61.		1861-62.		1862-63.		1863-64.		1864-65.		1865-66.		1866-67.		1867-68.		1868-69.		1869-70.		1870-71.		1871-72.		1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.		1879-80.		1880-81.		1881-82.		1882-83.		1883-84.		1884-85.		1885-86.		1886-87.		1887-88.		1888-89.		1889-90.		1890-91.		1891-92.		1892-93.		1893-94.		1894-95.		1895-96.		1896-97.		1897-98.		1898-99.		1899-00.		1900-01.		1901-02.		1902-03.		1903-04.		1904-05.		1905-06.		1906-07.		1907-08.		1908-09.		1909-10.		1910-11.		1911-12.		1912-13.		1913-14.		1914-15.		1915-16.		1916-17.		1917-18.		1918-19.		1919-20.		1920-21.		1921-22.		1922-23.		1923-24.		1924-25.		1925-26.		1926-27.		1927-28.		1928-29.		1929-30.		1930-31.		1931-32.		1932-33.		1933-34.		1934-35.		1935-36.		1936-37.		1937-38.		1938-39.		1939-40.		1940-41.		1941-42.		1942-43.		1943-44.		1944-45.		1945-46.		1946-47.		1947-48.		1948-49.		1949-50.		1950-51.		1951-52.		1952-53.		1953-54.		1954-55.		1955-56.		1956-57.		1957-58.		1958-59.		1959-60.		1960-61.		1961-62.		1962-63.		1963-64.		1964-65.		1965-66.		1966-67.		1967-68.		1968-69.		1969-70.		1970-71.		1971-72.		1972-73.		1973-74.		1974-75.		1975-76.		1976-77.		1977-78.		1978-79.		1979-80.		1980-81.		1981-82.		1982-83.		1983-84.		1984-85.		1985-86.		1986-87.		1987-88.		1988-89.		1989-90.		1990-91.		1991-92.		1992-93.		1993-94.		1994-95.		1995-96.		1996-97.		1997-98.		1998-99.		1999-00.		2000-01.		2001-02.		2002-03.		2003-04.		2004-05.		2005-06.		2006-07.		2007-08.		2008-09.		2009-10.		2010-11.		2011-12.		2012-13.		2013-14.		2014-15.		2015-16.		2016-17.		2017-18.		2018-19.		2019-20.		2020-21.		2021-22.		2022-23.		2023-24.		2024-25.		2025-26.		2026-27.		2027-28.		2028-29.		2029-30.		2030-31.		2031-32.		2032-33.		2033-34.		2034-35.		2035-36.		2036-37.		2037-38.		2038-39.		2039-40.		2040-41.		2041-42.		2042-43.		2043-44.		2044-45.		2045-46.		2046-47.		2047-48.		2048-49.		2049-50.		2050-51.		2051-52.		2052-53.		2053-54.		2054-55.		2055-56.		2056-57.		2057-58.		2058-59.		2059-60.		2060-61.		2061-62.		2062-63.		2063-64.		2064-65.		2065-66.		2066-67.		2067-68.		2068-69.		2069-70.		2070-71.		2071-72.		2072-73.		2073-74.		2074-75.		2075-76.		2076-77.		2077-78.		2078-79.		2079-80.		2080-81.		2081-82.		2082-83.		2083-84.		2084-85.		2085-86.		2086-87.		2087-88.		2088-89.		2089-90.		2090-91.		2091-92.		2092-93.		2093-94.		2094-95.		2095-96.		2096-97.		2097-98.		2098-99.		2099-00.		2100-01.		2101-02.		2102-03.		2103-04.		2104-05.		2105-06.		2106-07.		2107-08.		2108-09.		2109-10.		2110-11.		2111-12.	
355,934,907.	107,195,879.	109,499,595.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,000.	109,200,00																																																																																																																																																																																																																																																																																					

EXPORT

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COCOANUT

EXPORTS.

Countries to which Exports.	1888-89. gallons.	1889-90. gallons.	1890-91. gallons.	1891-92. gallons.	1892-93. gallons.	1893-94. gallons.	1894-95. gallons.	1895-96. gallons.
United Kingdom	880,632	885,001	920,380	...	361,474	483,428	608,691	427,682
France Settlements	...	58,503	7,008	...	400,672	407,119	2,563	130
Australia	...	...	...	...	1,252	101	678	...
France	392,758	193,820	50,672	...	6	8,577	19,704	169,628
Austria-Hungary	...	75,413	7,789	...	...	...	19,337	68,419
United States	124,718	131,272	133,618	109,910	70,788	...	...	8,941,232
Italy	...	...	2,095	39,887	...	...	...	97
Spain	...	...	...	...	...	...	...	...
Germany	46,093	74,719	71,694	730	184,220	137,043	392,451	242,003
Portugal	...	...	...	203,820	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Algeria	...	6,258	16,415	...	...	...	5,890	...
West India &c.	...	...	14,472	...	3,183	1,741	...	...
Arabia	2,939	1,206	1,039	108	1,767	8,424	4,014	2,731
Russia	...	...	...	12	...	...	...	...
Holland	5,651	5,535	1,281	...	3,604	6,885	4,438	4,497
Ceylon	...	...	10	98	21,730	...	11	1,692
Madagascar	...	...	...	...	...	...	...	...
Manilla	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
Rouman	...	...	...	...	...	...	...	...
East Coast of Africa	1,030	1,730	3,928	1,203	8,701	4,364	2,160	2,411
British of Africa	...	...	...	...	...	...	...	...
South America	...	...	91	...	...	...	918	2,040
Persia	...	10,106	607	109	1,792	688	653	...
Belgium	...	...	100	...	149,065	...	...	55,028
Switzerland	...	...	...	45,823	8,064	1,678	...	...
Spain	25,390	2,037	...	...	...	...	...	...
East Colony	4,018	8	2,151	8	4,121	3,834	3,115	1,422
Turkey in Europe	...	...	...	4,267	...	...	77	...
China & Hong-Kong	...	...	...	...	12	18	...	...
China & Treaty Ports	...	...	...	...	...	...	...	...
Japan	...	...	396	...	...	1,175	378	2,008
Adelaide	...	...	...	...	...	...	...	...
Meinan and Semianai	...	...	...	...	418	...	...	...
Other Colonies	...	...	...	...	780	820	1,230	1,765
Other British Possessions	1,450	1,408	...	407	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,925,010	1,920,632	924,251	1,890,180	1,644,071	821,355	2,235,524	2,205,727

EXPORTS.

COUNTRIES TO WHICH EXPORTED.		1888-90. lb.	1890-91. lb.	1891-92. lb.	1892-93. lb.	1893-94. lb.	1894-95. lb.	1895-96. lb.
United Kingdom	...	2,049,507	1,821,15	2,087,802	2,093,859	2,788,681	1,644,307	1,757,215
Belgium	...	...	1,400	...	...	...	...	918,598
Italy	...	...	8,048	...	...	...	...	...
France	...	...	...	...	...	...	...	...
United States	...	121,828	...	...	...	...	...	...
Other	...	...	28,087	...	...	24,750	21,280	...
TOTAL.	...	3,071,00	1,818,02	2,506,845	2,003,869	2,818,947	1,665,047	3,209,938

CINCHONA

IGO.

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EXPORTS

EXPORTS.

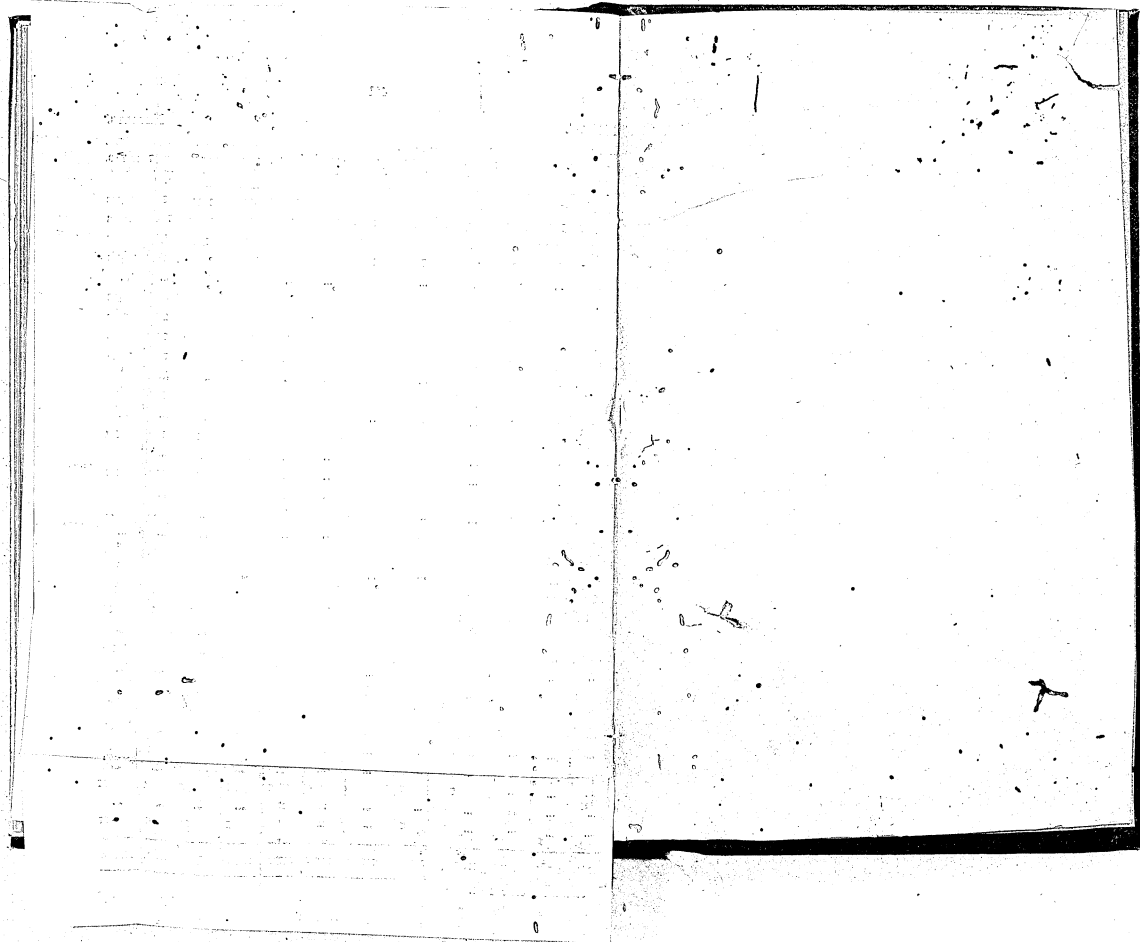
COUNTRIES TO WHICH EXPORTED.	1888-89. cwts.	1889-90. cwts.	1890-91. cwts.	1891-92. cwts.	1892-93. cwts.	1893-94. cwts.	1894-95. cwts.	1895-96. cwts.
United Kingdom ...	192,059	167,052	195,904	180,923	153,108	123,322	114,793	117,028
China— Hong-Kong ...	104,437	76,873	82,350	28,632	83,854	63,115	88,915	116,920
Treaty Ports ...	...	...	...	...	...	...	...	1,220
United States ...	61,382	90,081	132,304	116,173	142,830	65,340	86,711	126,251
Canada ...	...	...	...	...	...	...	...	...
Java ...	...	5,050	600	1,324	1,542	...	...	...
Straits Settlements ...	12,402	17,929	7,625	11,285	12,881	14,811	11,619	16,508
Ceylon ...	531	552	1,490	864	950	1,045	2,878	2,530
France ...	32,319	34,919	5,071	10,135	6,870	8,751	5,723	4,305
Germany ...	...	...	...	...	...	...	...	...
Mauritius ...	9,108	21,600	24,908	30,552	31,245	23,437	32,358	28,379
Madagascar ...	3,203	6,171	4,204	6,080	5,580	...	2,298	868
Australia ...	1,555	835	1,707	1,402	530	601	687	1,418
Belgium ...	1,143	...	...	...	...	...	...	...
West Indies (British) ...	...	600	...	1,055	843	2,580	1,103	...
Holland ...	...	...	...	...	...	...	...	...
Italy ...	901	300	338	230	225	292	407	400
Cape of Good Hope ...	...	...	...	...	...	...	...	...
Arabia ...	410	160	170	157	393	380	577	630
Natal ...	...	887	801	...	410	...	...	...
Japan ...	108	190	400	204	1,821	7,722	6,395	5,817
Cape Colony ...	217	15	150	121	406	538	130	171
East Africa ...	180	...	58	36	82	22	34	24
New Zealand ...	...	...	...	...	...	...	...	...
Aden ...	...	...	2	...	...	...	...	...
Mekran and Somiani ...	...	...	13	1	35	77	7	...
Persia ...	...	...	...	20	130	138	51	107
Turkey in Asia ...	...	...	...	9	12	...	...	...
Siam ...	...	...	...	...	...	...	...	15
Maldives ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Other Countries ...	751	60	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	420,503	422,270	399,690	339,185	449,637	321,933	352,985	421,769

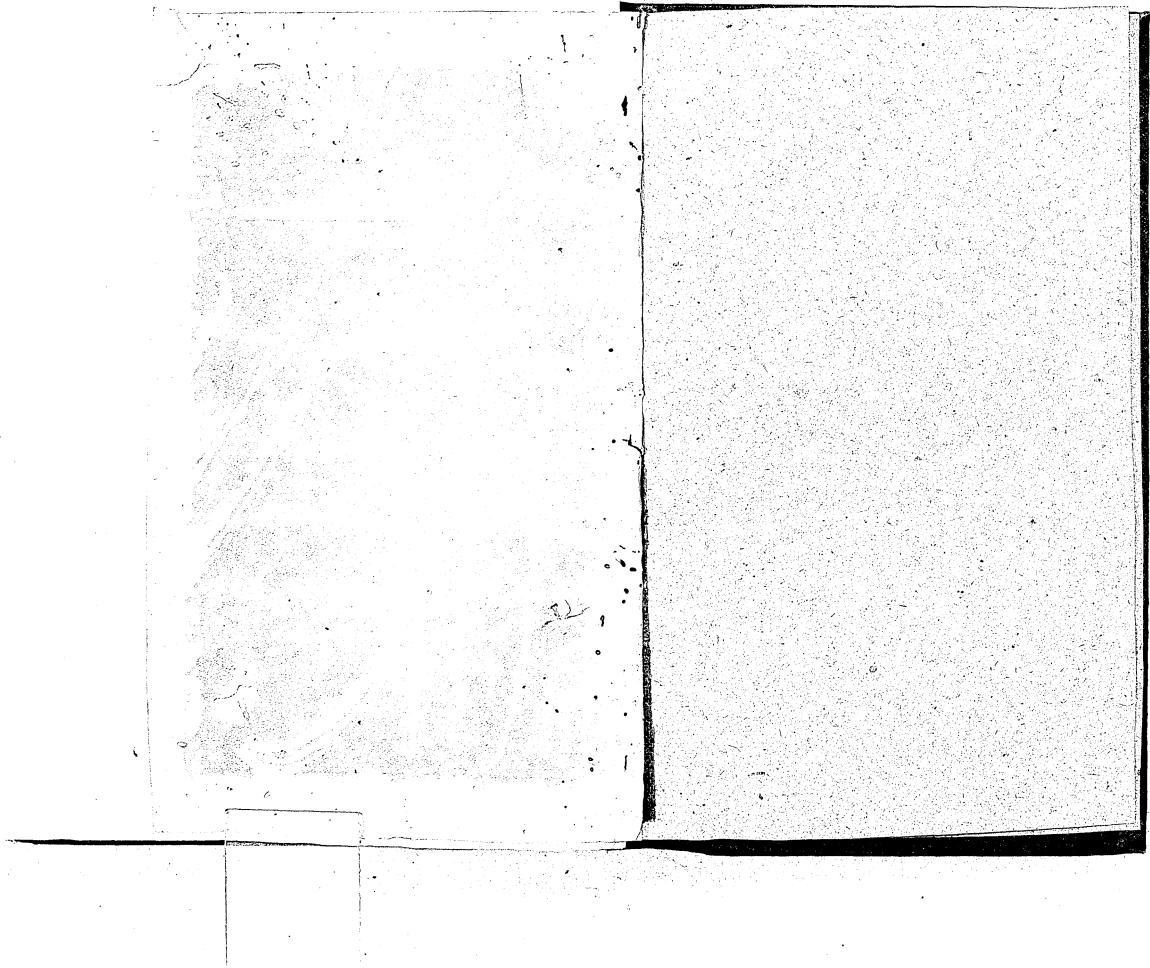
SALT

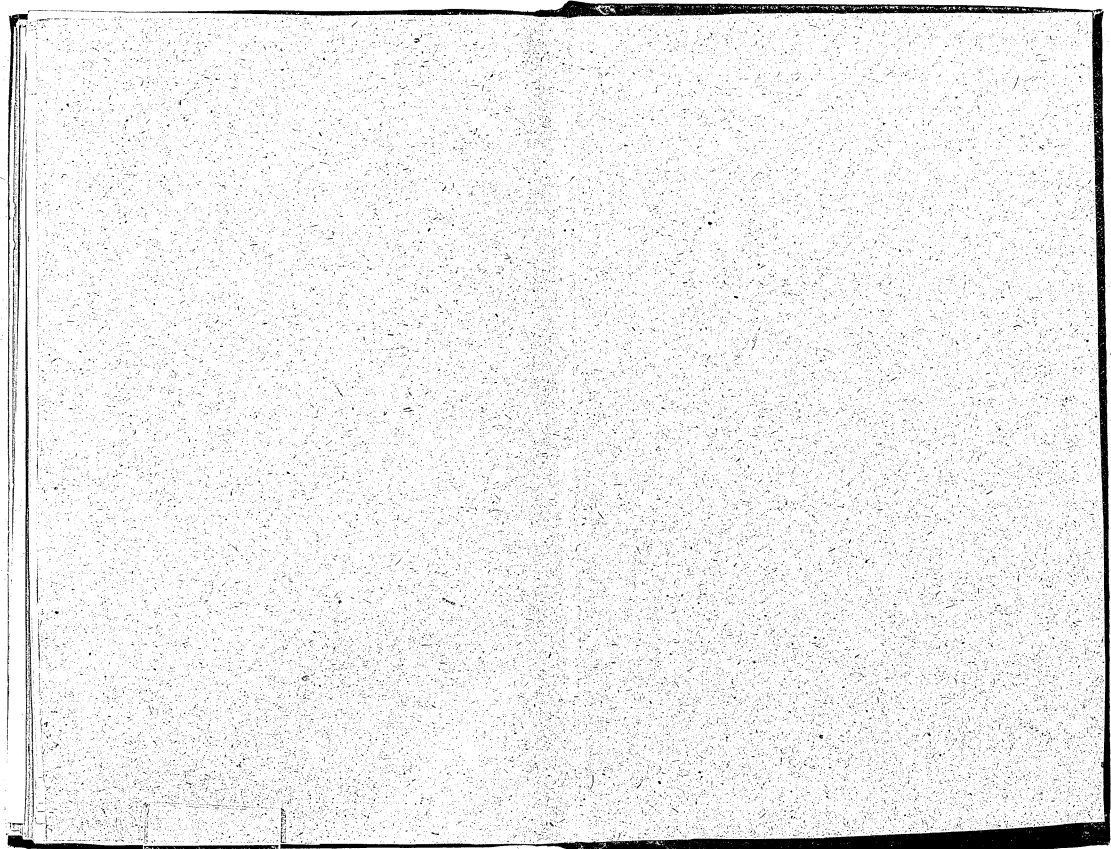
PETRE.

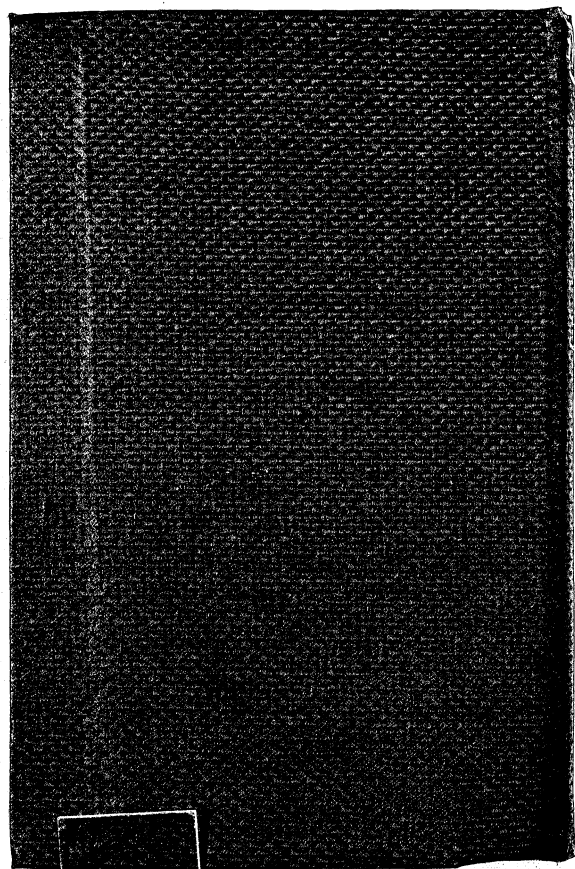
EXPORTS.

	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.	1900-1901. cwts.	1901-1902. cwts.	1902-03. cwts.	1903-04. cwts.	1904-05. cwts.	1905-06. cwts.	1906-07. cwts.	1907-08. cwts.
246,338	170,597	115,819	103,621	109,863	93,248	120,606	113,929	85,489	69,748	18,883	80,046	
70,257	71,203	92,878	91,537	104,141	113,141	112,306	75,591	83,703	99,905	78,499	61,186	
120	4,147	4,646	2,723	600	1,633	666	4,805	2,734	1,576	1,488	1,429	
107,663	167,081	80,723	103,237	73,452	71,046	113,171	122,778	102,060	101,600	105,034	114,325	
...	...	1,607	...	...	...	...	...	...	...	...	...
...	...	...	...	9	15	...	85	40	149	346	...
7,051	6,736	16,778	12,855	8,762	6,884	9,160	8,818	9,300	10,041	12,213	9,913	
2,468	4,102	6,396	11,891	8,133	6,814	8,519	8,058	11,290	9,237	8,241	13,310	
18,591	15,533	11,760	30,761	18,773	20,121	31,279	36,401	32,902	10,934	17,570	10,775	
23,063	8,250	...	...	...	...	...	...	...	...	...	...
20,233	20,992	23,617	24,635	27,117	30,611	17,374	19,452	18,699	25,812	26,174	26,683	
...	519	636	...	...	...	...	...	...	...	...	...
811	1,677	1,458	2,631	276	1,392	2,755	898	918	509	1,141	614	
...	
...	...	...	...	...	...	...	...	...	1,641	1,879	1,796
...	
200	2,045	650	...	...	500	1,557	2,550	1,838	...	948	1,325
...	
611	743	170	171	380	606	412	457	270	203	371	310	
...	41	16	...	...	...	196	1	...	432	...	803
4,935	3,025	10,597	5,118	1,238	9,176	1,808	450	400	376	
178	646	261	155	181	102	137	62	121	90	100	85	
24	19	22	
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11	20	
431	177	42	80	153	
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