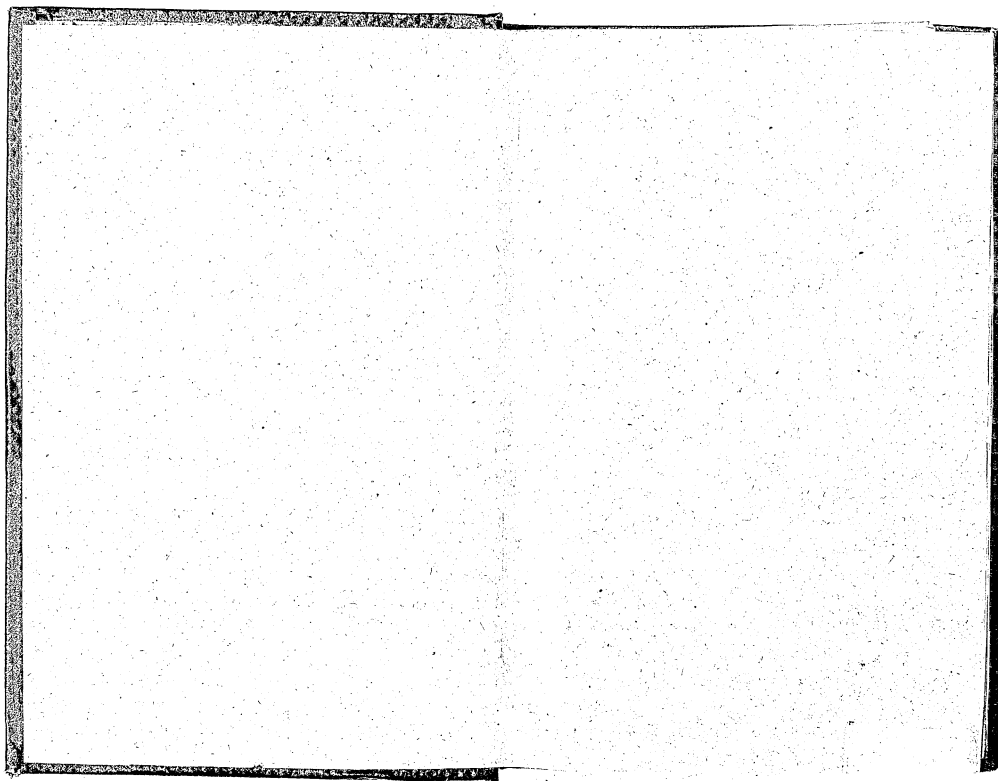
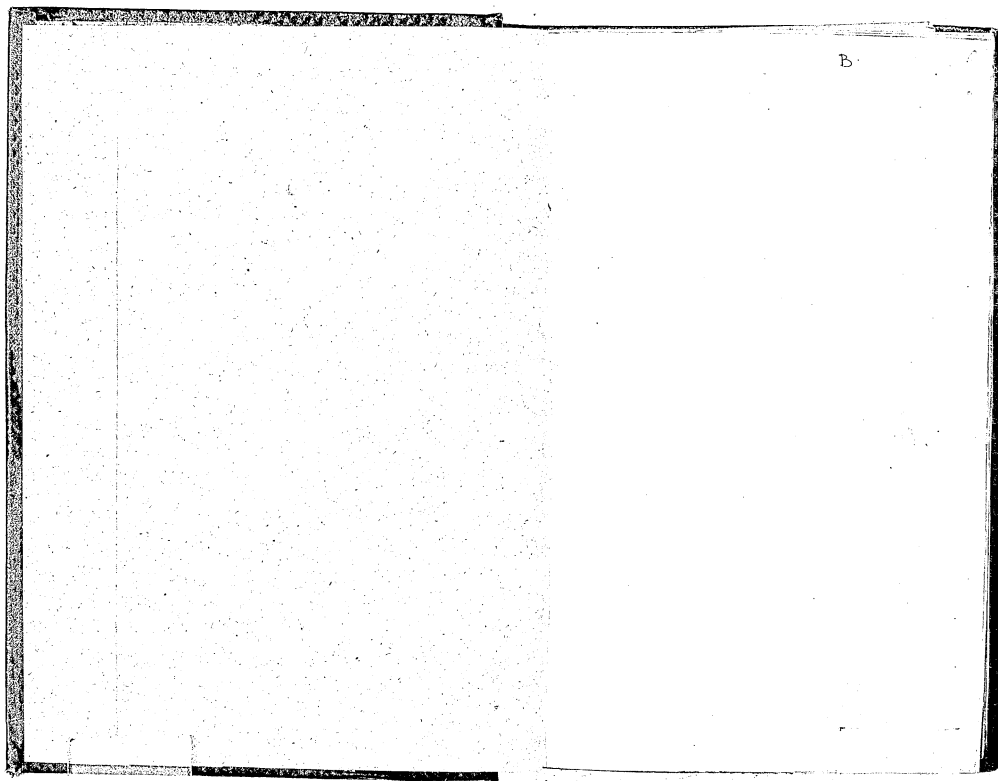


REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FOR THE YEAR - 1914
APPENDICES





REPORT
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THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FOR THE YEAR 1914:

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 limits 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 Ghat to a point on the opposite side at Ghoseery.

On the South.—A line drawn from a masonry pillar placed at the mouth of the Badge-Budge Khul 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 shoals thereof as are 30 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 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 Badge-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.

N.B.—Within the above limits, the port and the navigable river and channels of Calcutta make the powers conferred upon them by the Lieutenant-Governor of Bengal, by an order published in the *Gazette of India* of the 4th April 1893, which reserves to the powers of Conservators of the Port, and by an order dated the 29th November 1891, which vests them with the powers of Conservators of the navigable river and channels leading to the port.

A. D. M. ANTHUR, *Colonel, R. E.*

Secy. to the Govt. of Bengal.

PORT FEES.

Under the provision of Section 26 of Act V (B. C.) of 1870 all the port-dues and fees payable under the provisions of Chapter VI of Act XIII of 1875 (the Indian Ports Act) shall, with the exception of hospital port-dues and Pilgrage fees, be revised by the said Commissioners with effect from the 1st November 1881.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

PORT RULES.

NOTIFICATION No. 114—MARINE.

The 20th November 1881.—Under the powers conferred upon him by section 6, subsection (1) of the Indian Ports Act, 1880, 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 1874.

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. C.) of 1880.

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. C.) 1871.

3. In these rules the word "day-break" shall be held to mean half-an-hour before sunrise, and the word "dark" 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 called Garden House, or move from one place to another within the port above Garden House, between dark and day-break, without the special permission of the Commissioners; provided that a vessel proceeding to a side anchorage at any part of the port between Tolly's Nala and Prinsep's Ghat.

5. Steam-tugs having no vessel in tow shall be permitted to enter the port after dark at their own risk, but they shall not proceed above Chundul Ghat. 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, up on the flood or ebb, within the port above Garden House, without the special permission of the Commissioners; and in the case of a vessel of less burthen, the permission of the Assistant Harbour Master is sufficient.

* With reference to Port Rule No. 6, the following instructions for the guidance of Assistant Harbour Masters are published for general information:—
In Assistant Harbour Masters are forbidden, without a special order from the Harbour Master's Office to turn outward bound vessels until they are below the Lower College Street Pier.

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 steaming or other agency by which such vessel is to be moved shall be 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. Vessels using their own steam-power, when dropping up or down, with the tide, shall in no case proceed at a greater speed than is absolutely necessary in order to keep them under command.

9. All vessels anchored or moored in the stream within the port shall exhibit, between dark 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, blurs, bulgeries, upcountry and passengers' 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 clear of vessels moving up or down the river in the port, and also free passages to piers, jetties, landings, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or passage.

11. The river between the lower buoy of the College Sand and Turning space to Mettubroog Ghat shall be kept clear for turning inward 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 Mettubroog Ghat 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 Mettubroog Ghat shall moor in the stream between Prinsep's Ghat and Tolly's Nala, leaving the clear channel of 200 yards prescribed 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 Alveretollah on the north.

15. Special permission may be given by the Commissioners to ferry steamers to move in the port, otherwise than as is prescribed in these rules, the 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 Badge-Badge 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, 5th June to 31st October, in addition to their lower 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 cable.

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

25. All vessels placed in the moorings on the ebb tide shall during spring tides, when boxes are expected, have their lead hawsers passed from each quarter pipe aloft 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 boxes 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 jibs and driver booms, and shall keep them so rigged in until the Pilot take 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 March, all sailing vessels in port shall have their 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 additional alarm-drum will be hoisted during daylight from the flagstaff on the roof of the Commissioners' office, the approach of bad weather. Koila Ghut, another from the flagstaff opposite the Government Dockyard, Kidderpore, and another at the Petroleum Wharf at Badge-Badge. During the night, under similar circumstances, two bright lights in a vertical line will be

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

46. No boats are to go alongside of any vessel for the purpose of 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.

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.

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 expenditure of such seaman or apprentice to the rays of the sun.

48. No vessel of more than 10 tons burden shall, without such license as hereinafter is mentioned, alight 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 aloft 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, in 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 Portentation, creek, river, or dock is so situated that vessels without any crew therein may remain aloft in such 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 *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.

53. On the occurrence of a case of cholera, small-pox or other dangerously 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 Mettlanj 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 *manjhar*, sear or other officer licensed and registered by the Commissioners.

58. Every application for licensing and registration of cargo boats or flats shall be made in writing to the Commissioners, and shall contain particulars of the owner's name and residence, and the tonnage of the boat or flat, and, in the event of the owner not residing in Calcutta, the name and address of the agent duly authorized to act for him.

59. Every license granted under these rules shall continue in force for one year from the date on which such license was issued, unless it shall have been revoked under the provisions of these rules. The license is not transferable; and if the ownership of the boat or flat be changed, notice of the transfer must be given to the Commissioners before it again plies in the port.

60. 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—

- (a) that the boat or flat is in good order and suited for the conveyance of cargo within the port;
- (b) the tonnage of such boat or flat, as ascertained by the following rules;
- (c) the free board of the boat or flat when fully loaded;

- (d) the number of crew required for the safe navigation of such boat or flat, according to the annexed scale; and
(e) 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 upperside 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 porceases;

by .0064 for open country boats, such as passways, bhurs, dinghies and blowholes;

by .0082 for open country boats known as bollahs;

by .008 for bhurs whose length does not exceed three times the breadth;

by .0063 for open country boats known as chutes.

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 30 tons, but the measurement of boats or flats of that class exceeding 30 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" 22½" 24½" 25" 26½" 27½".

For open boats or flats of iron and steel 11½" 12½" 14" 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".

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 two, half the above number.

CLASS II.—*Dingy-built bhurs and open country boats.*

For boats not exceeding 20 tons:	4 men, including manjhee.
" 20 " " 30 "	5 " " " "
" 30 " " 40 "	6 " " " "
" 40 " " 50 "	7 " " " "
above 50 "	8 " " " "

61. The number of every licensed boat or flat shall be branded by the boat Surveyor of the Commissioners on the boat or flat, and shall also be painted in figures not less than six inches long on both sides of the boat or flat.

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. The license granted for any cargo boat or flat may be revoked whenever such boat or flat is in the opinion of the Commissioners unfitted for the conveyance of cargo 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 manjhee, serang or officer in charge of the boat or flat.

64. No cargo boat or flat shall lie at the Inland Vessels' Wharves, unless when receiving or discharging cargo, and all cargo boats or flats, shall cast off from the mooring post and move from one place to another when required by an officer duly authorized by the Commissioners.

65. No cargo boat or flat shall obstruct the free navigation of the port, or the approaches to wharves, jetties or landing-stages, and no cargo boat or flat shall be moored or land or ship goods at any landing ghats.

66. Cargo boats or flats, when under weigh, within the port shall be under oars or sail or in tow of a steamer to enable them to keep clear of moving steamers or ships.

67. Cargo boats or flats moving up or down in port when proceeding to or from vessels occupying fixed moorings shall keep as close as possible to the line of fixed moorings. Other cargo boats or flats moving up or down shall keep to the west of the line of swinging moorings.

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

69. Every cargo boat or flat shall be provided with an iron cabin or fireplace, to be kept on deck, or in such other part of the boat or flat as the Port Surveyor of the Commissioners may direct, and no fire shall be permitted in any other part of the boat or flat.

70. The Commissioners may, if they think fit at anytime, order any licensed cargo boat or flat to be re-surveyed without any charge to the owners, and they may also revoke at any time any license granted to any owner or manjhee, serang or officer, and it shall be competent to the Commissioners to refuse any application for the issue of a license.

71. Whenever any accident shall occur to a licensed cargo boat or flat, the manjhee, serang or officer in charge, or the owner of the boat or flat shall at once proceed to the nearest Port Police station and report the circumstances connected with the accident to the officer in charge.

72. The owner or agent or manjhee of a licensed cargo boat when plying for hire shall not, without good reason, refuse to carry cargo in such boat.

73. Every licensed cargo boat and 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.

74. Every registered manjhee serang or officer shall be provided with a metal license ticket upon which shall be legibly painted the number of his license; and every such manjhee, serang or officer when in charge of a licensed cargo boat or flat, shall wear his ticket exposed to view. No manjhee, serang or officer without such ticket shall be in charge of any licensed cargo boat or flat.

75. Whenever the number of any manjhee, serang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manjhee, serang or officer's license ticket shall have been lost or mislaid, the manjhee,

serang or officer shall apply to the Commissioners for a renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Act III of 1880, deliver to the manjhee, serang or officer a new license ticket.

76. On the expiration or other determination of the license, the manjhee, serang or officer shall deliver his metal ticket to the Boat Surveyor of the Commissioners.

77. No manjhee, serang or officer shall lend or transfer his ticket to any other person, and no such ticket shall be used by any such person.

78. No person in charge of any licensed cargo boat or flat plying within the limits of the port shall use or wear, or have any ticket resembling the metal ticket granted under the authority of the rules.

79. The manjhee of every licensed cargo boat plying for hire within the port shall, when waiting for hire at the wharves, have a hiring note, showing the rate at which such boat can be hired by the day.

80. Every owner or agent of a licensed cargo boat or flat shall on the 1st August and 1st December in each year submit a return to the Commissioners, showing the number of licensed boats or flats belonging to him, plying on the last day of the previous month.

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 owners 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.

83. Every license granted under these rules shall continue in force for one year from the date on which such license was issued unless it shall have been revoked under the provisions of these rules. The license is not transferable; and if the ownership of the boat or flat be changed, notice of the transfer shall be given to the Commissioners before the boat or flat again plies in the Port.

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 maunchees			
" "	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	"
" "	25	2 men.
" "	30-35	3
" "	...	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 blowboats and other vessels belonging to private firms or companies and used exclusively for the conveyance of their own employees to and from their works, the divisor shall be 4 instead of 6.

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

85. The number of every licensed boat or flat shall be branded by the Boat Surveyor of the Commissioners on the boat or flat, and shall also be painted in figures not less than six inches long on both sides of the boat or flat.

86. The owner or his agent, or the maunchee, seang, or officer in charge of any licensed boat or flat, shall not permit any number of persons more than that for which such boat or flat has been licensed, to be carried in such boat or flat at one time, 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 provisions of the previous rule, and be provided with a pump, lights, the ground tackle, and fittings in working order as specified in the license.

87. In the computation of the number of persons in addition to the crew carried in any vessel, two children below the age of 12 years

shall be counted as one person; and every two maunds weight of luggage shall be counted as equivalent to one person.

88. 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 applications for the issue of a license.

91. Whenever any accident occurs to a registered passenger boat or flat, the person in charge or 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. Whenever the number of any license-ticket becomes obliterated or defaced so that it is not distinctly legible, and also when any license-ticket is lost or mislaid, an application shall be made to the Commissioners for renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Bengal Act III of 1880, supply a new license-ticket.

97. On the expiration or other determination of any license, the ticket shall be returned to the Boat Surveyor of the Commissioners.

98. No maunchee, seang, or officer in charge of any licensed boat or flat shall lend or transfer his ticket to any other person, and no such ticket shall be used by any such person.

99. 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.

FIRST SCHEDULE (referred to in Rule 48).

	If Natives.	Europeans.	Officers in charge.
Cargo-boats	4	4	...
Vessels not being cargo-boats of 600 tons and under, in moorings ...	6	4	1
For every additional 100 tons ...	1½	1	...
Vessels not being cargo-boats of 600 tons and under, in stream ...	11	7½	1
For every additional 100 tons ...	2	1	...

SECOND SCHEDULE (referred to in Rules 49, 50 and 51.)

FORM A.

Port of Calcutta.

I, *Vice-Chairman of the Commissioners*, do hereby license the *(ship)* of which is Master, to remain at her present moorings in the said port without having on board the crew required by Act X of 1889 of the Government-General in Council. Provided always that, on breach of any of the conditions hereunder written, this license shall forthwith absolutely cease and determine.

FORM B.

Port of Calcutta.

I, *Vice-Chairman of the Commissioners*, do hereby revoke all license to the *(ship)* to remain in port without a crew therein.

FORM C.

Port of Calcutta.

I, *Vice-Chairman of the Commissioners*, do hereby order that vessels lying in following portion of the said port *there and there abouts limits* shall be exempt from the provisions of Rule 48 framed under section 6 (1), Act X of 1889, passed by the Government-General in Council.

The 10th September 1895.

No. 124 Marine.—It is hereby notified that in exercise of the powers conferred on him by section 6, subsection (1), clause (1), of the Indian Ports Act, 1889, as amended by Act V of 1891, the Lieutenant-Governor has been pleased to make the following rule for regulating the towing of vessels by steam-tugs in the port of Calcutta:—

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.

The 15th August 1898.

No. 125 Marine.—In accordance with the provisions of section 6 (1) (a) of the Indian Ports Act X of 1889, the Lieutenant-Governor of Bengal is pleased to make the following rule to regulate the use of signals by steam whistles by vessels in the port of Calcutta:—

Use of Whistles or Sirens.

No steam vessel within port limits shall sound her whistle or siren when lying at moorings at a wharf 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 a penalty under section 54 of the Act.

The 6th September 1898.

No. 131 Marine.—In exercise of the powers conferred by section 6 subsection (1), clauses (1), (2) and (3) of the Indian Ports Act, 1886, the Lieutenant-Governor has been pleased to make the following rule for regulating the number of cargo boats, barges, flats or any other craft to be alongside a vessel in the Kidderpore Docks:—

"The person in charge of any cargo boat, barge, flat or any other craft within the Kidderpore Docks, or in the entrances to the same, shall remove his craft to any other place within the Docks or the entrances when called upon to do so by any person authorised by the Commissioners of the port of Calcutta to regulate traffic."

The 27th August 1903.

No. 109 Marine.—In exercise of the powers conferred upon him by section 6 of the Indian Ports Acts, 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 cleaned 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 Badge-Budge, but leave the port in ballast without cleaning.

4. A bulk oil steamer shall not be taken amongst other shipping or into wet or dry docks 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 Badge-Budge is ready to receive her.

The 29th October 1914.

Notification No. 126 Marine. The following revised Notification is published on pages 1936 to 1948, Part I, of the *Caldcutta Gazette* of the 21st October 1914.

In exercise of the powers conferred by section 6, Subsection (1), clause (b), of the Indian Ports Act 1908 (XV of 1908), as amended by the Indian Ports (Amendment) Act 1911, IV of 1911, and in supersession of so much of all existing rules on the subject as relate to dangerous, infectious or contagious diseases and the disposal of dead bodies on vessels, the Governor in Council is pleased to make the following regulations in respect of the following diseases: (1) *Small-pox*, (2) *Chick-pox*, (3) *Measles*, (4) *Plague*, (5) *Cholera*, (6) *Yellow Fever*, (7) *Sleeping Sickness*, (8) *Typhus*, (9) *Scarlet Fever*, and (10) *Jigger*, occurring on vessels coming to or leaving ports in the Presidency of Fort William in Bengal or for the time being in port therein and in respect of any death on a vessel not carrying a medical officer coming to or leaving any port within the said area or for the time being in any port therein.

A. C. J. DE LOTBINIERE, Lt.-Col., R.E.,
Offg. Secy. to the Govt. of Bengal.

PART I—DEFINITIONS.

1. In these regulations—

(1) "Health Officer" means any person appointed by Government either by name or by virtue of his office, to be Health Officer of a port, and includes an additional or by Government, either by name or by virtue of his office, to perform any of the duties of a Health Officer of a port.

(2) (a) Except as provided in clause 1 (3) "healthy vessel" means a vessel which, even though coming from an infected port, has not had on board any death from unknown or suspicious cause, or any person suffering, or suspected to be suffering, from any of the diseases enumerated in the preamble or any unusual mortality amongst rats either at the time of departure, or during the voyage from the last port of call, or on arrival;

(b) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case or suspected case of any of those diseases has occurred either at the time of departure or during the voyage from the last port of call or in the event of such voyage exceeding 12 days, within the 12 days or (in the case of plague seven days) immediately preceding her arrival at a port in British India or on which rats have died from plague during the voyage from the last port of call;

(c) "suspected vessel" means a vessel on board of which there has been a case or suspected case of any of the diseases enumerated in the preamble, or a death from unknown or suspicious cause at the time of departure or during the voyage from the last port of call, but on board of which no fresh case or suspected case of such disease has occurred within the twelve days or (in the case of plague seven days) immediately preceding her arrival, or on which unusual mortality among rats not definitely known to be plague has been observed.

(3) (a) Every vessel which has come from the east coast of Africa within the limits of Port Sudan and Darbun or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purpose of these regulations, unless during the voyage there has been one or more cases either of these diseases on board when it will be considered an "infected vessel."

(b) Every vessel which has within a period of two months immediately preceding her arrival started from or touched or called at, a port infected with yellow fever or communicated (except all without contact or by signal) with a vessel either infected or which has left an infected port within that period is a "suspected vessel" for the purposes of these regulations, unless within the same period there has been on board a case or suspected case of yellow fever when it will be considered an "infected vessel";

(4) the term "infected," when used with reference to any articles, means articles which Government may, by

notification, declare to be infected with any of the diseases in question;

- (5) the term "infected port" means any port which Government may, by notification, declare to be infected;
- (6) "master," when used with reference to a vessel means any person, except a pilot or harbour master) having for the time being charge or control of the vessel;
- (7) "Port Officer" includes any person acting under the authority of Government in charge of port discipline.
- (8) "Medical Officer" for a vessel means any person holding medical charge of a vessel who is in possession of a certificate or diploma in medicine and surgery of a recognized university or medical school and registered in the country in which he obtained it.

PART II.—VESSELS ARRIVING AT PORTS IN THE PRESIDENCY OF BENGAL.

2. The master of every *suspected or infected* vessel arriving at any port subject to these rules shall hoist a signal which shall be—
by day the Code Flag over Flag L of the Commercial Code, which is a square flag of yellow and black borne quarterly, and

by night three lights at a height of not less than 20 feet above the hull of the ship which shall be arranged at a distance of not less than six feet apart in the form of an equilateral triangle and of which the light at the apex of the triangle shall be white and the lights at the ends of the base shall be red.

and shall report every such case or death that may have occurred from any of the causes enumerated above, or in the case of a vessel not carrying a *medical officer* any death from any cause, to the pilot or other boarding officer at the earliest opportunity, and shall also comply on arrival at such place as may be appointed in this behalf by Government with such regulations as may be made by Government in regard to—

- (i) signalling the name of the port from which the vessel has come;
- (ii) stopping at a particular place.
- (iii) refraining from communication with the shore, and
- (iv) taking measures for giving effect to the present regulations.

3. If the vessel be at anchor within port limits when such disease first break out or such death occurs the master shall hoist the signals specified in regulation 2.

4. The pilot or other boarding officer shall promptly report the circumstances of the case to the Port Officer, who shall immediately

forward any report so made or give notice of any signal hoisted to the Port Health Officer.

5. (1) When any *healthy* vessel is within sight of a port in British India, the master shall intimate the fact by signal.

(2) Such intimation shall ordinarily be accepted by the Port Officer, and if so accepted, the Health Officer need not visit the vessel, which may be considered to have put off.

PART III.—BREITING OF VESSELS.

6. (a) If the number of deaths from or cases of the disease enumerated in the preamble, with the exception of plague and yellow fever, does not exceed two, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour or port, except that she may not enter the docks without the written permission of the Health Officer, and the passengers and crew not suspected of having any of the diseases in question need not, except in the case of pilgrim and emigrant ships *and those not carrying a medical officer*, be detained on board pending the inspection of the Health Officer. The Master of the vessel shall be responsible that no one of the passengers or crew, except those referred to above, is allowed to leave the vessel before inspection by the Health Officer, and shall prevent the landing of infected clothing, clothes, or other personal effects which he has reasonable cause to consider likely to be infected.

(b) If the number of cases or deaths within the previous twelve days has exceeded two, or when from their occurrence on pilgrim or emigrant ships or for other special reasons further precautions may be deemed advisable, the pilot, or in his absence the master, shall keep hoisted, by day or night as the case may be, the signal prescribed by regulation 2, and shall anchor the vessel in the place appointed for the purpose and shall not allow any of the passengers or crew to leave the vessel except with the permission of, or under such instructions as may be issued by, the Health Officer.

7. If a case of yellow fever or of plague or unusual mortality among rats has occurred on board, the vessel shall not take up the usual place of anchorage pending the visit of the Health Officer; in the meanwhile the vessel shall stop at such place as Government may by order provide.

8. So long as the signals prescribed by regulation 2 are shown, no *tiadal* or other person in charge of or navigating any boat shall, without the permission of the Health Officer, attempt to take it alongside such vessel.

PART IV.—INSPECTION OF VESSELS.

9. Whenever the Health Officer receives the notice referred to in regulation 4, he shall without unnecessary delay proceed on board and examine the vessel, and the master shall give him every facility for the examination of the passengers, crew, personal effects, cargo, and any part of the ship the Health Officer thinks necessary. The

Health Officer may require a declaration on oath from the medical officer [if any] of the vessel or from the master or from both, whether any death or sickness from an unknown or suspicious cause or any case of any of the diseases enumerated in the preamble has occurred on board the vessel either during the voyage or before her departure, and with reference to plague, whether any unusual mortality has been observed among rats. If the Health Officer is satisfied that such deaths as may have occurred were not due to any of the causes enumerated in the preamble, he shall permit the vessel to proceed to the usual place of anchorage, and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in these regulations. The inspection by the Health Officer will ordinarily take place between sunrise and sunset.

10. As a result of every inspection the Health Officer shall classify the vessel as infected, suspected or healthy, in accordance with the definitions given in Part I.

11. On the completion of the inspection prescribed by regulation 9, such of the passengers and crew as have been detained under regulation 6 (a) but who are found to be free from any of the diseases in question and unlikely to carry infection shall be allowed to land. All baggage, personal effects and cargo, except such articles as the Health Officer is entitled to disinfect, may also be landed.

12. If a case of any of the diseases enumerated in the preamble occurs 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 Deck Master or Superintendent of the wharf, who shall communicate the information to the Health Officer [through the Port Officer] and to the Superintendent of Police, and possible, and the sick person shall be isolated as much as possible, and the free communication with the wharf is stopped until the Health Officer has inspected the vessel.

PART V.—REMOVAL OF THE SICK.

13. When on inspection the Health Officer considers it necessary in order to prevent the spread of disease, he shall take the measures indicated in Part VI of these regulations as the case may be.

14. Unless a vessel shall have had communication with the shore under the proviso to regulation 43 and *except as provided for under regulations 19 (2) and 33 the removal of sick passengers is not to be the clearest necessity of which the Health Officer shall be the judge, and in every such case a special report explaining the reasons for the action taken must be submitted by the Health Officer to the Government.*

15. The Health Officer shall inform the Municipal Health Officer in all cases in which he arranges for the conveyance of a patient to a sanatorium or hospital or other place within municipal limits and shall furnish the Municipal Health Officer with the address of any private residence to which he permits the removal of a patient.

16. Where small-pox is the disease on account of which the vessel is deemed to be infected, the Health Officer shall offer, without charge, vaccination or re-vaccination to all persons willing to be operated upon, and shall cause to be vaccinated all their guardians or those in charge of them consent, all children below 10 years and over six months of age who do not bear marks of vaccination or of small-pox. In the case of plague, inoculation may similarly be offered free of charge to all willing to be inoculated.

PART VI.—MEASURES TO BE TAKEN IN THE CASE OF HEALTHY, INFECTED AND SUSPECTED VESSELS.

17. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique, save as otherwise provided in rule 23. Other vessels will be dealt with in Parts VI (A), VI (B), VI (C), VI (D), or VI (E) according to the disease on account of which they are declared suspected or infected.

PART VI-A.—SMALL-POX, CHICKEN-POX, MEASLES, CHOLERA, TYPHOID AND SCARLET FEVER.

18. In the event of a vessel being classed either as infected or suspected on account of any of the above mentioned diseases, the Health Officer—

- (1) shall arrange for the conveyance of any person suffering or suspected to be suffering from such disease to a sanatorium or hospital, unless the sick person or his friends can make adequate provision elsewhere of which the Health Officer must satisfy himself; but he shall not enforce the removal from the vessel of any person or persons bound for an onward port except as provided for in regulation 14;
- (2) shall either himself undertake, or direct the master of the vessel to undertake, the destruction or disinfection of clothing, bedding and other articles that he may consider infected;
- (3) may, when a vessel with one or more of the above mentioned diseases on board has in his opinion passengers or crew in a filthy and unwholesome condition, cause the clothing and personal effects of such persons to be disinfected before allowing them to leave the vessel;
- (4) may, in the case of unbleached cloth, direct the disinfection, or in special cases the destruction, of food stuffs which have been exposed to contamination and are considered likely to be infected;
- (5) may order that any portion of the vessel that has actually been exposed to contamination or is in a filthy or insanitary condition, or which he considers likely to be infected should be disinfected and cleansed as he may direct and

may prohibit the discharge of large water or water ballast within port limits without previous disinfection;

- (6) may, in the case of cholera, direct the master to have the bulges and water tanks emptied, cleaned and disinfected.

PART VI B.—PLAQUE.

19. In the case of infected vessels the following measures shall be taken:—

- (1) all persons on board shall be medically examined as prescribed in regulation 9;
 - (2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose;
 - (3) At the discretion of the Health Officer other persons may also be disembarked and be subjected to observation* or surveillance* or observation followed by surveillance during a period which shall not exceed five days;
 - (4) Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are in the opinion of the Health Officer, infected, shall be disinfected;
 - (5) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected;
 - (6) The rats on board shall be destroyed, either before or after discharge of the cargo, in either case as quickly as possible, and in such manner as to avoid, as far as possible damage to merchandise and to the ship's plating and engines. In the case of ships in ballast this process must be carried out as soon as possible, before unloading cargo;
 - (7) Passengers arriving by an infected ship and subjected to the provisions of clauses (2), (3) and (4) above are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage.
20. When the measures prescribed in regulation 19 have been duly taken in respect of any vessel, the Health Officer shall, by written order, grant pratique, provided that, if a case of plague or of illness suspected to be plague occurs on board subsequent to the grant of the

* "Observation" means isolation either on board the ship or in a sanitary station appointed for the purpose before the grant of pratique. "Passengers under surveillance" are not isolated; they receive pratique at once, and are at liberty to proceed to their destinations, but the authorities at these places are informed of their coming and they are subjected to medical examination for such period as may be fixed in these regulations.

above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding infected vessels.

21. In the case of suspected vessels the following measures shall be taken:—

- (1) All persons on board shall be medically examined as prescribed in regulation 9;
- (2) The destruction of rats may be ordered at the discretion of the Health Officer, and if ordered shall be carried out in the terms of regulation 19 (6);
- (3) All soiled linen, wearing apparel and personal effects of the crew and passengers which are or are suspected to be infected shall be disinfected;
- (4) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

22. When the measures prescribed in regulation 21 have been taken in respect of any vessel, the Health Officer shall, by written order, grant pratique.

23. In the case of healthy vessels, pratique shall ordinarily be given at once as provided for in regulation 17, but the Health Officer may, in his discretion, if special circumstances appear to him to require it, impose any or all of the following measures:—

- (1) medical examination as prescribed in regulation 9;
- (2) disinfection of soiled linen, etc., as prescribed in regulation 19 (4);
- (3) destruction of rats as prescribed in regulation 19 (6); but the process of deratization must not occupy more than 24 hours.

24. In exercise of the functions imposed upon him by regulations 9, 19 and 21, the Health Officer shall—

- (a) attach due importance to the presence on board the vessel of a medical officer and to the provision of apparatus for disinfection by means of saturated steam and for the destruction of rats, and
- (b) shall take into account the sanitary or insanitary, and roomy or crowded condition of the vessels.

25. If, in the case of any vessel making a passing call, the communication with the shore is restricted to the landing of passengers, mails or goods, the Health Officer may, in his discretion, enforce the provisions of regulation 19, 21 or 23, as the case may be, to such extent only as may in his opinion be necessary for the purpose of controlling the actual communication with the shore.

Provided (a) that any persons on board the vessel whom the Health Officer has reason to believe to be suffering from plague shall be landed and kept under observation.

Provided also (b) that ships from an infected place that have been disinfected and have undergone adequate sanitary measures shall not, on their arrival in another port, be subjected to these measures a second time if no case has occurred since the disinfection was performed and if they have not called at an infected port. A ship which has merely disembarked passengers and their baggage at a port, without having been in communication with the shore, shall not be regarded as having called at the port.

26. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent, with a certificate stating that measures of rat destruction have been carried out and giving the reasons why they were resorted to.

27. The foregoing regulations shall not prevent the transshipment, under restrictions to be imposed by the Health Officer in conformity therewith, of passengers, mails or goods between vessels which have not been granted pratique.

28. If any case of plague occurs among any group of persons who are being kept under observation, the patient shall be isolated and sent to a hospital, and the other persons shall continue to be detained and segregated as ordered for a period not exceeding five days from the date on which the group became free from plague. The clothes and effects of the patient and of such persons as have been in contact with the patient shall be disinfected at the discretion of the medical officer in charge.

29. The medical officer in charge of any place appointed for the isolation of any persons under these regulations may, in his discretion, by written order, direct that any person who is kept there under observation shall be allowed to depart and shall be subject to surveillance.

30. If the system of surveillance to which any person is subjected on shore requires his daily attendance before a medical officer, the Health Officer may, by written order, exempt such person from such attendance on being satisfied that he may be relied upon to send in a prompt report if he should fall sick.

31. Persons subjected to surveillance shall submit to, and comply with, all directions as to medical supervision or otherwise which may be given by written order of a medical officer appointed by Government in this behalf.

PART VI C.—YELLOW FEVER.

32. In the case of vessels which have, within a period of ten months immediately preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected &

which has left an infected port within that period, the following procedure shall be observed:—

(1) The vessel shall be anchored at sea at such special anchorage as may be fixed for this purpose by the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during the day as early as possible and all persons on board shall be medically examined as provided in regulation 9.

(2) Any person suffering from yellow fever, if in the first four days of the disease, or if there is any doubt about the duration of the disease, shall be protected from the approach of mosquitoes by means of curtains, and shall be treated on board for at least four days. Any person suffering from fever shall similarly be isolated, be protected from the approach of mosquitoes by curtains and treated on board for at least four days. All passengers in perfect health (with normal temperature, etc.) may be landed, and shall be kept under close observation for a period of at least eight days extendable at the discretion of the Health Officer to a maximum of twelve days, special precautions being taken throughout the whole of this period to prevent mosquitoes having access to them.

(3) In no case should any person sick of yellow fever be landed during the first four days of his illness without the special sanction of Government. If such sanction is given, the most minute precautions to prevent mosquitoes reaching the patient shall be taken, including a mosquito-proof cabin on the launch, mosquito-proof ambulances and a mosquito-proof ward in an isolation hospital.

(4) The crew of the vessel should be required to sleep in any places preferably on deck, and should be protected by mosquito curtains.

(5) The ship shall be cleared of mosquitoes by the systematic fumigation,* under efficient supervision, of every cabin, storeroom, alleyway and hold.

(6) All water in which mosquitoes could breed should be emptied into the sea and all drains flushed by means of a hose. The bilge should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larvae, fresh water being taken into the tanks completely filled so as to drown any adult mosquitoes which may be present in them.

(7) Provided if no case of yellow fever has occurred on board within two months immediately preceding the

* Sulphurous acid is probably the best gas to use.

vessel's arrival, only such of the above measures in addition to those described in paragraphs (1), (5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.

- (8) No ship shall leave the anchorage for the purpose of taking up her berth until the measures described in paragraphs (5) and (6) have been carried out.

PART VI-D.—SLEEPING SICKNESS.

33. In the case of a vessel having on board a person suffering or suspected to be suffering from sleeping sickness, the person or persons shall not be permitted to land without the specific written permission of the Health Officer, who may, pending the receipt of written instructions from Government, permit the landing of such persons only if arrangements can be made for their strict isolation on shore. In the case of Aden, the Health Officer may prevent the embarkation of, or subject to the arrangements above referred to may disembark, any person proceeding to India who is suffering or suspected to be suffering from sleeping sickness.

34. In the case of a vessel arriving from the East Coast of Africa within the limits of Port Sudan and Darfau or from other localities declared to be infected, the procedure prescribed by regulation 2 shall be complied with and the crew or passengers, etc., shall be medically inspected in accordance with regulation 2.

PART VI-E.—JIGGER.

35. In the case of a vessel having on board any person or persons suffering from jigger,—

- (1) the Health Officer shall carefully examine every person on board and any person or persons found to be suffering shall be removed to hospital for treatment;
- (2) the clothes of infected persons shall be disinfected, and the Health Officer may, in his discretion, order the disinfection of the clothes, bedding, etc., of all persons on board;
- (3) any part of the vessel likely to harbour jigger flea shall be thoroughly washed with a watery solution of kerosene oil emulsion or in a recognized solution of tar acid which is accepted by the Port Health Officer;
- (4) the ballast of such vessel, if of earth or sand, shall not be landed without the permission, in writing, of the Health Officer, who, if he considers it necessary, may order that it shall be discharged into the sea at such places as shall be appointed for the purpose by Government.

PART VIII.—GENERAL.

Vessels.

36. The master of any vessel coming under these regulations shall comply with all directions which the Health Officer may consider necessary under the foregoing rules.

37. The master of any vessel who may object to submit to the foregoing regulations may put out to sea again, provided that objection has been taken before there has been any communication, except by signal or through the port authorities, between such vessel and the shore or with any other vessel in port. Goods may be landed from such vessels after precautions have been taken to isolate the ship, crew and passengers and on condition that such information as the Health Officer may require regarding the mortality among rats is duly supplied; Passengers may be disembarked at their own request on condition that they submit to all the measures prescribed by the local authorities.

38. In the event of any vessel putting back to sea the Health Officer shall intimate the fact by telegraph to the next port of call if in British India.

PERSONS.

39. All persons removed to hospital or kept under observation at any place shall obey and conform to the rules, regulations and orders for the time being in force at such hospital or place and shall be liable to pay all such charges as for the time being may, under the sanction of Government, be made against them.

40. When a suspected case of any infectious disease is removed from a vessel at any port, the Health Officer shall report the confirmation or otherwise of the diagnosis, by telegraph, to the Health Officer of the next port of call if that port is in British India, Ceylon or the Straits Settlements. In other cases a note shall be made on the bill of health stating the nature of the suspected infectious disease and the precautions taken in connection therewith.

DEAD BODIES.

41. Disposal shall be as follows:—

- (1) If death occurs on board a vessel before entering port limits, the body shall, unless there are special reasons to the contrary, be buried at sea in not less than nine fathoms of water, in such manner as shall secure its immediate sinking and remaining below the surface.
- (2) If death occurs during the day on board a vessel within the port limits the coffin and house flag, if there is one, are immediately to be lowered half-mast and kept in such position from sunrise till sunset as long as the body remains on board. If death occurs between sunset and sunrise, one red light is to be hoisted at the peak, half-mast high.

(3) The master of the vessel shall cause the death of a person on board to be intimated forthwith to the police, either by letter or otherwise and shall forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death must be fully detailed.

(4) No dead body shall be removed from a vessel within port limits without the permission of the police, which shall not be given until the Health Officer has certified *either—*

(a) *that the death is not due to infectious disease, or—*

(b) *that in the case of infectious disease, the Port authorities have given permission for burial on shore.*

If the Port authorities in consultation with the Health Officer decide that burial on shore cannot be permitted, the body must be buried at sea in such manner as the Health Officer may direct.

DISINFECTION.

42. All disinfection prescribed by these regulations shall be carried out unless otherwise specifically provided for, in the manner prescribed in the appendix thereto.

PART VIII.—VESSELS LEAVING PORTS IN THE PRESIDENCY OF BENGAL FOR PORTS BEYOND INDIA.

43. No vessel shall leave any port which has been declared to be infected with any contagious or infectious disease for any port beyond India until—

(1) all persons sailing by the vessel, whether as passengers or as members of the crew, have been medically examined by the Health Officer.

(2) in the case of plague—

(a) all persons sailing by the vessel, either as passengers or as members of the crew (except such onward bound passengers as have not remained one night on shore and such members of the crew as have not remained one night on shore or have not newly joined, who may be examined on board), have been medically examined by the Health Officer on shore by day as shortly as possible before embarkation;

(b) all merchandise or articles of any sort which the Health Officer may consider to be infected with plague have been disinfected on shore previous to embarkation;

(c) all clothing, bedding, and infected articles belonging to officers, engineers or others, to deck and fourth-class passengers, and to third-class passengers not entitled to

cabin accommodation, which the Health Officer may consider to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board;

(3) the Health Officer has given to the master of the vessel a bill of health stating that the medical examination and disinfection prescribed by this regulation have been carried out.

(4) In the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (a) and 2 (c) above.

Provided that, if the vessel is only making a call at the port in question, the medical examination and disinfection prescribed by this regulation shall be made only in the case of persons joining the vessel there and articles belonging to them, unless there is communication between the vessel and the shore. The Health Officer shall decide, for the purpose of this proviso, what constitutes communication between the vessel and the shore. The bill of health in such case need only take the form of an endorsement on the last bill of health held by the vessel and need only refer to the passengers and crew embarking at the port in question.

44. It shall be open to the consular representative interested in any vessel to be present, if he so desires, at the medical examination and disinfection prescribed by regulation 43.

45. If any vessel does not have port within 24 hours after the medical examination made under regulation 43, she shall not leave until—

(a) a fresh medical examination of the passengers and crew has been made under that regulation, and

(b) a fresh bill of health has been given to the master under that regulation.

Provided that such fresh examination may be conducted on board the vessel, whether or not there has been communication with the shore since the previous examination was made, and provided that if the time of departure be after sunrise on the day after that of inspection, the master of the vessel shall send the bill of health to the Health Officer to have the date of departure amended.

46. If, after a bill of health has been given to the master of any vessel and before the vessel leaves the port, any cargo of goods of any kind be placed on or taken off the vessel except in such manner as may be directed by the Health Officer, the vessel shall not leave the port until—

(a) such further medical examination and disinfection as the Health Officer may consider necessary have been made under regulation 43, and

- (b) a fresh bill of health has been given to the master under that regulation.

Provided that such further examination and disinfection may be conducted on board the vessel.

47. (1) After a bill of health has been given to the master of any vessel no person except the pilot or person authorized by the Health Officer shall be permitted to embark on the vessel unless he has been medically examined by the Health Officer as prescribed in regulation 43.

- (2) If any such person is permitted to embark, the Health Officer shall amend the bill of health accordingly.

48. Port-clearance shall not be granted for any vessel, unless and until the master produces the bill of health prescribed by the foregoing regulations:

Provided that, at any port where, in the opinion of Government, local conditions render this relaxation advisable, the authority responsible for granting port-clearance may grant port-clearance for any vessel on receiving from the agents of the vessel a written guarantee that a duplicate of such bill of health, signed by the Health Officer, will be furnished by them to him within forty-eight hours.

49. (1) If the Health Officer considers that any passenger is suffering from, or is in the incubation stage of, any infectious or contagious disease he shall prevent such passenger and his or her relatives and attendants from embarking or sailing; and their luggage and personal effects shall not be allowed on board the vessel and if already placed on board, shall be removed as early as possible.

- (2) For the purposes of this regulation, the term "relatives" shall mean such persons as have been living with, or have been, in the opinion of the Health Officer, in dangerous communication with the suspected passengers.

50. (1) If the Health Officer considers that any members of the crew of the vessel is suffering from, or is suspected to be in the incubation stage of, any infectious or contagious disease—

- (a) he shall prevent such member from re-embarking on such vessel and shall refuse to give a bill of health until the luggage and personal effects of such member have been removed from the vessel and such parts of member have been disinfected; and

- (b) the luggage and personal effects of such persons as were in immediate contact with such member of the persons shall be disinfected, and the names of such of the vessel for supervision on the voyage.

- (2) All action taken under clause (1) of this regulation for the disinfection of a vessel shall be noted in the bill of health.

51. Any person who is prevented by the Health Officer under the foregoing regulations from embarking or sailing may be removed to and kept at a hospital or kept under observation; or, if any such person gives a genuine address, he may, at the discretion of the Health Officer, be subjected to surveillance for a period not exceeding five days.

52. At all ports declared to be infected with plague, proper measures shall be taken to prevent rats gaining access to vessels (Appendix B).

53. Regulations 43 to 52 shall apply to all pilgrim or emigrant ships and may, by order of Government, be applied to vessels leaving a port in India or Burma for another in India or Burma.

APPENDIX A.

INSTRUCTIONS FOR DISINFECTION.

Personal effects, such as rugs, bedclothes, papers and other articles without value, which, in the opinion of the Health Officer, are deemed likely to carry infection should be destroyed by fire.

2. Under-clothing, bedding, wearing apparel, mattresses, carpets, etc. which are contaminated or suspected, and other articles to be disinfected, should be exposed for 15 minutes to saturated steam—under pressure if possible—at a temperature of not less than 100°C (212°F), care being taken that the steam shall reach all parts of each article to be disinfected.

3. Disinfecting Solutions.—

- (a) Solution of corrosive sublimate of one part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 100 grains of chlorid. of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.
- (b) A 3-per-cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap.
- (c) Freshly-prepared lime-wash.*
- (d) Such proprietary tar acid compound as the Port Health Officer may approve of.

4. *Special instructions to be observed in the employment of disinfecting solution.*—The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid and the solution of

*The lime-wash should contain 20 per cent. of lime, and may be prepared as follows:—Take 2 pounds of good quicklime and shake it by moistening it gradually with about half a pint of water. When the operation is completed, the resulting powder must be kept in an air-tight vessel in a dry place.

For use the quantity of slaked lime obtained from 2 pounds of quicklime should be placed in a convenient vessel and water added to make one gallon.

soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

Articles which cannot be subjected to the temperature of 212°F without injury, as leather goods, wooden articles stuck together with glue, felt, velvet, silk, etc., should be washed with a disinfecting solution; coins can be disinfected with the solution of soap and carbolic acid. Persons engaged in nursing the sick should wash their hands and faces with one of the carbolic solutions. The carbolic solutions will be useful more particularly for disinfecting articles such as metal, or instruments, which can neither be subjected to a temperature of 212°F, nor placed in contact with corrosive sublimate. Chlorinated lime is particularly recommended for disinfecting sublimates. Expectoration matter should be burnt.

5. *Disinfection of ships on which plague has occurred among human beings or rats.*—All rats on board shall be destroyed by means of sulphurous anhydride or other suitable disinfectant. The cabins, etc., occupied by the sick or those suspected to be suffering from plague shall, at the discretion of the Health Officer, be treated with a solution of corrosive sublimate and thoroughly cleaned with soap and water. In the case of pneumonic plague, preliminary disinfection with corrosive sublimate solution shall be invariably carried out.

6. *Disinfection of the hold of an infected ship.*—The bilge-water shall be pumped out, and the hold washed with sea-water, a sufficient quantity of a solution of corrosive sublimate being subsequently thrown in at the discretion of the Health Officer. The bilge-water shall not be pumped out when the vessel is in harbour without the written consent of the Health Officer.

APPENDIX B.

MEASURES TO BE ADOPTED TO PREVENT RATS OBTAINING ACCESS TO VESSELS.

1. There shall be a space of at least three feet between any part of the vessel and the wall of the dock or wharf.
2. All ropes and hawsers connecting the vessel with the dock or wharf shall be furnished with a circular concave-concave rat-guard at least four feet in diameter fitting tightly, with the convexity towards the wharf, on the rope or hawser, and so fixed that no part of the margin of the guard shall be less than 24 inches from the rope or hawser, or any other pattern of rat-guard that may be approved by Government.
3. To prevent rats reaching the ship by means of a gangway, as at night; and a watchman shall be placed on each gangway during the day from the time the gangway is lowered until it is raised.
4. A responsible person shall be deputed by the local Government to ensure these measures being applied immediately the vessel is berthed.

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, (1884), Amendment Act 1899, and with the previous sanction of the Governor-General in Council, as required by section 69, sub-section (5) 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 suspension 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 Hooghly 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 "underway" 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 to other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2 (1).—All steam-vessels when underway 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, not in 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 diameter as to be visible at a distance of at least 1 mile.

(2) The said green and red sidelights shall be fitted with 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 headlight and the red and green sidelights so placed that they will be visible as set forth in Article 2 (1).

Article 4.—All vessels under oars or sails when underway shall not be obliged to carry the lights hereinafter in Article 2 (1) (a), (b) 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 none, at least 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, etc.

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

The words "prolonged blast" used in the so 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 interpreted by any other means, and also with an efficient bell.

In fog, mist, or heavy rain-storm, 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 underway, but stopped or 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, etc.

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 abeam 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 constraining 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 underway shall, when in sight of any other vessel, in taking any course authorized 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 slower shall, in the narrow reaches of a river, after 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 DISOBEDIENCE 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.

MARINE DEPARTMENT.

The 5th August 1914.

No. 105 Marine.—In exercise of the power conferred by section 50A of the Inland Steam-Vessels Act, 1884 (VI of 1884), the Governor in Council, is pleased, with the previous sanction of the Governor-General in Council, to make the following revised rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly, in supersession of the rules published under this Department Notification No. 5 Marine, dated the 10th January 1902, as amended by Notification No. 140 Marine, dated the 22nd December 1906.

These rules, which are applicable to the river Hooghly between Kidderpore Docks and Luff Point, are supplementary to those published under the Department Notification No. 148 Marine, dated the 22nd August 1906.

Steering rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly.

1. All inland steam-vessels navigating the river Hooghly shall be navigated as follows:—

- (a) Between Kidderpore Docks and Luff Point, they shall be navigated on the shallow side of the channel when meeting or being overtaken by sea-going vessels.
- (b) In College Reach, they shall navigate on the edge of College Sand, and shall keep to the northward of the sea-going traffic between Shalimar Point and Chamberlain's Point.
- (c) In Panchpara and Sanganail Reach, they shall navigate on the edge of Sanganail Sand.
- (d) In Jannakere Reach, they shall navigate on the edge of Mankiloli Sand.
- (e) In Kofri Reach, they shall navigate on the edge of Kofri Sand.
- (f) In the upper part of Bridge-Budge Reach, they shall navigate on the right bank of the river; in the lower part, on the edge of Bridge-Budge Sand.
- (g) At Pajuli Crossing and in the Upleta and Achipur Reaches, they shall navigate on the edge of the sand on the left bank of the river.
- (h) In Mayapur Bar, they shall navigate the shallow tracks.
- (i) In Rayapur Reach, they shall navigate on the edge of the Rayapur Sand.
- (j) In Rayapur Crossing, they shall navigate the shallow tracks.
- (k) In Hog River Reach, they shall navigate on the edge of Hog River Sand.
- (l) At Fisherman's Point and in Fulta Reach, they shall navigate on the edge of Fulta Sand.
- (m) At Nimai, they shall navigate on the edge Shrigunge Sand.

[Note.—College Reach is bounded to the west by a line drawn due north of Chamberlain's Point and to the east by a line drawn from Shalimar Point through Kidderpore Docks to the river.]

- (n) At the James and Mary, they shall navigate the Western Gut when there is sufficient depth of water. When obliged to use the Eastern Gut, they shall navigate on the edge of Nagpur Sand and the Mackrapur Lamps.

2. When crossing from one reach to the other or from one side of the channel to the other, in the portions of the river Hooghly, specified in rule 1, inland steam-vessels shall not obstruct the passage or cause risk of collision with any sea-going vessels crossing or passing at the same time, and, if necessary, they shall slacken their speed, or shall stop and reverse engines until the sea-going vessel has passed them.

3. When inland steam-vessels meet other inland steam-vessels, they shall pass port to port.

NOTIFICATION—No. 9 MARINE.

The 16th January 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126 Marine, dated the 20th October 1914 (as amended by *Erratum* Notification No. 8 Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies, on vessels coming to, or leaving ports in, Bengal or for the time being in port therein, the Governor in Council is pleased to appoint the new quarantine station at Diamond Harbour as the special anchorage in the case of vessels which have, within a period of two months, preceded their arrival, started from or touched en route at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period.

F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

The 16th January 1915.

No. 8 Marine.—Erratum.—In clause (1) of rule 32 of the rules published under Notification No. 126 Marine, dated the 20th October 1914, after the word "sea" insert the words "or in the river."

II. *Erratum* Notification No. 132 Marine, dated the 9th November 1914, is hereby cancelled.

F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 20 MARINE.

The 22nd February 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126 Marine, dated the 20th October 1914 (as amended by Notification No. 8 Marine, dated the 16th January 1915) relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies, on vessels coming to or leaving ports in Bengal or for the time being place outside the Karnafuli river, that is, in 63 fathoms with the Norman Pilot Light House East (true) at a distance of 12 miles, at which have, within a period of two months preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected, or which has left a port infected, with yellow fever within that period.

F. A. A. COWLEY,
Offg. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 42 MARINE.

The 15th April 1915.—In exercise of the power conferred by section 6, sub-section (1), clause (a) of the Indian Ports Act, 1908 (XV of 1908) as amended by the Indian Ports (Amendment) Act, 1911 (IV of 1911), the Governor in Council is pleased to make the following amendment in the rules relating to dangerous, infectious or contagious diseases on vessels coming to or leaving ports in the Presidency of Port William in Bengal, or for the time being in port therein, published under Bengal Government Notification No. 126 Marine, dated the 20th October 1914:—

Amendment.

In clause (4) of rule 35 of the said rules, for the word "Government" substitute the words "the Conservator of the Port of Calcutta or Chittagong, as the case may be, subject to the approval of the Local Government."

F. A. A. COWLEY,
Offg. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 52 MARINE.

The 1st May 1915.—In exercise of the power conferred by section 6, sub-section (1), clause (b) of the Indian Ports Act 1908 (XV of 1908), the Governor in Council is pleased to make the following

rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping:—

"The use of search-lights on board any sea-going vessel of the burden of 200 tons or upwards whilst in the ports of Calcutta and Chittagong or in any of the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, to which the Indian Ports Act, 1908, applies, is strictly prohibited, save and except under special circumstances and under the special orders of the Pilot, the Harbour Master, or such other Port Official as may be duly empowered to pass such orders."

F. A. A. COWLEY,
Offg. Secy. to the Govt. of Bengal.

RULES FOR THE IMPORTATION OF PETROLEUM.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.
NOTIFICATION No. 143—MARINE.

The 30th November 1917.—In exercise of the powers conferred by section 9 of the Indian Petroleum Act, 1899 (VIII of 1899), read with the section 3 of the Bengal Bihar Orissa and Assam Laws Act, 1912 (VII of 1912), with the previous sanction of the Governor-General in Council, the Governor in Council of the Presidency of Fort William in Bengal is pleased to make the following rules to regulate the importation, possession and transport of petroleum within that Presidency, in supersession of all previous notifications under that section, and all rules under such notifications, issued or made by the Government of Bengal or by the late Government of Eastern Bengal and Assam.

Rules under Section 9 of the Indian Petroleum Act, 1899, for the Importation, Possession and Transport of Petroleum in the Province of Bengal.

PART I.

PRELIMINARY.

Definitions.

1. In these rules—

- (a) "Part" means a Part of these rules;
- (b) "certificated petroleum" means petroleum certified to be non-dangerous petroleum by a certificate of such description as the Government of Bengal may, from time to time, by written order, prescribe, granted at the port of shipment;
- (c) "petroleum in bulk" means petroleum in quantities exceeding five hundred gallons contained in any one receptacle;
- (d) "installation" means a place specially prepared for the storage of petroleum in bulk, or for bulk combined with non-bulk storage, and may be either a major or a minor installation;
- (e) "major installation" means an installation—
 - (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, exceeding fifty thousand gallons; or
 - (2) in which tin-making operations are carried on;
- (f) "minor installation" means an installation—
 - (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, not exceeding fifty thousand gallons; and
 - (2) in which tin-making operations are carried on;

- (g) "storage shed" means a building used for the storage of petroleum otherwise than in bulk, and may or may not form part of an installation;
- (h) "protected work" includes buildings in which persons dwell or assemble, docks, wharves, timber yards, other petroleum stores, and any other place not forming part of an installation, which the Government of Bengal may by notification declare as such;
- (i) "testing officer" means the testing officer appointed by the Government of Bengal under section 10 of the Act for any port at which petroleum may be imported under these rules;
- (j) "motor-vehicle" means any vehicle, or vessel propelled by a motor in which petroleum is used as fuel;
- (k) "owner," as applied to a motor-vehicle, includes a person who hires, or is otherwise entitled for the time being to use or work a motor vehicle;
- (l) "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;
- (m) "the Municipality of Calcutta" means the municipal limits of Calcutta as defined in the Calcutta Municipal Act, 1899;
- (n) "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, 1895.

PART II.

POSSESSION AND TRANSPORT OF PETROLEUM.

CHAPTER I.—POSSESSION OF PETROLEUM.

1. No smoking shall be permitted inside any installation or storage shed.
Smoking prohibited.
2. All operations within any installation or storage shed shall be conducted under the supervision of a responsible agent or supervisor.
Supervision of operations within installation or storage shed.
3. The ground in the interior of an installation shall be kept clean and free from goods of a combustible nature, vegetation and rubbish.
Cleanliness of installation.
4. A supply of sand or dry earth shall always be kept in an installation for the purpose of extinguishing fire.
Supply of sand or dry earth installation.

5. The capacity in gallons of every tank in an installation shall be conspicuously marked on it, and shall be calculated at the rate of 6.25 gallons per cubic foot.

6. Every tank or other receptacle for the storage of petroleum in bulk, except a tank or receptacle which is not of sufficient capacity to contain ten thousand gallons of petroleum and which is so situated as not to be liable to cause danger in the event of the petroleum being ignited, shall be protected by an efficient lightning-conductor.

Explanation.—A tank or receptacle shall be deemed to be so situated as not to be liable to cause danger in the event of the petroleum being ignited, if it is not in close proximity to any other tank or receptacle, or to any building not forming part of the installation, and if the enclosure thus formed being sufficient to contain the whole contents of the tank or receptacle.

7. Not less than once in every year the licensee of an installation shall test, or cause to be tested the efficiency of the conductor by lightning, the conductor in such manner as the Chief Inspector of Explosives may, by general or special order, declare to be sufficient, and a certificate showing the date of the last test shall be posted in a conspicuous place within the installation.

8. Any officer appointed by the Government of Bengal in this Official testing of behalf may enter any installation for the purpose of testing the efficiency of the conductor, at any time after sunrise and before sunset.

9. No installation or storage shed shall be open and no work in any installation or storage shed shall be permitted, between sunset and sunrise, provided that in cases where electric lighting is exclusively used, night working may be permitted by the Government of Bengal on the recommendation of the Chief Inspector of Explosives.

10. Where there are any pipes or openings for draining out water from any enclosure where arrangements shall be made whereby they can be closed, and they shall only be kept open when actually necessary for drainage purposes. The nature of such arrangements shall be shown in the specifications which are required under rule 10 of Chapter IV of this Part, to be submitted with the application for a license.

11. All storage sheds in an installation shall be built of uncombustible material.

12. There shall be hung up in a conspicuous place in every installation and storage shed for which a license has been granted, copies in English and the vernacular of the rules contained in this Chapter, and of the conditions endorsed on the license.

CHAPTER II.—TRANSPORT OF PETROLEUM.

1. Petroleum in bulk shall not be carried by water except on a ship certified as suitable for the carriage of petroleum in bulk, by an officer appointed by the Government of Bengal in this behalf, and the petroleum shall be stored in such part of the ship and in such manner as may be approved, by general or special order, by the authority so appointed.

2. Petroleum in bulk shall not, except with the sanction of the Government of Bengal, be transported on any large or flat which is not towed by a steamer or motor-boat.

3. No ship shall carry petroleum in bulk which carries at the same time passengers, or any inflammable cargo other than petroleum and its products.

4. No steamer carrying inflammable cargo other than petroleum and its products shall tow a large or flat carrying petroleum in bulk.

5. No steamer towing a large or flat carrying petroleum in bulk shall at the same time tow any other large or flat carrying inflammable cargo other than petroleum and its products.

6. Rules 4 and 5 of this Chapter shall not apply when the petroleum carried in bulk has a flashing point above 150° Fahrenheit.

7. When any ship has discharged petroleum in bulk, the oil compartments shall be thoroughly cleaned and freed from petroleum and petroleum vapour, before any other cargo or passengers are taken on board.

8. The officer in charge of any ship, certified under rule 1 of this chapter, as suitable for the carriage of petroleum in bulk, shall observe the following precautions regarding oil tanks, namely—

(i) so long as there is petroleum or dangerous vapour in a tank, he shall keep the hatches of such tank and the man-holes or other apertures in such hatches, locked or otherwise fastened in a manner certified as satisfactory by an officer appointed under rule 1 of this Chapter;

Provided that, subject to the provisions of clause (ii), he may cause them to be opened for the purpose of taking on board or discharging petroleum, for cleaning the tanks, or for other sufficient reason; and

(ii) he shall not allow any person to enter a tank, unless—

(a) such person wears a safety helmet of a description approved by the Local Government, or

(b) a Port Surveyor or other officer, appointed by the Government in this behalf, having examined the tank with the aid of a vapour-testing instrument, is certified it to be free from dangerous vapour.

9. No petroleum in bulk shall be taken on board or discharged from any ship certified as suitable for the carriage of petroleum in bulk, except through a suitable pipe prepared for the purpose.

10. No fire, naked lights or smoking shall be allowed in or about any flat or barge carrying petroleum in bulk.

11. The person in charge of any flat or barge carrying petroleum in bulk shall, from sunrise to sunset, show at its stern a conspicuous red flag having the words "Petroleum Boat" marked on it in black letters.

12. No petroleum in bulk shall be loaded on or unloaded from any ship between sunset and sunrise, except where electric light is exclusively used.

13. Petroleum may be transported into and within the Presidency of Bengal under cover of a license granted by the prescribed authority in any other province of British India or in any area outside British India to which the Indian Petroleum Act, 1869, may be applied, provided that the conditions of such license are observed throughout the period during which the petroleum is in transit.

14. Petroleum which has been imported into either of the ports specified in rule 1 in Part III and which has not been tested at the port of import in accordance with the rules contained in Part III, shall not be transported to any other port in British India save one specified in rule 1 of that Part, and the provisions of all the rules of that Part, except rule 22, shall be deemed to apply to such petroleum when it arrives at such other port.

15. Petroleum which has been tested at any port in British India, may be transported to any other port in British India, and the provisions of rules 2, 3, 4, 14 (except the proviso), 16, 19 and 20 of Part III, shall apply to such petroleum when it arrives at such other port.

CHAPTER III.—GENERAL PROVISIONS RELATING TO LICENSES.

1. All applications for licenses except those referred to in rules 13 and 14 of Chapter IV of this Part, for the possession or transport of petroleum shall be made to the District Magistrate.

The functions of the District Magistrate, under this rule and the rule next following and under rule 5 (2) of Chapter IV of this Part, shall be exercised in the town of Calcutta and its suburbs by the Commissioner or Deputy Commissioner of Police.

Licensing authority. 2. Licenses—

(a) for the possession of non-dangerous petroleum, not being petroleum in bulk,

(b) for the possession of non-dangerous petroleum in a minor installation,

(c) for the possession or transport of dangerous petroleum in quantities not exceeding forty gallons, and

(d) for the transport of petroleum, not being dangerous petroleum, otherwise than by a pipe line.

may be granted by a District Magistrate, or by such other authority as the Government of Bengal may, from time to time by order in writing, appoint in this behalf. Licenses for the importation, possession and transport of dangerous petroleum in quantities exceeding 40 gallons may be granted by the Government of Bengal or an officer appointed by the Government of Bengal in this behalf. In all other cases, except as provided in rule 14 of Chapter IV of this Part, the licensing authority shall be the Government of Bengal.

Provided that in the case of renewals of existing licenses the Government of Bengal may delegate its powers, under this rule, to the District Magistrate or to such other authority as the Government of Bengal may, from time to time by an order in writing, appoint in this behalf.

3. The licensing authority may, for reasons to be communicated in final of license, to the applicant, refuse a license in any case:

Provided that the licensing authority shall not refuse a license for the possession of petroleum in a minor installation, unless such authority has first made a reference to the Chief Inspector of Explosives and obtained his concurrence.

4. Every license granted under these rules shall be liable to be forfeited for any contravention of the Act, or of any rule thereunder, or of any condition contained in such license, or for any other reason deemed by the licensing authority to be good and sufficient and recorded by him in writing.

5. Every license and pass, granted under these rules, shall be held subject to the conditions enforced on it, and shall contain all the particulars which are contained in the form prescribed for it by these rules:

Provided that in the case of installations and storage sheds in existence before these rules were made, the license may contain in lieu of the particulars in the form prescribed for it by these rules, either such particulars as may have been entered in the license granted for such installation or storage shed under the rules heretofore in force, or of Explosives.

Provided also that in the case of installations or storage sheds intended for the storage of petroleum which has a flashing point above 150° F., the license may contain, in lieu of the conditions endorsed on the form prescribed for it by these rules, such conditions as may in each case be approved by the licensing authority on the recommendation of the Chief Inspector of Explosives.

6. (1) Every application for the renewal of a license shall be made in the same manner as an application for an original license.

(2) Every such application shall be made at a date not less than thirty days before the date on which an original license expires, and if the application is so made, the licensee shall be held to be duly licensed until such date as the licensing authority issues the renewed license or until an intimation that the renewal of the license is refused has been communicated to the applicant.

(3) The same fee shall be charged for the renewal of a license as for a new license.

7. When any license is granted for the possession or transport of petroleum, a copy of the rules contained in Chapter I of this Part in the case of a license for possession and in Chapter II of this Part in the case of a license for transport, printed in English and the vernacular, shall be given together with the license to the licensee.

8. Where a licensee dies or becomes insolvent 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 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.

9. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted.

CHAPTER IV.—LICENSES FOR THE POSSESSION OF PETROLEUM.

1. Save as provided in rules 13 and 14 of this Chapter, every license for the possession of petroleum shall remain in force until the first December next following the date of issue of the license.

2. Licenses for the possession of petroleum not being dangerous petroleum, otherwise than in bulk, may be granted in Form A.

3. Licenses for the possession of dangerous petroleum, not in bulk, in quantity exceeding forty gallons may be granted in Form B.

Dangerous petroleum not in bulk.

Dangerous petroleum not exceeding forty gallons.

Transfer of certain licenses.

(2) Such application shall be made to the District Magistrate who shall, if he approves of the transfer, enter upon the license, under his signature, an endorsement to the effect that the license has been transferred to the person named.

(3) A fee of Re. 1 shall be charged on such application.

(4) The person to whom the license is so transferred shall enjoy the same powers and be subject to the same obligations under the license as the original holder.

6. Special licenses for the possession of dangerous petroleum in receipt of dangerous petroleum in not more than 500 gallons each, may be granted on such terms as the Government of Bengal may prescribe on the recommendation of the Chief Inspector of Explosives.

7. Licenses for the possession of any stated quantity of petroleum, not being dangerous petroleum, in major installations, in accordance with such specifications and plans as the Government of Bengal, on the recommendation of the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form D.

8. Licenses for the possession of any stated quantity of petroleum, not being dangerous petroleum, in minor installations, in accordance with such specifications and plans as the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form E.

8A. Licenses for the possession of any stated quantity of dangerous petroleum in installations in accordance with such specifications and plans as the Local Government, on the recommendation of the Chief Inspector of Explosives may, from time to time, by general or special order approve, may be granted in Form F.

9. (1) Licenses in Form F may be granted free of charge for the possession of dangerous petroleum for use on motor-vehicles and for its transport thereon, for the purpose of use therein.

(2) The provisions of the ordinary rules relating to the possession of dangerous petroleum shall regulate the possession of dangerous petroleum for use on motor-vehicles, as in so far as these provisions are varied by the conditions of the license.

4. Licenses for the possession of dangerous petroleum in quantity not exceeding forty gallons may be granted in Form C.

5. (1) The holder of a license in Forms A, B or C, may, at any time before the expiry of the license, apply for permission to transfer his license to another person.

Particulars to be given in applications for licenses for the possession of petroleum other than licenses under rules 4 and 9.

10. Every application for a license for the possession of petroleum other than licenses under rules 4 and 9 of this Chapter, shall specify—

- (a) the description and quantity of petroleum which the applicant desires to keep;
- (b) the name and position of the premises intended to be used for the storage of such petroleum, and whether the said premises fulfil the conditions prescribed by Form A, Form B, Form D, Form E or Form F, as the case may be;
- (c) the amount of petroleum, if any, already licensed to be kept on the same premises.

If the application be made for the first time in respect of any major or minor installation or if the quantity of petroleum to be stored in such an installation is to be increased, the application shall be accompanied by specifications and plans drawn to scale.

11. Before petroleum is stored in any major or minor installation to be furnished. first time, a certificate shall be furnished to the licensing authority to the effect that all enclosure walls and embankments required to be constructed under the conditions of the license are sufficient to ensure safety. The certificate shall be signed by an engineer accepted as qualified for the purpose by the licensing authority. When the license is not granted for the first time but is granted for an increased quantity of petroleum, a certificate shall similarly be furnished to the licensing authority before any quantity of petroleum exceeding the amount which was admissible under the former license is stored in the installation.

Particulars to be given in applications for licenses under rules 4 and 9.

12. Every application for a license under rules 4 and 9 of this Chapter shall specify—

- (a) whether the applicant is the owner of a motor-vehicle,
- (b) the amount of dangerous petroleum the applicant desires to store;
- (c) the exact position and nature of the premises intended to be used for the storage of such dangerous petroleum, and whether the said premises fulfil the conditions prescribed by Form C or Form F, as the case may be.

13. Licenses for the possession of petroleum in an installation or storage shed may be granted by the Government of Bengal in this behalf free of charge to the Commissioners of the Port of Calcutta or of Chittagong subject to such conditions, and for such period, as the Government of Bengal may direct.

Storage in an installation or storage shed erected on land belonging to Port authorities.

14. Licenses for the possession of petroleum in an installation or storage shed erected on land at Budge-Budge or at Moynapore belonging to the Commissioners of the Port of Calcutta or on land belonging to the Commissioners of the Port of Chittagong may, with the previous sanction of the Government of Bengal, be granted free of charge by the said Commissioners, subject to such conditions and for such period as the Government of Bengal may direct.

CHAPTER V.—LICENSES FOR THE TRANSPORT OF PETROLEUM.

1. General licenses for the transport of petroleum, other than dangerous petroleum, may be granted for a period of twelve months in Form G.

2. General licenses for the transport of dangerous petroleum otherwise than in bulk, may be granted for a period of twelve months in Form H.

3. Licenses granted under rules 1, 2 and 9 of this Chapter may authorise the holders to transport petroleum without restriction as to destination or total quantity.

4. The holder of the general licenses granted under rules 1, 2 or 9 of this Chapter shall, with each consignment of petroleum conveyed under cover of his license, issue to the person who takes charge of the petroleum for the purpose of transporting it, a numbered pass in Form I.

5. Special licenses may be granted for the transport of petroleum, other than dangerous petroleum, in quantities exceeding five hundred gallons in Form J.

6. Special licenses may be granted for the transport of dangerous petroleum other than in bulk in Form K.

Special licenses for the transport of dangerous petroleum.

7. A special license granted under rules 5 and 6 shall only cover the transport of the particular consignment mentioned in the license, and shall be valid for such period as may be entered in it.

8. Applications for special licenses for the transport of petroleum by rail, by road, by steamer or by barge, 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 shall describe the receptacles in which it is to be contained, or, in the case of petroleum to be transported in bulk by water, shall state that the ship in which it is to be carried has been certified as required by rule I of Chapter II of this Part.

9. General licences in Form L to transport dangerous petroleum up to a maximum of sixty gallons at a time, otherwise than on a motor-vehicle, may be granted for a period of twelve months to owners of motor-vehicle holding licences under rule 9, sub-rule (f), of Chapter IV of this Part, to possess petroleum and use or transport it on a motor-vehicle.

CHAPTER VI.—FEES.

1. (1) Where the proceeds of fees leviable for licences under these rules have been assigned by the Government of Bengal to any local authority, the fees shall be levied in such manner as the local authority may from time to time direct.
- (2) In all other cases the fees shall be paid in cash on receipt of a notice from the licensing authority that a licence will be granted.
- (3) The Court-fee stamp of the value of eight annas representing the fee chargeable under Schedule II, Article 1 (b) of the Magistrate should be attached to the application.

2. The following fees shall be charged for licences for the possession of petroleum, namely:—

Non-dangerous Petroleum.

	Rs.
(a) When the quantity to be stored exceeds five hundred but does not exceed one thousand gallons ...	12
(b) When the quantity to be stored exceeds one thousand but does not exceed five thousand gallons ...	12
(c) When the quantity to be stored exceeds five thousand gallons, but does not exceed fifty thousand gallons ...	20
(d) When the quantity to be stored exceeds fifty thousand gallons ...	250

Dangerous Petroleum.

	Rs.
(e) When the quantity to be stored does not exceed forty gallons ...	5

- (f) When the quantity to be stored exceeds forty gallons but does not exceed five hundred gallons ...
- (g) When the quantity to be stored exceeds five hundred gallons ...

3. The following fees shall be charged for licences for the transport of petroleum:—

	Rs.
<i>Non-dangerous Petroleum.</i>	
(a) When the quantity to be transported exceeds five hundred but does not exceed five thousand gallons ...	1
(b) For every additional five thousand gallons or part of five thousand gallons ...	1
<i>General license for the transport of non-dangerous petroleum by rail, by road, or by water for twelve months...</i>	100
<i>Dangerous Petroleum.</i>	
<i>Special license—</i>	
(i) When the quantity to be transported does not exceed forty gallons ...	2
(ii) When the quantity to be transported exceeds forty gallons but does not exceed four hundred and eighty gallons ...	2
(iii) When the quantity to be transported exceeds four hundred and eighty gallons ...	8
<i>General license for the transport of dangerous petroleum by the owner of a motor-vehicle by road, rail or water, up to a maximum of sixty gallons at a time ...</i>	5
<i>General license for the transport of dangerous petroleum by dealers by rail, road or water...</i>	50

4. A fee of one rupee shall be charged for a new license for the unexpired portion of an original license granted to any person applying for the same in accordance with the provisions of rule 8 of Chapter III of this Part.

5. A fee of eight annas shall be charged for a duplicate of a license granted in accordance with the provisions of rule 9 of Chapter III of this Part.

PART III.

OF IMPORTATION OF PETROLEUM.

1. The ports of Calcutta and Chittagong are hereby declared to be the only ports at which petroleum may be imported.

2. The master of every ship carrying petroleum shall deliver to the pilot before entering any of the ports mentioned in rule 1, a written declaration under his signature stating—

- (a) what quantity of petroleum the ship is carrying;
- (b) whether any and, if so, what part of it is dangerous petroleum;
- (c) whether any and, if so, what part of it is certificated petroleum;
- (d) whether any and, if so, what part of it is petroleum having a flashing-point above 150° of Fahrenheit's thermometer; and
- (e) what quantity of petroleum (specifying whether any, and if so, what part of it belongs to each of the classes (b), (c) and (d)) it is intended to land at either of the ports specified in rule 1 or at any other port in British India.

Provided that if, in anticipation of a ship's arrival, the agent for such ship delivers to the Port Officer a written declaration as aforesaid under his signature, no such declaration shall be necessary by the master of the ship.

3. If the master or agent declares that any petroleum is certificated petroleum which it is intended to land at either of the ports specified in rule 1 or at any other port in British India, he shall deliver to the pilot, along with his declaration, the certificate relating to such petroleum.

4. Every certificate and declaration delivered to a pilot under rules 2 and 3 shall be made over by him without delay to the Superintendent of the Port Commissioners' Petroleum Wharf at Bridge-Badge or the Collector of Customs, Chittagong, who shall transfer them without delay to the Superintendent of the Port Commissioners' Petroleum Wharf at Bridge-Badge or the Collector of Customs, Chittagong, as the case may be.

5. (1) When the Master of a ship has made the declaration required by rule 2, the Superintendent of the Petroleum Wharf, Bridge-Badge, or the Collector of Customs, Chittagong, as the case may be, shall direct an officer to go on board the vessel and take samples of all the petroleum as it is intended to land at that port. If the importer so desires he shall also take samples of all the petroleum on board which it is intended to land at the port of Calcutta or Chittagong, as the

case may be. If the importer so desires he shall also take samples of all the petroleum on board which it is intended to land at any other port in British India.

Provided that no samples need be taken in the case of petroleum which is declared to be dangerous.

- (2) The master shall deliver to the officer aforesaid, without charge, samples of every variety of petroleum comprised in the petroleum of which samples are to be taken under sub-rule (1). Such samples shall, if such officer so require, be taken from the particular receptacles indicated by him and under his personal superintendence, and shall not exceed forty fluid ounces.

Provided that when the petroleum is in casks, samples may be taken as delivery proceeds.

6. The minimum number of samples to be selected of each brand or quality contained in the cargo shall be as follows:—

- (a) of certificated petroleum in casks—
one sample for every fifteen thousand casks or fraction of fifteen thousand casks;
- (b) of certificated petroleum in casks or drums declared to be of uniform quality—one sample for every one hundred and twenty thousand gallons or part of one hundred and twenty thousand gallons;
- (c) of certificated petroleum in bulk or in tanks—
one sample from each group of tanks or tank compartments certified to be of the same brand or quality;
- (d) of petroleum other than certificated, in casks—
one sample for every ten thousand casks or fraction of ten thousand casks;
- (e) of petroleum other than certificated, in casks or drums declared to be of uniform quality—
one sample for every eighty thousand gallons or part of eighty thousand gallons;
- (f) of petroleum other than certificated in bulk or in tanks—
one sample from each tank or tank compartment.

7. When the samples required have been delivered to the officer aforesaid, such officer shall forthwith send the bottles containing the samples, and shall label them with the name of the ship, the name of the consignee, and such other distinguishing marks as may be necessary. He shall then forward them to the testing officer.

8. The testing officer shall test the samples thus received in the manner laid down in the First Schedule to the Act.

N.B.—The rules in Part III are inoperative in the Port of Chittagong in so far as they relate to the taking of samples and the testing of petroleum as there is no testing officer at present at that port. Telegraphic certificates by the Chemical Examiner, Rangoon, in respect of the flash point of petroleum imported are accepted.

9. If more than one sample of any one brand or quality forming the cargo or a portion of the cargo of a ship is sent to the testing officer for report, that officer shall for each sample separately, and strike an average of the results. If the average flashing point is not lower than 73° of Fahrenheit's thermometer, and no one test gives a flashing-point below 70° of that thermometer, he shall report the whole of the petroleum represented by the samples to the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, as non-dangerous.

10. If the testing officer, after testing samples, considers further tests show want of uniformity, petroleum is dangerous, he shall report to the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, accordingly.

11. On receipt of a report under rule 10—

(a) when the consignment is imported in cases, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall cause the petroleum in question to be landed, or to be discharged into boats and the officer referred to in rule 5 shall select and deliver to the testing officer one sample from every thousand cases;

(b) when the consignment is imported in bulk, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall forward a second sample and, until receipt of the testing officer's further report, may prevent the landing of any portion of the contents of the tank in question, or may permit it to be landed as provided in rule 18;

(c) if the petroleum has been already landed and stored under rule 18, samples shall be selected as aforesaid.

12. The testing officer shall, as soon as practicable, and ordinarily after report of testing, 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, Calcutta, or the Collector of Customs, Chittagong, as the case may be, where it shall be deposited.

13. The fee for testing each sample shall be five rupees. Provided that the total amount of the fees chargeable under this rule shall not, in the case of any one ship, exceed Rs. 50.

14. A ship may proceed to the usual anchorage in either of the ports specified in rule 1 and there discharge any certified petroleum not exceeding five thousand cwt. as in quantity.

Provided that the officer whose duty it is, under rule 5, to select samples of petroleum on board may, at any time, take a sample of any such petroleum for the purpose of having it tested.

15. If the quantity of petroleum declared dangerous on board a ship does not exceed forty gallons and there is no other petroleum on board, or the aggregate quantity of petroleum on board, including petroleum declared dangerous, does not exceed forty gallons, the said petroleum may be forthwith landed.

16. Save as provided in rules 14 and 24, every ship having petroleum on board shall be anchored at such anchorage as the Conservator of the port shall appoint in its behalf. If the petroleum is intended to be discharged at either of the ports specified in rule 1, the vessel shall not leave such anchorage, except for the purpose of discharging of bulked petroleum as laid down in rule 19, until all the petroleum has been so discharged. If the petroleum or a portion of it is intended for some other port, the petroleum or such portion of it shall be temporarily discharged at such anchorage before the vessel proceeds into the harbour. If it is not so discharged, the vessel shall remain at such anchorage until her final departure.

Such anchorage shall in no case be the same as that for vessels laden with explosives, and shall be sufficiently far removed from the fire originating at the former place affecting vessels anchored at the latter.

17. Save as provided in rule 18, no petroleum, of which samples have been taken under rule 5, shall be landed from any ship referred to in rule 16 until the testing officer's report in respect thereof has been received in the office of the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be.

18. (1) The Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, may, in anticipation of the testing officer's report, allow the consignee of any petroleum to discharge the same into boats or to land it.

(2) Such permission shall be subject to the condition that the boats into which the petroleum is discharged shall remain at such place as may be directed by the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, or that the petroleum shall be landed at a landing-place duly appointed for this purpose, and be stored in an installation licensed under rule 13 or 14 of Chapter IV, Part II.

19. When petroleum is imported in bulk, its removal from the bow in bulk, metal 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 electric light only shall be used; and, when the ship has finished discharging, the pipe to the storage-tanks shall immediately be empty.

by means of a supplementary pump on shore. If for any cause the discharge of petroleum is at any time suspended, arrangements may be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

20. When petroleum imported otherwise than in bulk is landed within the port—

(1) it shall be landed either at jetties provided for the purpose, or in cargo-boats, and, except where electric light is exclusively used, only after sunrise and before sunset and only at such place or places as the Conservator of the Port shall direct;

(2) dangerous and non-dangerous petroleum shall not be conveyed to the shore at the same time on the same cargo-boat;

(3) no smoking, fire or light of any description (other than lights required by the port rules), shall be allowed in any cargo-boat during the time that the petroleum is on board the boat.

21. Petroleum may be transhipped from one ship to another in Transhipment of conveyance to any other port, whether within or beyond the limits of British India:

Provided that—

(a) the petroleum shall not be transhipped between sunset and sunrise except when electric light is exclusively used;

(b) dangerous and non-dangerous petroleum shall not be conveyed at the same time on any boat which is used for transhipping the petroleum; and

(c) no smoking, fire or light of any description (other than lights required by the port rules), shall be allowed in any boat which is being used for transhipping the petroleum from the one ship to the other.

22. (1) Applications for import-licenses under section 5 of the Import Licences Act shall be submitted to the officer appointed by the Government of Bengal in this behalf, who will, after enquiry, forward the same with his opinion to the Government of Bengal or the officer appointed by the Government of Bengal to grant such licenses.

(2) If the application is granted, a license in Form M, signed by a Secretary to the Government, or an officer appointed by the Government of Bengal in this behalf, shall be forwarded to the applicant through the officer to whom his application was submitted. The license may be granted for a period of twelve months.

23. Nothing in the foregoing rules in this Part applies to petroleum excepted from a ships stores and manifest as such, provided it is not of unreasonably large amount. If any question arises as to whether

any petroleum manifested as ship's stores of an unreasonably large amount, the decision thereon of the Collector of Customs shall be final.

24. Nothing in the foregoing rules in this Part applies to petroleum having as flashing point Fahrenheit's thermometer. If the master of, or agent for, a ship certifies in writing that any petroleum on board is of this description, the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall allow it to be discharged in the same manner as ordinary cargo; but the Superintendent of the Petroleum Wharf at Bulge-Budge or in Chittagong, the Superintendent of Police or the District Magistrate, as the case may be, may at any time require a sample of any portion of it to be delivered to him, with a view to having it tested.

FORM A.

(RULE 2 OF CHAPTER IV OF PART II.)

License to possess petroleum (other than dangerous petroleum), otherwise than in bulk.

No.

Fee Rs.

LICENSE is hereby granted to _____ for the storage in the storage shed described below, of _____ gallons of petroleum, subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

District Magistrate,

Commissioner of Police, Calcutta.

The

19

[Description of the storage shed above referred to.]

ENDORSEMENT ON FORM A.

Conditions of the License.

1. If the licensing officer call on the holder of a license, by a notice in writing, to execute any repairs of the storage shed, which may, in the opinion of such officer, be necessary for the safety of the shed, the holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

2. The storage shed shall be constructed of masonry or other unburnable material with terraced, tiled or iron roofs, and with tiled or paved or earthen floors, but the beams, rafters, columns, windows and doors may be of wood.

3. Either the doorways and other openings of the storage shed shall be built up to a height of two feet above the level of the road or street, or the floor sunk to a depth of two feet below the level of the road or street, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the

building itself shall be surrounded with a masonry wall or embankment or built not less than two feet high. When the quantity of petroleum stored exceeds 16,000 gallons the height or depth shall be three feet.

A combination of these methods is permissible.

4. The following distances round the building shall be kept clear of protected works:—

Distances to be kept clear round buildings or adjacent walls.	Number of gallons to be stored.
None	5,000 and under.
20 feet	Over 5,000 and up to 50,000.
29 "	Unlimited.

5. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted within the storage shed.

FORM B.

(RULE 3 OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum, otherwise than in bulk in quantity exceeding forty gallons.

No.	Fee, Rs.
License in bulk granted to the storage shed described below, of _____ gallons of dangerous petroleum, subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 26th November 1914, and to the further conditions on the back of this license.	

Security to the Government of Bengal or an officer appointed by the Government of Bengal in this behalf.

The _____
[Description of the storage shed above referred to.]

ENDORSMENT ON FORM B.

Conditions of License.

1. If the licensing officer call upon the holder of a license, by notice in writing to execute any repairs of the storage shed, which may, in the opinion of such officer, be necessary for the safety of the shed, the holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

2. 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 section 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.

3. The petroleum shall be stored in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than forty gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch, provided that wood cases shall not be necessary when the 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 two gallons	27 B. W. G.
(2) When the capacity exceeds two gallons but does not exceed four gallons	22 B. W. G.
(3) When the capacity exceeds four gallons but does not exceed eight gallons	20 B. W. G.
(4) When the capacity exceeds eight gallons but does not exceed twenty gallons	16 B. W. G.
(5) When the capacity exceeds twenty but does not exceed thirty gallons	14 B. W. G.
(6) When the capacity exceeds thirty but does not exceed forty gallons	12 B. W. G.

4. An air-space of at least one-tenth of its capacity shall be left in each receptacle at the time of filling.

5. The receptacles shall be so substantially constructed and secured as not to be liable except, under circumstances of grave negligence or extraordinary accident, to be broken or become defective, leaky or insecure.

6. The receptacles shall be labelled in accordance with the provisions of section 7 of the Act.

7. Any receptacle, before being repaired, shall be cleared of all dangerous petroleum and of all dangerous vapours arising from the same.

8. The storage shed shall be constructed of masonry or other unflammable material with terraced, tiled, or iron roof and with tiled or paved or earthen floors.

9. Either the doorways and other openings of the storage shed shall be built up to a height of two feet above the level of the road or street, or the floor sunk to a depth of two feet below the level of the road or street, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the building itself shall be surrounded with a masonry wall or embankment or built not less than two feet high. When the quantity of petroleum stored exceeds 16,000 gallons the height or depth shall be three feet.

A combination of these methods is permissible.

10. All ventilating openings in the storage shed shall be protected by strong wire gauze.

11. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted at any time within the storage shed.

12. All due precautions shall be taken for the prevention of unauthorised persons having access to any dangerous petroleum kept and to the vessels containing or having actually contained the same.

13. Every person managing or employed on or in connection with the storage shed shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary, and shall prevent any other person from doing such act.

14. The drum or other receptacle containing dangerous petroleum shall only be opened on the licensed premises at or immediately adjoining the storage shed 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.

15. The following distances shall be kept clear from protected works round the storage shed:—

Quantity to be stored.	Distances to be kept clear.
Not exceeding 500 gallons	20 feet.
From 500 to 1,000 "	25 "
" 1,000 to 5,000 "	30 "
" 5,000 to 15,000 "	40 "
" 15,000 to 25,000 "	50 "
" 25,000 to 35,000 "	60 "
" 35,000 to 50,000 "	70 "
" 50,000 gallons and over	100 "

Provided that these distances may be reduced by the licensing authority on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken, or where there are special circumstances that, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

16. Provided that when the quantity to be possessed does not exceed 60 gallons, the provisions of conditions 8, 9 and 15 shall not apply, but the licensee shall observe the following conditions:—

(i) The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of inflammable material, provided, however, that the doors and windows may be of wood.

(ii) Where a storage shed forms part of or is attached to any other building and when 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 storage shed and no portion of such storage shed shall be used as a dwelling-house or as a place where persons assemble. The storage shed shall have a separate entrance from the open air distinct from any building or dwelling in which persons assemble.

17. The storage shed shall be liable to inspection by an officer not being of lower rank than a Sub-Inspector of Police authorized by the Government of Bengal in this behalf.

FORM C.

(RULE 4 OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum in quantity not exceeding forty gallons.

No.

Fee, Rs. 3.

LICENSE is hereby granted to _____ for the storage, in the storage shed described below, of _____ gallons of dangerous petroleum subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated the 30th November 1914, and to the further conditions on the back of this license.

District Magistrate.

Commissioner of Police, Calcutta.

The _____

19 _____

[Description of the storage shed above referred to.]

ENDORSEMENT ON FORM C.

Conditions of License.

1. If the licensing officer call upon the holder of a license, by notice in writing, to execute any repairs of the storage shed which may, in the opinion of such officer, be necessary for the safety of the shed, the holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

2. The licensee-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 section 6 of the Act, or any less quantity of such petroleum, except in accordance with the condition of the proviso to section 6 of the Act, as to the vessels in which the petroleum must be contained.

3. The petroleum shall be stored in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than ten gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with locked air-tight undercap. Such receptacles shall be packed in strong wooden cases, the thick-

ness of the wood rules, not less than three-eighths of an inch; provided that wood cases shall not be necessary when the receptacles are made of tinplate or galvanized sheet iron or steel, and have the following thicknesses of metal:

- (4) When the capacity does not exceed two gallons 27 B. W. G.
 (2) When the capacity exceeds two gallons but does not exceed four gallons 22 B. W. G.
 (5) When the capacity exceeds four gallons but does not exceed eight gallons 20 B. W. G.
 (4) When the capacity exceeds eight gallons 16 B. W. G.

4. An air space at least one-tenth of its capacity shall be left in each receptacle at the time of filling.

5. Receptacles shall be so constructed and secured as not to be liable to escape under circumstances of grave negligence or extraordinary accident, but not to become defective, leaky, or insecure.

6. The receptacles shall be labelled in accordance with the provisions of section 7 of the Act.

7. Any receptacle before being repaired shall be cleared of all dangerous petroleum and of all dangerous vapours arising from the same.

8. The storage shed to which the dangerous petroleum is stored shall be well ventilated and constructed of non-inflammable materials; provided, however, that the doors and windows may be of wood.

9. All ventilating openings in the storage shed shall be protected by strong wire-gauze.

10. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, nor fire of any description, shall be permitted at any time within the storage shed.

11. All the precautions shall be taken for the prevention of unauthorized persons having access to any dangerous petroleum kept in the vessels containing or having actually contained the same.

12. Every person managing or employed on or in connection with the storage shed shall abstain from any act whatever which tends to cause fire or explosion and which is not reasonably necessary and shall prevent any other person from doing such act.

13. The drum or other receptacle containing dangerous petroleum, when stored, shall only be opened on the licensed premises at or immediately adjacent to the storage shed 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.

14. Where a storage shed forms a part of or is attached to another building, and where 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 storage shed, and no

portion of such storage shed shall be used as a dwelling or as a place where persons assemble. The storage shed shall have a separate entrance from the open air distinct from any building or dwelling in which persons assemble.

15. The storage shed shall be liable to inspection by an officer not being of lower rank than a Sub-Inspector of Police, authorised by the Government of Bengal in this behalf.

FORM D.

(RULE 7 OF CHAPTER IV OF PART II.)

License to possess petroleum, not being dangerous petroleum, in a major installation.

No.

For Rs.

LICENSE is hereby granted to _____ for the storage, in the place described below, of _____ gallons of petroleum, not being dangerous petroleum, subject to the rules for the storage of petroleum published in Notification No. 148 Marine dated 30th November 1914, and to the further conditions on the back of this license.

Secretary to the Government of Bengal.

The

19 _____

[Description of the place above referred to.]

ENDORSEMENT ON FORM D.

Conditions of License.

1. Each tank shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent. more oil than the tank be capable of containing, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. Settling or measuring tanks* may be situated within the wall or excavation, but otherwise the space enclosed by such wall or excavation, and not occupied by the tank, shall be kept entirely clear and unoccupied.

2. In the case of all storage sheds within the installation, either the doorways and other openings of the building shall be built up to a height of three feet above the level of the ground outside it, or the floor shall be sunk to a depth of three feet below the level of the ground, or the building itself shall be surrounded with a masonry wall or embankment or both not less than three feet high.

3. The height of any storage tank shall not be more than three-fifths of its diameter.

* These tanks shall not have a greater capacity than 30,000 gallons.

4. A distance of not less than one hundred feet shall be kept clear between one storage tank and another, or between a storage tank and a storage shed, the distance being measured between the nearest points of the perimeters of the storage tanks or storage sheds, as the case may be.

5. A distance of not less than one hundred and fifty feet shall be kept clear between one storage tank or shed and any protected work.

6. The distances specified in conditions 4 and 5 may be reduced by the Government of Bengal on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided or other special precautions taken, or where there are special circumstances that, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

7. No fire or lights other than those necessary for soldering purposes shall be permitted within the installation except in the office, living quarters, or in rooms for the use of the staff.

FORM E.

(RULES OF CHAPTER IV OF PART II)

License to possess petroleum and to keep dangerous petroleum, in a storage installation.

No.

Fee, Rs.

LICENSE is hereby granted to _____ for the storage of _____ gallons of petroleum in the place described below, and not being dangerous petroleum, subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further condition on the back of this license.

District Magistrate.

Commissioner of Police, Calcutta.

The

to

[Description of the place referred to]

ENDORSEMENT ON FORM E.

Conditions of license.

1. Every tank of which the capacity exceeds fifteen thousand gallons shall either be separately surrounded by a wall or embankment of substantial construction, or shall be sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain the total quantity of oil capable of being contained in the tank, and shall be so constructed as to prevent the escape therefrom of any oil. The space enclosed by such wall or excavation and not occupied by the tanks, shall be kept entirely clear and unoccupied.

2. The distance to be kept clear between a tank and the walls or embankments which surround it shall be, measuring from the ground level—

(a) for horizontal tanks, not less than one-third the height of the tank;

(b) for perpendicular tanks, not less than one-half the height of the tank.

3. The height of walls or embankments surrounding the installation shall be not less than two feet six inches from the ground level.

4. The following distances shall be kept clear between the protected works not forming part of the installation and the enclosure walls or embankments:—

Where the number of gallons stored is	Distance to be kept clear.
5,000 and under	Not less than 15 feet.
Over 5,000 and up to 20,000	Ditto 20 "
Over 20,000 and up to 50,000	Ditto 30 "

Provided that these distances may be reduced by the Government of Bengal on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided or other special precautions taken, or where there are special circumstances which, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

5. Soldering shall only be permitted in a separate room or building placed as far from the tanks as can be conveniently arranged, in which no storage or filling shall be permitted. No more time shall be allowed in the soldering room at any one time than are necessary for expeditious working.

6. No fire or lights, except those necessary in the soldering room and watchman's house, shall be permitted.

7. If the installation contains tanks of which the capacity does not exceed fifteen thousand gallons, either—

(a) each tank shall be separately enclosed in the manner prescribed in condition 1, or

(b) the entire installation shall be surrounded by a masonry wall or embankment or a combination of these forming an enclosure of dimensions sufficient to contain, and prevent the overflow of, all the oil that may be stored at any one time within such walls or embankments.

8. In the case of all storage sheds within the installation, which is not surrounded by a masonry wall or embankment as provided in clause (b) of condition 7, either the doorways and other openings of the building shall be built up to a height of two feet above the level of the ground outside it, or the floor sunk to a depth of two feet below the level of the ground, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the building itself shall be surrounded with a masonry wall or embankment or both not less than two feet high. When the quantity of petroleum stored exceeds 10,000 gallons, the height or depth shall be three feet. A combination of these methods is permissible.

FORM F

(RULE 9 OF CHAPTER IV OF PART II.)

Special license to possess and transport dangerous petroleum for owners of motor-vehicles.

No. _____ Free of charge.

LICENSE is hereby granted to _____ owner (or hirer) of a motor-vehicle (or vehicles) for the possession of _____ gallons of dangerous petroleum for use therein at _____ and for its transport on the said motor-vehicle (or vehicles) for the purpose of use therein, subject to the rules for the possession and transport of dangerous petroleum published in notification No. 143, Muz., dated 30th November 1914, and to the conditions at the back of this license.

*Noted by the Government of Bengal or
an officer appointed by the Govern-
ment of Bengal in this behalf.*

When the quantity exceeds 10 gallons,
When the quantity does not exceed 10
gallons.

District Magistrate,

The _____

Commissioner of Police, Calcutta,

ENDORSEMENT ON FORM F

Conditions of the license.

1. When not carried in a receptacle forming part of a motor-vehicle the dangerous petroleum shall not be kept, used or transported except in gas-tight tinned or galvanized sheet iron, steel or lead plate drums or receptacles containing each not more than 4 gallons and fitted with well-made filling holes and well-fitting screw plugs. Such drums or receptacles shall be packed under cap and thickness of the wood to be not less than three-eighths of an inch. Provided that wood cases shall not be necessary when drums or receptacles are made of tinned or galvanized sheet iron, or steel, and have the following thickness of metal:—

(1) When the capacity does not exceed 2 gallons Not less than _____

(2) When the capacity exceeds 2 gallons. 27 B. W. G.

2. The drums or receptacles shall 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.

* Situation and description of storage shed above referred to.

3. Every such vessel, when used for transporting or keeping dangerous petroleum, shall bear the words "Dangerous petroleum—highly inflammable" legibly and indelibly stamped or marked thereon, or on a metallic or enamelled label attached thereto.

4. An air-space of at least one-tenth of its capacity shall be left in each drum or receptacle at the time of filling to allow for expansion of the dangerous petroleum.

5. Before repairs are done to any such vessel, that vessel shall, as far as practicable, be cleaned by the removal of all dangerous petroleum and of all dangerous vapours derived from the same.

6. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of unflammable materials; provided, however, that the doors and windows may be of wood.

7. Where a storage shed forms part of, or is attached to, another building, and when the intervening floor or partition is of an insubstantial or inflammable character, or has an opening therein, the whole of such building shall be deemed to be the storage shed, and no portion of such storage shed shall be used as a dwelling, or as a place where persons assemble. A storage shed shall have a separate entrance from the open air distinct from that of any dwelling or building in which persons assemble.

8. The amount of dangerous petroleum to be kept in any one storage shed, whether or not upon motor-vehicles, shall not exceed sixty gallons at any one time.

9. The filling or replenishing of any vessels with dangerous petroleum shall not be carried on, nor shall the contents of any such vessel be exposed, in the presence of fire or artificial light except a light of such construction, position and character as not to be liable to ignite any inflammable vapour, and no artificial light shall be brought within dangerous proximity of the place where any vessel containing dangerous petroleum is being kept.

10. In the case of all dangerous petroleum kept or transported for the purpose of, or in connection with, any motor-vehicle, (a) all due precautions shall be taken for the prevention of accidents by fire or explosion and for the prevention of unauthorised persons having access to any dangerous petroleum kept or transported and to the vessels containing or having actually contained, the same, and (b) every person managing or employed on or in connection with any motor-vehicle shall abstain from every act whatever which tends to cause fire or explosion and which is not reasonably necessary, and shall prevent any other person from committing such act.

11. The storage shed shall be liable to inspection by an officer not being of lower rank than an Inspector of Police, authorised by the Government of Bengal in this behalf.

FORM G.

(RULE 1 OF CHAPTER V OF PART II.)

General license to transport petroleum other than dangerous petroleum.

No.

Fee, Rs. 100.

A GENERAL license is hereby granted to to transport petroleum, other than dangerous petroleum, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the conditions at the back of this license.

This license shall continue in force till the

District Magistrate,
Commissioner of Police, Calcutta.

The

ENDORSEMENT ON FORM G.

Conditions of the license.

The petroleum if not in bulk, shall be packed in air-tight tins or drums of steel or iron or other receptacles not easily broken, or in tins or drums of a pattern approved by the Government of Bengal in this behalf or in barrels securely stoppered and carefully packed so as to avoid risk of leakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit if carried in ships to which the Native Passenger Ships Act, 1887 (X of 1887), applies, may be packed in sound, well-ventilated wooden casks of not more than 50 gallons capacity.

FORM H.

(RULE 2 OF CHAPTER V OF PART II.)

General license to transport dangerous petroleum otherwise than in bulk.

No.

Fee, Rs. 50.

A GENERAL license is hereby granted to to transport dangerous petroleum otherwise than in bulk, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

This license shall continue in force till the

Secretary to the Government of Bengal or
an officer appointed by the Govern-
ment of Bengal in this behalf.

District Magistrate.

Commissioner of Police, Calcutta.

When the quantity to be transported
at a time exceeds 40 gallons,
When the quantity to be transported
at a time does not exceed 40 gallons.

The

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ENDORSEMENT ON FORM H.

Conditions of license.

1. The petroleum must be contained in gas-tight, tin-lined or galvanized sheet-iron, steel or lead plate receptacles containing each not more than forty gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-clip. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tin-lined 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 ...	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons ...	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons ...	20 B. W. G.
(4) When the capacity exceeds 8 but does not exceed 20 gallons ...	16 B. W. G.
(5) When the capacity exceeds 20 but does not exceed 30 gallons ...	14 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 40 gallons ...	12 B. W. G.

2. An air-space of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The 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 in transit.

4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM I.

(RULE 4 OF CHAPTER V OF PART II.)

PASS to be granted by the holder of General License No. for the transport of dangerous petroleum otherwise than in bulk, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this pass.

This pass covers (

* To be omitted when the petroleum is transported in bulk, containing)* gallons of

petroleum being the property of

The

19

Holder of General License No.

10

INDEMNITY ON FORM I.

Conditions of Pledge.

I.—For dangerous petroleum in the case of the holder of a license in Form II.

1. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each well-fitting screw plugs or with screw cap or other cap with air-tight undercap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch. Provided that wooden cases shall not be necessary where the 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 ...	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons ...	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons ...	20 B. W. G.
(4) When the capacity exceeds 8 but does not exceed 20 gallons ...	16 B. W. G.
(5) When the capacity exceeds 20 but does not exceed 30 gallons ...	14 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 60 gallons ...	12 B. W. G.

2. An airspace of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The receptacles must be so substantially constructed and secured not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

II.—For dangerous petroleum in the case of the holder of a license in Form Ie.

1. The quantity of dangerous petroleum to be transported under this pass shall not exceed 60 gallons.

2. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than four gallons and fitted with well-made filling holes and well-fitting cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch:

Provided that wooden cases shall not be necessary where the 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 ...	27 B. W. G.

(2) When the capacity exceeds 2 gallons ... 22 B. W. G.
3. An airspace of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

4. The receptacles must be so substantially constructed and secured not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

5. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

III.—For petroleum other than dangerous petroleum.

The petroleum, if not in bulk, shall be packed in air-tight tins or drums of steel or iron or other receptacles not easily broken, or in tank-carts of a pattern approved by the Government of Bengal in this behalf, or in bottles securely stoppered and carefully packed so as to avoid risk of breakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit, if carried in ships to which the Native Passenger Ships Act, 1887 (X of 1887), applies may be packed in sound, well-coopered wooden casks of not more than 50-gallons capacity.

FORM J.

(RULE 5 OF CHAPTER V OF PART II)

Special license to transport petroleum other than dangerous petroleum.

No. _____ Fee, Rs. _____
LICENSE is hereby granted to _____ to transport from _____

_____ to _____ gallons of petroleum subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine dated 30th November 1914, and to the further condition on the back of this license.

The license shall continue in force till the _____ day of _____
_____ District Magistrate,
Commissioner of Police, Calcutta.

The _____ 19 _____

EXEMPTION ON FORM J.

Condition of the license.

The petroleum, if not in bulk, shall be packed in air-tight tins or drums of steel or iron, or other receptacles not easily broken, or in tank-

carts of a pattern approved by the Government of Bengal in this behalf, or in bottles securely stoppered and carefully packed so as to avoid risk of leakage. Provided that petroleum which has a flash-point not below 200° Fahrenheit if carried in ships to which the Native Passenger Ships Act, 1887 (No. 1887), applies may be packed in sound, well-coopered wooden casks of not more than 50-gallons capacity.

FORM K.

(RULE 6 OF CHAPTER V OF PART II.)

Special license to transport dangerous petroleum.

No. _____ Fee, Rs. _____
 License is hereby granted to _____ to transport _____
 cases or packages containing in all _____
 of dangerous petroleum from _____ to _____
 subject to the rules contained in Chapter V of Part II of Bengal
 Government Notification No. 143 Marine, dated 30th November 1914,
 and to the further conditions on the back of this license.
 The amount of petroleum in each case or package is stated below.
 This license shall continue in force till the _____ day of _____

Secretary to the Government of Bengal or
 an officer appointed by the Government
 of Bengal in this behalf.

When the quantity exceeds 40 gallons, []
 When the quantity does not exceed 40 []
 The _____ 19 _____
 District Magistrate,
 Commissioner of Police, Calcutta.

ENDORSEMENT ON FORM K.

Conditions of License.

The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than forty gallons and fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal:—

(1) When the capacity does not exceed 2 gallons	Not less than
(2) When the capacity exceeds 2 but does not exceed 4 gallons	27 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 8 gallons	22 B. W. G.
	20 B. W. G.

(4) When the capacity exceeds 8 but does not exceed 20 gallons	Not less than
(5) When the capacity exceeds 20 but does not exceed 30 gallons	16 B. W. G.
(6) When the capacity exceeds 30 but does not exceed 40 gallons	14 B. W. G.
	12 B. W. G.

2. An airspace of at least one-tenth of its capacity must be left in each receptacle at the time of filling.

3. The 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 in transit.

4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM L.

(RULE 9 OF CHAPTER V OF PART II.)

General license to the owner of a motor-vehicle to transport dangerous petroleum otherwise than on a motor-vehicle.

No. _____ Fee, Rs. 5.
 A GENERAL license is hereby granted to _____ to transport dangerous petroleum, otherwise than in bulk, up to 40 gallons at a time subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of the license.

This license shall continue in force till the _____

Secretary to the Government of Bengal
 or an officer appointed by the Government
 of Bengal in this behalf.

When the quantity exceeds 40 gallons, []
 When the quantity does not exceed 40 []
 The _____ 19 _____
 District Magistrate,
 Commissioner of Police, Calcutta.

ENDORSEMENT ON FORM L.

Conditions of License.

1. The petroleum must be contained in gas-tight tinned or galvanized sheet, iron, steel, or lead-plate receptacles containing each not more than 4 gallons and fitted with well-made filling holes and well-fitting screw plugs or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinued 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 ... | 27 B. W. G. |
| (2) When the capacity exceeds 2 gallons ... | 22 B. W. G. |
2. An airspace of at least one-tenth of its capacity must be left in each receptacle at the time of filling.
3. The receptacle 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 in transit.
4. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.

FORM M.

(RULE 22 (2) OF PART III.)

General license to import dangerous petroleum in quantities exceeding 10 gallons.

A GENERAL license is hereby granted to import dangerous petroleum at the port of Calcutta, subject to the rules contained in Part III of Bengal Government Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

This license shall continue in force till the

Secretary to the Government of Bengal or an officer appointed by the Government of Bengal in this behalf.

The

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ENDORSEMENT ON FORM M.

In the case of dangerous petroleum imported otherwise than in bulk this license shall be subject to the following conditions.

1. Dangerous petroleum imported otherwise than in bulk shall be imported in gas-tight tinued or galvanized sheet iron, steel, or fitted with well-made filling holes and well-fitting screw plugs, or with screw cap or other cap with metal air-tight screw plugs, or receptacles shall be packed in strong wooden cases. Such the wood to be not less than three-eighths of an inch.

Provided that wooden cases shall not be necessary where the receptacles are made of tinued 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 ... | 27 B. W. G. |
| (2) When the capacity exceeds 2 but does not exceed 4 gallons ... | 22 B. W. G. |
| (3) When the capacity exceeds 4 but does not exceed 8 gallons ... | 20 B. W. G. |
| (4) When the capacity exceeds 8 but does not exceed 20 gallons ... | 16 B. W. G. |
| (5) When the capacity exceeds 20 but does not exceed 30 gallons ... | 14 B. W. G. |
| (6) When the capacity exceeds 30 but does not exceed 40 gallons ... | 12 B. W. G. |
2. An airspace of at least one-tenth of its capacity shall be left in each receptacle at the time of filling.
3. The 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 in transit.

FORM P.

(RULE 8 A OF CHAPTER IV OF PART II.)

License to possess dangerous petroleum in bulk.

No. _____ Free Rs. _____
License is hereby granted to _____ for the storage, in the place described below, of dangerous petroleum subject to the rules for the storage of petroleum published in Notification No. 143 Marine, dated 30th November 1914, and to the further conditions on the back of this license.

Secretary to the Government of Bengal or an officer appointed by the Government of Bengal in this behalf.

The

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(Description of the place above referred to).

ENDORSEMENT ON FORM P.

Conditions of License.

1. Each tank containing dangerous petroleum shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent.

more oil than the tank is capable of containing and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. Sealing or otherwise the space enclosed by such wall or excavation, but occupied by the tank, shall be kept entirely clear and unoccupied.

2. In the case of all filling or storage sheds within the installation either the drains and other openings of the building shall be built up to a height of three feet above the level of the ground outside it, or the floor shall be sunk to a depth of three feet below the level of the ground, or the building itself shall be surrounded with a masonry wall or embankment or both not less than three feet high.

3. The height of any storage tank shall not be more than three-fifths of its diameter.

4. A distance of not less than 200 feet shall be kept clear between a storage tank containing dangerous petroleum and any other shed, the distance being measured between the nearest points of the perimeter of the storage tanks or storage or filling sheds, as the case may be.

5. A distance of not less than 150 feet shall be kept clear between any filling or storage shed and any protected works.

6. A distance of not less than 200 feet shall be kept clear between any storage tank containing dangerous petroleum and any protected work.

7. Every person managing or employed on or in connection with the place of storage shall abstain from any act whatsoever which tends to cause fire or explosion and which is not reasonably necessary and shall prevent any other person from doing such act.

8. No light other than electric lights and no fire shall be permitted at any time within 100 feet of any tank or storage shed.

9. No person shall be carried out in any tank which contains or has contained dangerous petroleum, until the tank has been thoroughly cleared of all petroleum and of all gases and vapours derived from the same.

10. The distances specified in conditions 4, 5, and 6 may be reduced by the Local Government on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken, or where there are special provisions, warrant the reduction.

Notification.—The 31st August, 1911.

No. 91 Marine.—In exercise of the power conferred by section 3, sub-section (2), clause (a), of the Indian Petroleum Act, 1899

* These tanks shall not have a greater capacity than 20,000 gallons.

(VIII of 1899), and in supersession of Notification No. 90 Marine, dated the 25th July 1904, the Lieutenant-Governor in Council, is, with the previous sanction of the Governor-General in Council, pleased to declare that all petroleum (except dangerous petroleum in bulk), which is imported into the port of Calcutta from any port in British India, by sea or across intervening territory not being part of British India, shall, for all the purposes of that Act, be deemed to be transported.

T. BUTLER,

Secy. to the Govt. of Bengal.

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 (stereotyped 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. Provided that oil-fuel, with a flushing point

not below 200 Fahrenheit, may also be shipped in sound, well-coopered wooden casks of not more than 50 gallons capacity.

- (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 none shall be stored in any hold adjoining an engine 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 padlocked.

(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.

(h) 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.

(i) 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 crossing 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 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

Shippers.

Date

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 to by us, is herewith attached.

Place

Shippers.

Date

Received with Government endorsement No. 1513—Marine, dated 11th September 1903, and published in Part I of the "Calcutta Gazette" dated 30th September 1903, pages 1189 to 1190.

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

NOTIFICATION—No. 66 MARINE.

The 21st May 1915.—In exercise of the power conferred by rule 22 in Part III of the rules published under Notification No. 143 Marine, dated the 30th November 1914, relating to the importation, possession and transport of petroleum in the Presidency of Port William in Bengal, the Governor in Council is pleased to appoint the following officers to whom applications for import licences under section 5 of the Indian Petroleum Act, 1899, shall be submitted by persons desirous of importing dangerous petroleum in quantities exceeding 40 gallons:—

For the Port of Calcutta ... The Commissioner and Deputy Commissioner of Police, Calcutta.
For the Port of Chittagong ... The Collector of Customs, Chittagong.

F. A. A. COWLEY,
Offg. Secy. to the Government of Bengal.

84
RIVER DUE.

GOVERNMENT OF BENGAL—MARINE DEPARTMENT.

NOTIFICATION No. 25—MARINE.

Calcutta, the 12th March 1905.—It is hereby notified, for general information, under the provisions of section 109 of the Calcutta Port Act 1880 that from the 1st April 1905, the following charges, framed by the Commissioners under section 103 of that act, as amended by *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, viz:—

On all goods including Coal other than Banker Coal and Mangnese Ore	... 4 annas per ton.
On Coal landed into vessels' bunkers for consumption on board the vessel	... 3 " "
On Mangnese Ore	... 1½ " "

Goods landed from one vessel and shipped into another vessel in the course of transhipment within the port shall be exempted from the payment of river due; also ballast, within the exception of dressed stone.

On miscellaneous general cargo, landed or shipped at the jetties 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, due shall be levied on the actual weight where such is ascertainable, and in all other cases in force for the Inland Vessels' Wharves.

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

85
SPECIAL WAR SURTAX ON GOODS AND SHIPPING.

NOTIFICATION.

Whereas owing to the loss of traffic due to the War it appears to the Commissioners and to the Local Government that the ordinary revenue of the Trust will be insufficient to meet the working expenses and the interest and sinking fund charges on loans raised and to be raised for the extensions required by the shipping and trade, and that it is therefore necessary to resort temporarily to special measures of taxation for the purposes of the port.

It is hereby notified for general information, under the provisions of Section 109 of the Calcutta Port Act (B.C.) 111 of 1880 and with the approval of the Governor in Council, that the following charges, framed by the Commissioners under Section 108 of the Act, will be levied, in addition to the ordinary river dues, 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 or jetty belonging to the Commissioners, with effect from the 1st February 1915 and until further notice, viz:—

On all goods excluding coal, mangnese ore and pig iron	... 6 annas per ton.
On Mangnese ore	... 1½ " "

NOTE.—In the case of goods, the landing and shipping charges on which are not levied by weight, the ton for the purposes of the surtax, shall be as defined in the Inland Vessels Wharves Schedule, e.g. Piece Goods, 4 bales or cases in the ton; Cement, 6 barrels to the ton, etc.

From the 1st April 1916, and for a period not less than that during which the above charges shall remain in force, the following additional charges will be levied on coal and pig iron, viz:—

Shipment coal	... 2 annas per ton.
Banker coal	... 1 " "
Pig iron	... 4 " "

With effect from the 1st February 1915 a surcharge of 50 per cent. will be made on the miscellaneous charges payable by shipping, exclusive of Pilotage, Port Dues and Hospital Dues, that is to say, on Jetty Hire, Mooring, Hire and Dock Due, Fees and charges for work done by Harbour Masters, Craneage, Night Work and Overtime, Hire of Vessels and appliances, Dry Dock Charges, Stevedoring (Petroleum Wharf only), and such charges on goods as are debitable to Vessels' account.

By order of the Commissioners,
S. C. WILLIAMS,
Secretary.

27th January, 1915.

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 1859,
and will come into force from the date hereof.

By order of the Commissioners,
R. A. DONNITHORNE,

20th May, 1861.

Secretary.

SCHEDULE A.

Scale of rates to be charged on imports of the Jetties and Docks.

No.	DESCRIPTION.	Wharfage.		Wharf rent per month goods not cleared within three days and five days after date of landing.
		Rs. As. P.	Rs. As. P.	
1	Abate per cent.	0	0	0
2	Arrears, per cent.	0	0	0
3	Arrears, per cent.	0	0	0
4	Arrears, per cent.	0	0	0
5	Arrears, per cent.	0	0	0
6	Arrears, per cent.	0	0	0
7	Arrears, per cent.	0	0	0
8	Arrears, per cent.	0	0	0
9	Arrears, per cent.	0	0	0
10	Arrears, per cent.	0	0	0
11	Arrears, per cent.	0	0	0
12	Arrears, per cent.	0	0	0
13	Arrears, per cent.	0	0	0
14	Arrears, per cent.	0	0	0
15	Arrears, per cent.	0	0	0
16	Arrears, per cent.	0	0	0
17	Arrears, per cent.	0	0	0
18	Arrears, per cent.	0	0	0
19	Arrears, per cent.	0	0	0
20	Arrears, per cent.	0	0	0
21	Arrears, per cent.	0	0	0
22	Arrears, per cent.	0	0	0
23	Arrears, per cent.	0	0	0
24	Arrears, per cent.	0	0	0
25	Arrears, per cent.	0	0	0
26	Arrears, per cent.	0	0	0
27	Arrears, per cent.	0	0	0
28	Arrears, per cent.	0	0	0
29	Arrears, per cent.	0	0	0
30	Arrears, per cent.	0	0	0
31	Arrears, per cent.	0	0	0
32	Arrears, per cent.	0	0	0
33	Arrears, per cent.	0	0	0
34	Arrears, per cent.	0	0	0
35	Arrears, per cent.	0	0	0
36	Arrears, per cent.	0	0	0
37	Arrears, per cent.	0	0	0
38	Arrears, per cent.	0	0	0
39	Arrears, per cent.	0	0	0
40	Arrears, per cent.	0	0	0
41	Arrears, per cent.	0	0	0
42	Arrears, per cent.	0	0	0
43	Arrears, per cent.	0	0	0
44	Arrears, per cent.	0	0	0
45	Arrears, per cent.	0	0	0
46	Arrears, per cent.	0	0	0
47	Arrears, per cent.	0	0	0
48	Arrears, per cent.	0	0	0
49	Arrears, per cent.	0	0	0
50	Arrears, per cent.	0	0	0
51	Arrears, per cent.	0	0	0
52	Arrears, per cent.	0	0	0
53	Arrears, per cent.	0	0	0
54	Arrears, per cent.	0	0	0
55	Arrears, per cent.	0	0	0
56	Arrears, per cent.	0	0	0
57	Arrears, per cent.	0	0	0
58	Arrears, per cent.	0	0	0
59	Arrears, per cent.	0	0	0
60	Arrears, per cent.	0	0	0
61	Arrears, per cent.	0	0	0
62	Arrears, per cent.	0	0	0
63	Arrears, per cent.	0	0	0
64	Arrears, per cent.	0	0	0
65	Arrears, per cent.	0	0	0
66	Arrears, per cent.	0	0	0
67	Arrears, per cent.	0	0	0
68	Arrears, per cent.	0	0	0
69	Arrears, per cent.	0	0	0
70	Arrears, per cent.	0	0	0
71	Arrears, per cent.	0	0	0
72	Arrears, per cent.	0	0	0
73	Arrears, per cent.	0	0	0
74	Arrears, per cent.	0	0	0
75	Arrears, per cent.	0	0	0
76	Arrears, per cent.	0	0	0
77	Arrears, per cent.	0	0	0
78	Arrears, per cent.	0	0	0
79	Arrears, per cent.	0	0	0
80	Arrears, per cent.	0	0	0
81	Arrears, per cent.	0	0	0
82	Arrears, per cent.	0	0	0
83	Arrears, per cent.	0	0	0
84	Arrears, per cent.	0	0	0
85	Arrears, per cent.	0	0	0
86	Arrears, per cent.	0	0	0
87	Arrears, per cent.	0	0	0
88	Arrears, per cent.	0	0	0
89	Arrears, per cent.	0	0	0
90	Arrears, per cent.	0	0	0
91	Arrears, per cent.	0	0	0
92	Arrears, per cent.	0	0	0
93	Arrears, per cent.	0	0	0
94	Arrears, per cent.	0	0	0
95	Arrears, per cent.	0	0	0
96	Arrears, per cent.	0	0	0
97	Arrears, per cent.	0	0	0
98	Arrears, per cent.	0	0	0
99	Arrears, per cent.	0	0	0
100	Arrears, per cent.	0	0	0

No.	DESCRIPTION.	Wharfage.		Wharf rent per month goods not cleared within three days and five days after date of landing.
		Rs. As. P.	Rs. As. P.	
26	Bags, per package	0	0	0
27	Bags, per package	0	0	0
28	Bags, per package	0	0	0
29	Bags, per package	0	0	0
30	Bags, per package	0	0	0
31	Bags, per package	0	0	0
32	Bags, per package	0	0	0
33	Bags, per package	0	0	0
34	Bags, per package	0	0	0
35	Bags, per package	0	0	0
36	Bags, per package	0	0	0
37	Bags, per package	0	0	0
38	Bags, per package	0	0	0
39	Bags, per package	0	0	0
40	Bags, per package	0	0	0
41	Bags, per package	0	0	0
42	Bags, per package	0	0	0
43	Bags, per package	0	0	0
44	Bags, per package	0	0	0
45	Bags, per package	0	0	0
46	Bags, per package	0	0	0
47	Bags, per package	0	0	0
48	Bags, per package	0	0	0
49	Bags, per package	0	0	0
50	Bags, per package	0	0	0
51	Bags, per package	0	0	0
52	Bags, per package	0	0	0
53	Bags, per package	0	0	0
54	Bags, per package	0	0	0
55	Bags, per package	0	0	0
56	Bags, per package	0	0	0
57	Bags, per package	0	0	0
58	Bags, per package	0	0	0
59	Bags, per package	0	0	0
60	Bags, per package	0	0	0
61	Bags, per package	0	0	0
62	Bags, per package	0	0	0
63	Bags, per package	0	0	0
64	Bags, per package	0	0	0
65	Bags, per package	0	0	0
66	Bags, per package	0	0	0
67	Bags, per package	0	0	0
68	Bags, per package	0	0	0
69	Bags, per package	0	0	0
70	Bags, per package	0	0	0
71	Bags, per package	0	0	0
72	Bags, per package	0	0	0
73	Bags, per package	0	0	0
74	Bags, per package	0	0	0
75	Bags, per package	0	0	0
76	Bags, per package	0	0	0
77	Bags, per package	0	0	0
78	Bags, per package	0	0	0
79	Bags, per package	0	0	0
80	Bags, per package	0	0	0
81	Bags, per package	0	0	0
82	Bags, per package	0	0	0
83	Bags, per package	0	0	0
84	Bags, per package	0	0	0
85	Bags, per package	0	0	0
86	Bags, per package	0	0	0
87	Bags, per package	0	0	0
88	Bags, per package	0	0	0
89	Bags, per package	0	0	0
90	Bags, per package	0	0	0
91	Bags, per package	0	0	0
92	Bags, per package	0	0	0
93	Bags, per package	0	0	0
94	Bags, per package	0	0	0
95	Bags, per package	0	0	0
96	Bags, per package	0	0	0
97	Bags, per package	0	0	0
98	Bags, per package	0	0	0
99	Bags, per package	0	0	0
100	Bags, per package	0	0	0

* Rent Rs. 1 per 100 mds. per day subject to a minimum of 10 mds.

* When quantity not mentioned and if in crates or cases chargeable by weight

* Removal will be charged if rent incurs. † Shipping charge Rs. 20 for each car.
‡ Detachment cutting and Knitting machine under measurement rates.

[illegible]

Riv. Mill & Lumber Co.	0	0	0
Rent	0	4	0 per ton.
Per work of	0	2	0

[illegible]

VALUES 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

	II under 3 cubic feet	and under 5 cubic feet	per package			
397	if 1 do.	do.	10 do.	0	1	0
398	if 2 do.	do.	10 do.	0	2	0
399	if 3 do.	do.	10 do.	0	3	0
400	if 4 do.	do.	10 do.	0	4	0
401	if 5 do.	do.	10 do.	0	5	0
402	if 6 do.	do.	10 do.	0	6	0
403	if 7 do.	do.	10 do.	0	7	0
404	if 8 do.	do.	10 do.	0	8	0
405	if 9 do.	do.	10 do.	0	9	0
406	if 10 do.	do.	10 do.	0	10	0
407	if 11 do.	do.	10 do.	0	11	0
408	if 12 do.	do.	10 do.	0	12	0
409	if 13 do.	do.	10 do.	0	13	0
410	if 14 do.	do.	10 do.	0	14	0
411	if 15 do.	do.	10 do.	0	15	0
412	if 16 do.	do.	10 do.	0	16	0
413	if 17 do.	do.	10 do.	0	17	0
414	if 18 do.	do.	10 do.	0	18	0
415	if 19 do.	do.	10 do.	0	19	0
416	if 20 do.	do.	10 do.	0	20	0
417	if 21 do.	do.	10 do.	0	21	0
418	if 22 do.	do.	10 do.	0	22	0
419	if 23 do.	do.	10 do.	0	23	0
420	if 24 do.	do.	10 do.	0	24	0
421	if 25 do.	do.	10 do.	0	25	0
422	if 26 do.	do.	10 do.	0	26	0
423	if 27 do.	do.	10 do.	0	27	0
424	if 28 do.	do.	10 do.	0	28	0
425	if 29 do.	do.	10 do.	0	29	0
426	if 30 do.	do.	10 do.	0	30	0
427	if 31 do.	do.	10 do.	0	31	0
428	if 32 do.	do.	10 do.	0	32	0
429	if 33 do.	do.	10 do.	0	33	0
430	if 34 do.	do.	10 do.	0	34	0
431	if 35 do.	do.	10 do.	0	35	0
432	if 36 do.	do.	10 do.	0	36	0
433	if 37 do.	do.	10 do.	0	37	0
434	if 38 do.	do.	10 do.	0	38	0
435	if 39 do.	do.	10 do.	0	39	0
436	if 40 do.	do.	10 do.	0	40	0
437	if 41 do.	do.	10 do.	0	41	0
438	if 42 do.	do.	10 do.	0	42	0
439	if 43 do.	do.	10 do.	0	43	0
440	if 44 do.	do.	10 do.	0	44	0
441	if 45 do.	do.	10 do.	0	45	0
442	if 46 do.	do.	10 do.	0	46	0
443	if 47 do.	do.	10 do.	0	47	0
444	if 48 do.	do.	10 do.	0	48	0
445	if 49 do.	do.	10 do.	0	49	0
446	if 50 do.	do.	10 do.	0	50	0
447	if 51 do.	do.	10 do.	0	51	0
448	if 52 do.	do.	10 do.	0	52	0
449	if 53 do.	do.	10 do.	0	53	0
450	if 54 do.	do.	10 do.	0	54	0
451	if 55 do.	do.	10 do.	0	55	0
452	if 56 do.	do.	10 do.	0	56	0
453	if 57 do.	do.	10 do.	0	57	0
454	if 58 do.	do.	10 do.	0	58	0
455	if 59 do.	do.	10 do.	0	59	0
456	if 60 do.	do.	10 do.	0	60	0
457	if 61 do.	do.	10 do.	0	61	0
458	if 62 do.	do.	10 do.	0	62	0
459</						

CHARGES BY WEIGHT.

317	On all goods not enumerated chargeable by weight and not exceeding 2 tons, per cwt.	0 1 6	0 0 9	0 8 0
318	Over 2 tons see 30-ton crane charge.			

† Wire-netting in roll packed in cases. Under measurement rates

MISCELLANEOUS CHARGES ON IMPORTS.

1. Every vessel, whether working or not while alongside the jetties will be charged Rs. 35 per diem.

2. Scale of charges for use of 100-ton lifts.

	As. p.
For each lift not exceeding 2 tons	1 0 per cwt.
For each lift exceeding 2 tons but not exceeding 4 tons	1 6 "
For each lift exceeding 4 tons but not exceeding 10 tons	3 0 "
For each lift exceeding 10 tons but not exceeding 30 tons	6 0 "
For each lift exceeding 30 tons but not exceeding 100 tons	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—30-ton Crane.

	Weight of sling.
	Ton. cwt. qr. lb.
5 tons sling	0 2 0 3
10 "	0 2 0 21
15 "	0 2 0 0
20 "	0 3 2 16
30 "	0 7 3 16

Two shackles, each 4 cwt., used with a 30-ton lift.

WEIGHTS OF CHAIN AND WIRE SLINGS AT THE 100-TON SHEERS.

Chain slings.	Weight of sling.
Lifting capacity.	Cwt. qr. lb.
9 tons on each leg	3 1 12
16 " " "	6 1 21
29 " " "	14 2 7
45 " " "	23 2 0
75 " " "	39 3 7
45 " single "	23 2 5
20 " " "	8 0 18
60 " on four legs	
15 " on each leg	13 2 4

Weight of sling.
Cwt. qr. lb.

Wire slings.			
30 tons	10	1	24
65 "	7	0	23

Maximum charge 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 Kibitoria docks, an additional charge of Rs. 50 per day will be made.

6. When the 10-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 over-side.*—Goods hoisted by the hydraulic cranes on to the deck of a vessel and lowered from the deck into boats by the vessel's gear on the water side or direct by the hydraulic cranes, or hoisted into boats, are charged one-third of the landing charges, except in the case of mails and iron sleepers, the charge on which is one-fifth of the landing charges.

12. *Landed and Re-shipped direct.*—Goods for over-side, landed direct, delivery into on trolleys on the docks or jetties by one crane trolleys to another and re-shipped into boats direct, will be charged single landing rates.

13. *Landed and Re-shipped.*—Goods for over-side, landed on the docks or jetties and afterwards re-shipped will be charged double landing rates.

* Vide Notification of 20th June 1908.

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 Transhipment goods 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 shall 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. Late entry of on work days or after 1 P.M. on Saturdays, in vessels calculating wharf rent, the cargo she discharges on 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 (ship's account).

19. No charge for wharf rent on transhipment goods will be made until after the fourteenth 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 wines, free allowance of three clear days will be given after the date of their removal to the Import Warehouse, but if they are once subject to removal charges will be liable 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 Commissioners' Warehouse will be transferred from the transit sheds and unloaded free of cost. If such goods are not taken delivery of within 24 hours, wagon down-charge will be charged at the rate of Rs. 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 Rs. 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
Cartways ...	"	8 8
Tally-books ...	"	1 8

28. A fee of Rs. 1 will be charged for issuing a duplicate gate pass 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. Knowledge can be supplied for vessels requiring stiffening of keel, especially at Bulge-Bulge, at the following rates:—

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

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

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

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

	Rs.	A.	P.
For each 35 cwt. crane per day ...	5	0	0
" 35 " " per 1 day ...	2	8	0
" 5 ton " per day ...	10	0	0
" 5 " " per 1 day ...	5	0	0

No crane charges at the Jetties except for night-work.

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 counter foils, and to be signed by the ship's officer on duty showing number of cranes required from what time, and for how long.

WIGHT WORK.

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

	Imports.	Exports.
	Rs. A.	Rs. A.
Crane-charge for night-work.		
If three cranes or less	... 2 12 cch.	3 0 cch.
" four	... 2 8 "	2 12 "
" five or more	... 2 4 "	2 8 "

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, but under the minimum rule they would each have to pay Rs. 16-8. If only one vessel is working, she must pay not less than Rs. 80 for the half-night.

THE CHARGE FOR A DERRICK IS THE SAME AS FOR A CRANE.

40. The extra charge for working on Chamber holidays and Sunday and H-day Sundays at the jetties and docks will be as follows:—

Jetties	... Rs. 50 a day or part of a day.
Docks	... 25 "

* Cancelling orders for night-work will not be accepted after 5.30 p.m., and a charge for the original number of cranes will be made up to the hour the vessel applied to work except in the case of a banking night of the vessel.

41. 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.

42. Rate for lashing of cranes from jetties to any point on the Port Trust Railway and back—

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

43. Gross weight on all goods except metal, rest and white lead, will be charged.

44. A charge of Rs. 2 per head will be levied on all troops, and followers embarking or disembarking at the docks and jetties.

SCALE OF CHARGES OF WHARF RENT ON IMPORT CARGO AT THE JETTIES.

(Vide Notice of 7th September 1913.)

With effect from 11th September 1914, the revised rules relating to wharf rent at the jetties will be as follow:—

- (1)—The free time allowed to importers for the clearance of goods from the jetties will be two clear working-days.
- (2)—The rates of wharf rent charged after three days from the expiration of that free time will be double the rates notified in the scale of charges on imports published in the *Calcutta Gazette* of 20th May 1903.

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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	Animals in cages	per ton.
1A	Animal Char (per cent)	Measurement rates.
2	Articles in cases	per ton.
3	Articles	per cwt.
4	Bar in bags	per ton.
5A	Bar in bags*	per cwt.
6	Bar in bags of 2 1/2 mounds	per ton.
6A	Bar in bags	per cwt.
7	Beasts	per ton.
8	Beasts in cases	per cwt.
9	Biscuits	per ton.
10	Brass in bags of 1 1/2 mounds	per ton.
11	Campers in cases	per ton.
12	Candles in boxes	per cwt.
13	Canton, country, per bundle of two bales	per cwt.
14	Canton, country, per bundle of two bales	per cwt.
15	Cassia in cases	per ton.
16	Chills in bags	per cwt.
16A	Chromium ore	per ton.
17	Cinnamon in cases	per cwt.
18	Cinnamon in cases	per cwt.
19	Copper ore	per ton.
20	Coral in cases	per cwt.
21	Cordage	per ton.
21A	Cordage in cases	per cwt.
22	Cord Matting or yarn	per ton.
23	Cotton	per ton.
24	Cotton, piece-goods of European or country manufacture, in cases or bales	per cwt.
24A	Cotton-twine or Cotton-twine	per cwt.
25	Cover	per cwt.
25A	Cover	per cwt.
26	Creamed food	per cwt.
26A	Creamed food	per cwt.
27	Cupro-Nickel	per cwt.
27A	Cupro-Nickel	per cwt.
28	Dial in bags*	per cwt.
28A	Dial in bags*	per cwt.
29	Elephant	per ton.
29A	Elephant	per ton.
30	Elephant	per ton.
31	Elephant	per ton.
32	Elephant	per ton.
33	Elephant	per ton.
34	Elephant	per ton.
35	Elephant	per ton.
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74	Elephant	per ton.
75	Elephant	per ton.
76	Elephant	per ton.
77	Elephant	per ton.
78	Elephant	per ton.
79	Elephant	per ton.
80	Elephant	per ton.

* Includes P. T. Ry. freight.

No.	DESCRIPTION.	SHIPPING CHARGES.
Rs. As. P.		
21	Ginger	per cwt.
22	Ginger in bags*	per cwt.
23	Ginger in cases	per ton.
24	Ginger when loaded or brought by foreign	per ton.
25	Ginger when loaded or brought by foreign	per ton.
26	Ginger when loaded or brought by foreign	per ton.
27	Ginger when loaded or brought by foreign	per ton.
28	Ginger when loaded or brought by foreign	per ton.
29	Ginger when loaded or brought by foreign	per ton.
30	Ginger when loaded or brought by foreign	per ton.
31	Ginger when loaded or brought by foreign	per ton.
32	Ginger when loaded or brought by foreign	per ton.
33	Ginger when loaded or brought by foreign	per ton.
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76	Ginger when loaded or brought by foreign	per ton.
77	Ginger when loaded or brought by foreign	per ton.
78	Ginger when loaded or brought by foreign	per ton.
79	Ginger when loaded or brought by foreign	per ton.
80	Ginger when loaded or brought by foreign	per ton.

* Includes P. T. Ry. freight.

No.	DESCRIPTION.	SHIPPING CHARGES.	
		Rs.	As. P.
66	Produce of India and Pakistan	per box	1 0 0
67	Produce of India, China and others	per cwt.	Measurement rates.
68	Produce of India, China and others	per cwt.	0 1 0
69	Produce of India, China and others	per cwt.	0 1 0
70	Produce of India, China and others	per cwt.	0 1 0
71	Produce of India, China and others	per cwt.	0 1 0
72	Produce of India, China and others	per cwt.	0 1 0
73	Produce of India, China and others	per cwt.	0 1 0
74	Produce of India, China and others	per cwt.	0 1 0
75	Produce of India, China and others	per cwt.	0 1 0
76	Produce of India, China and others	per cwt.	0 1 0
77	Produce of India, China and others	per cwt.	0 1 0
78	Produce of India, China and others	per cwt.	0 1 0
79	Produce of India, China and others	per cwt.	0 1 0
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86	Produce of India, China and others	per cwt.	0 1 0
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102	Produce of India, China and others	per cwt.	0 1 0
103	Produce of India, China and others	per cwt.	0 1 0
104	Produce of India, China and others	per cwt.	0 1 0
105	Produce of India, China and others	per cwt.	0 1 0
106	Produce of India, China and others	per cwt.	0 1 0
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198	Produce of India, China and others	per cwt.	0 1 0
199	Produce of India, China and others	per cwt.	0 1 0
200	Produce of India, China and others	per cwt.	0 1 0

CHARGES BY MEASUREMENT.

On all goods not enumerated in the cases, bales, crates or casks, and on all goods preferred to be charged for by measurement, the rate will be—

162	If under 2 cubic feet	per pkg.	0 1 0
163	If 2 to 4 cubic feet	per pkg.	0 2 0
164	If 4 to 6 cubic feet	per pkg.	0 3 0
165	If 6 to 8 cubic feet	per pkg.	0 4 0
166	If 8 to 10 cubic feet	per pkg.	0 5 0
167	If 10 to 12 cubic feet	per pkg.	0 6 0
168	If 12 to 14 cubic feet	per pkg.	0 7 0
169	If 14 to 16 cubic feet	per pkg.	0 8 0
170	If 16 to 18 cubic feet	per pkg.	0 9 0
171	If 18 to 20 cubic feet	per pkg.	1 0 0
172	If 20 to 22 cubic feet	per pkg.	1 1 0
173	If 22 to 24 cubic feet	per pkg.	1 2 0

* Includes P. T. Ry. freight.

The charge to include free storage for 30 days, after which wharf rent will be charged at the schedule rate.

No.	DESCRIPTION.	SHIPPING CHARGES.
		Rs. As. P.
CHARGES BY WEIGHT.		
111	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons	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.

LANDING AND SHIPPING CHARGES ON BASIC PHOSPHATES.

(vide Notice of 18th February 1945.)

The landing and shipping charges on Basic Phosphates at the docks and jetties will be twelve annas per ton.

2. *Re-broking*.—A charge of 3 annas per ton on wheat, seed, gram, dhali, peas and lentils, and 25 per cent. of the shipping charge on other cargo will be made when goods originally declared for one vessel are re-declared for another.

3. *Rescheduling.*—Same as removal charges.

4. *Rent*.—Rent will be charged on wheat, seeds, gram, dhal, peas and lentils at the following rates:—

(a) On goods received in a shipment shed before it is open for the receipt of exports from 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 seventh day following that on which the vessel completed loading.

1. Charge for each crew

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

3 Cranes or less	...	Rs. 4
4 Cranes	...	3 0
5 Cranes or more	...	2 12

2. A vessel supplied at the decks with electric lights for deck	2 12
and holds, will be charged Rs. 7-8 from dark to midnight, and Rs. 7-8	2 8
from midnight to day-light.	
3. The charge for more	

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 cargo 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, the half night.

From 1st to 4th week 3 annas per ton per week or part thereof.
 " 5th " 8th " 5 " " " " " "
 " 9th " " 7 " " " " " "
 and at 25 per cent. of the shipping charge on other cargo " " "
 or part thereof except in the case of manganese ore and other ores,
 the rent of which is Rs. 4 per cotta per month or part thereof and
 in the case of teas 3 pices per full-chest and 1½ pices per half-chest
 per week or part thereof.

Schedule of rate and charges on the Inland Vessels' Wharves.

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.

Holiday fees. 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
Overtime fees. 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][illegible]

N. R.—For all other goods, the ton shall be reckoned at 20 cwt.

I. Goods left in the export shed on the Inland Vessels' Wharves & goods free of 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 with 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 loading or shipping of goods shall be in force only for three clear days in addition to the day on which the pass is issued.

Wharf Charges.

- (1) Shed accommodation, as per schedule.
- (2) Stacking goods on the wharf Rs. 1 per stack per night.
- (3) Leaving coaks, teak squares or *sal* posts on the wharves, Rs. 1 per 25 coaks, or 25 teak squares or *sal* 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.—Boats 8 annas per day per boat; boats Rs. 1 per day per boat; dinghies 4 annas per day per dinghy. Steamers, flats, etc., under special arrangement.
- (6) Space for keeping bullock-carts, 8 annas each per night.
- (7) Trucks or chairs, Rs. 1 per day.
- (8) Fishing, Rs. 2 per season per net.
- (9) Grazing.—Cows As. 6j
Calves - 3j
Buffaloes - 12j
Calves - 6j per head per mensem.

Scale of charges for the use of boats on the Seelapore College property.

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

* In the case of modasses in baskets a stack should be held of 100 baskets for the purpose of assessing rent on such goods stored on the wharf at night subject to a minimum of Rs. 1 per night.

Scale of charges at Goldharve Ghat, Howrah.

In addition to the ordinary Inland Vessels' Wharves toll of two annas per ton, the following charges will in future (from 24th August 1909) be levied on all goods landed from or shipped into boats at Goldharve Ghat, Howrah:—

Jute in bales	...	6 annas per 100 bales.
All other goods	...	4 pies 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 Bharpara 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 sailing vessels).

LANDING AND BATHING GHATS.

The 30th October 1880. The following revised lists of 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	Matiabarag Ghat.	2	Matiabarag Ghat.
3	Ali Nucklee Khan's Ghat.	3	Ali Nucklee Khan's Ghat.
4	Nisook Mohal Ghat.	4	Nisook Mohal Ghat.
5	Waugunge Ghat.	5	Waugunge Ghat.
6	Baboo 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	Item Lall Seal's Ghat or the
10	Baboo Ghat.		ghat north of No. 1 Jetty.
11	Chandpal Ghat.	10	Mullick's Ghat.
12	Colvin's Ghat.	11	Chuttoo Lall's Ghat.
13	Police Ghat.	12	Meerbohar or Burra Bazar
14	Arumun Ghat.		Ghat.
15	Mullick's or Durnahutta	13	Nawab or Juggernath Ghat.
	Ghat.	14	Prossano Coomur Tagore's
16	Meerbohar or Burra Bazar		Ghat.
17	Nawab or Juggernath Ghat.	15	Ninuda Ghat.
18	Golab Ghat.	16	Manick Bose's Ghat.
19	Prossano Coomur Tagore's	17	Ahmedollah Ghat.
	Ghat.	18	Manney's Ghat.
20	Ninuda Ghat.	19	Ruth Ghat.
21	Ahmedollah Ghat.	20	Chandpottollah Ghat.
22	Bartollah Ghat.	21	Comertooly Ghat.
23	Bagh Bazar Ghat.	22	Rupah's Ghat.
		23	Kassy Mitter's Ghat.
		24	Thakoor Paroo Ghat.
		25	Russak Newgy's Ghat.
		26	Bagh Bazar Ghat.
		27	Durga Churn Nookorji's
			Ghat.
		28	Davee Ray's Ghat.
		29	Chitapore Ghat.

Ghats on the Hooghly Bank of the River.

No.	Public Landing Ghats.	No.	Public Bathing Ghats.
1	Botanical Garden Ghat.	1	Botanical Garden Ghat.
2	Bhurparah Ghat.	2	Bhurparah Ghat.
3	Seshpore Ghat.	3	Seshpore Ghat.
4	Kowraparah Ghat.	4	Kowraparah Ghat.
5	Bansdolah Ghat.	5	Bansdolah Ghat.
6	Rankistopore Ghat.	6	Rankistopore Ghat.
7	Telkal Ghat.	7	Telkal Ghat.
8	Chandmaaree Ghat.	8	Chandmaaree Ghat.
9	Godaburee Ghat.	9	Godaburee 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	Rhote Fagon Ghat.	14	Rhote Fagon Ghat.
		15	Juggut Banerjee's Ghat.
		16	Cowie's Ghat.
		17	Mullick's Ghat.
		18	Salt Ghat.
		19	Koyal's Ghat.
		20	Chatto Baboo's Ghat.
		21	Morapoorah Ghat.
		22	Basse 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 Kulkterpore except at the wharves duly notified by the Commissioners under section 64 of Act V of 1870.

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 therat.

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 Commissioner 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 wharf, 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 obstructive article 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 board-wharves for the purpose of examining or measuring quantities of the goods in them, or of detaining them for payment of tolls or other charges or of giving, or of 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 officer 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 challan or where reasonable doubts exist with regard to their genuineness or correctness, the education 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.

SCHEDULE II.

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 Commissioner 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 Commissioner in books to be kept there for that purpose. The owner, agent 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 Commissioner 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 other taken with reference thereto, *viz* :—

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

The vessel must be in ballast trim, must be upright, and, as perfectly dry, fore and aft, and the bilges must be kept 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, *i. e.*, whether she has a bar-keel, other special construction.

The vessel's crew shall render every assistance when docking, securing, 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 fueld.

The vessels may be inspected by a Dock Officer, and should he find that any of the above mentioned provisions of this 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 application to be made to him for that purpose, the 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 last 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-registered, 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 to 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 Stairs-rope 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, or 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 ^{is} _{are} ^{now} _{are} ^{at} _{are} ^{the} _____, into Dry Dock:—

Name of vessel _____

Length _____

Beam _____

Depth of hold _____

Gross tonnage _____

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

* Please state at these places whether applicant is owner, agent or master.

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 (i).

Signature _____

of S. _____

Calcutta. _____

APPENDIX C.

To
THE COMMANDING OFFICER.

S. _____

Sir,

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' bye-laws which is as follows:—

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

"Suitable hawyers 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 bulges 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.

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

* Please state at this place whether applicant is owner, agent or master.

"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 for 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 to the Dry Docks."

The vessel shall undock at

M. on the

M. on the 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 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

19

Deputy Conservator.

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

1. The period of a vessel's occupation of the Dry Docks counts from the time when the cuison 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.

3. The trim of a vessel is not to be altered, nor heavy weights moved on boardship while in the Dry Docks.

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 on 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 out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the docks.

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.

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.

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
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

2. The above-stated charges include removal of vessels from Told Basin into the Dry Docks and back, docking, pumping, shoring and undocking, also the use of stages and strops rope for cleaning and painting.

3. The period of a vessel's occupation of the Docks shall count from the time the cuison 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 dewatering 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 the use of Dry Docks during the first 24 hours of occupation.

1. For the first 24 hours.

For vessels not exceeding 2,000 tons, 6 annas per gross ton.

For vessels from 2,000 tons to 3,000 tons, Rs. 812-8-0 (the charge for a vessel of 2,000 tons) plus Rs. 6-4-0 for every 50 tons gross or part of 50 tons gross above 2,000 tons.

For vessels from 3,000 tons upwards, Rs. 937-8-0 (the charge for a vessel of 3,000 tons) plus Rs. 5-0-0 for every 50 tons gross or part of 50 tons above 3,000 tons.

2. The charges for the occupation of the Dry Docks subsequent to the first 24 hours and the other provisions of the notification of 8th April 1907 will remain unaltered.

Scale of charges for licensing, registration and regulation of vessel 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
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-bats (irrespective of tonnage)	8	0	0

Explanation.—The words "ton" and "tonnage" in the foregoing scale refer to the tonnage as determined under rule 69 of the rules for the port of Calcutta as amended by notification No. 144 Marine, dated the 30th November 1908.

	Rs.	As.	P.
2. Metal ticket for manjies, and manjies's license	0	4	0
3. Endorsement of change of owner in register and license	2	0	0

	Rs.	As.	P.
4. Issue of duplicate license to vessels, or tickets to manjies, 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 manjies 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.

Rules and charges in regard to burst bales of Jute and bales opened for examination at the Docks.

- (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 notice has been given, be sent from the shipment sheds to such other sheds 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 charge incurred.

Charge for carrying baled jute from Press Houses to the Docks by P. T. Railway.

(*Tab. Notice of 8th April 1914.*)

With effect from 1st July 1914 a charge of 2 annas per bale on baled jute carried from Press Houses to the docks by the Port Commissioners' Railway, will be levied in addition to the shipping charge of 2 annas per bale which has hitherto been held to cover the service of transport to the docks.

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.	
Dhoniess over 100 tons but under 150 tons	25	Only through opening of
Ditto 150 " " 200 "	32	the Rescué up or down.
All other vessels not exceeding 200 "	125	
Exceeding 200 tons	750	175

	Rs.
Exceeding 750 tons but not exceeding 1,000 tons	200
Ditto 1,000 " " 1,500 "	250
Ditto 1,500 " " 2,000 "	300
Daily hire for tug "Hetty" for towing	500
Demurrage charge for hire of steamer	50
Charges for use of small steamer or steam-launch when not employed in towing	6
Every succeeding hour	5

Scale of charges for towing vessels in ballast by the "Hetty" and one steam-hopper, or by two steam-hoppers.

	Rs.
Badge-Badge to Calcutta or Garden Reach moorings	200
Badge-Badge to Dry Dock above bridge	250
Dry Dock above bridge to Calcutta or Garden Reach moorings, or vice versa	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	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	250
Hire of steam-hopper for a day or part of a day	150
Towing through the bridge, only dhoniess between 100 and 150 tons	25
Do. do. between 150 and 200 tons	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 Salteenge Wharf.

Rupess 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," "B-forever" 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 70 feet Rs.
over all ... 25 per mensem.
For all launches more than 70 feet over all ... 30 " 16

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 coaly hire.
 Hire of Chain at 2 rupees per day for 30 fathoms.
 Compensation to Tradesman for being carried off to the sea at Rs. 5 per day.

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

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

1. (a) Wharfage, 25 per cent. of the shipping charge, if instructions for shipment and all necessary papers are landed in within seven days from midnight of the date of receipt of the goods in the shed.

(b) Wharfage, 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) Wharfage, 1 pie per mamed 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 landed 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-loading, 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 wharfage, a shed or portion of 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 in wagon-beds and removing them for shipment. The lessee to find all establishment and labour for the internal working of the shed.

Scale of charges for putting petroleum in cases out of the hold and overboard of vessels discharging at Budge-Budge.

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

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

Scale of charges on petroleum landed at Budge-Budge Petroleum Wharf.

<i>Wharfage.</i>	
On oil in bulk	10 annas per ton of 280 gallons.
<i>Stowage.</i>	
Cases	6 annas per ton of 27 cases or 54 tins.
Tins	½ pie per gallon.
Barrels	6 annas 3 pies per ton of 4½ barrels.
<i>Wharfage, including rent for seven weeks from the date the vessel comes alongside a landing-stage.</i>	
Cases	6 pies per case.
Tins	¾ pie per gallon.
Barrels	2 annas per ton of 2½ barrels.
<i>Handling, inwards or outwards.</i>	
Cases	Rs. 1-14-0 per 100 cases.
Tins	1 pie per gallon.
Barrels	Rs. 12-8-0 per 100 barrels.
<i>Re-stacking</i>	8 annas per 100 cases or 200 tins.
<i>Re-packing</i>	Rs. 1-8-0 per 100 tins.
<i>Shed Rent, Subsequent to the expiration of the time included in the wharfage charge.</i>	
Cases	2 pies per case per mensem.
Tins	1 pie per gallon per mensem.

Scale of Customs fee for delivering oil from Budge-Budge Warehouse.
 Rs. 2-4 for each transaction of taking kerosene out of bond.

Scale of charges for wharfage, shed-rent and handling on Petroleum in lieu at Budge-Budge Wharf.

Wharfage, including seven weeks' storage	1 pie per gallon.
Shed-rent subsequent to the expiry of the time included in the wharfage	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.

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

Rules and conditions for loading 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 pay rent for salt stored in the shed at the same rates as are in force at Sulkea.

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 mounds. Out of this 12 annas the Commissioners to pay the Government contractor for putting the salt into the shed.

5. The charge of Rs. 2.12 per 100 mounds to include subsequently loading the salt from the shed into wagons for despatch.

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 salt, grain loaded 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 chargeable after the expiry of four clear days after the date of landing will be ... 1 anna a ton
4. Grain rick-up for lime delivery at Calcutta ... 10 annas a ton.

Scale of charges for supply of labour for loading scales for weighing coal at Kidderpore Docks.

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

Schedule of charges on coal.

- | | |
|--|--------------------------------|
| (1) Coal shipped from the shut-out depot or after having been dumped in one berth removed to another berth for shipment or to the shut-out depot | per ton.
Rs. A. P.
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 to 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 dispatched 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.

Note.—The above charge is in addition to the terminal charge of one pie per mound paid by the railway.

Sub 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 1000 tons a day, the shippers or the agents of the vessel may make special application to the Traffic Manager for a quick rate shall be made of Rs. 400 for each day by which the loading days, calculated on the 1000 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 5000 tons is loaded in four days, and the despatch-money of Rs. 400 becomes due. If a vessel carrying 7000 tons be loaded in five days the party who asked the despatch would pay Rs. 800.

(2) *Discharging coal at Badge-Badge.*—The advertised rate of discharge being 4000 tons a day, despatch-money for reducing basis, shall be paid for by the person asking for rapid discharge at the following rates—

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

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

LOADING.

3000 maunds in 24 hours	...	1 pie	per maund.
4,000	...	1 1/2	"
6,000	...	2	"
10,000	...	2 1/2	"
15,000	...	3	"

DISCHARGING.

3,000 maunds in 24 hours	...	2	pies per maund.
5,000	...	2 1/2	"
8,000	...	3	"
12,000	...	3 1/2	"
16,000	...	4	"

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

Use of moorings at Badge-Badge by flats.

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

Embarking 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.

Loading or discharge of petroleum at or from any Dock, etc.

No petroleum shall be landed at, or discharged from, any dock, wharf, quay, stage, jetty, or pier between Garden House and Cossipore. Provided that dangerous petroleum, in quantities not exceeding 300 gallons, may be so landed or discharged on the following conditions, namely—

- That it is covered by license for the transport of dangerous petroleum granted under the rules for the time being in force under section 9 of the Indian Petroleum Act, 1899, and
- That it is not unloaded from boats at any of the following wharfs, namely—
 - on the Howrah side—Beehali Ghât near the Howrah Jute Mills, or
 - on the Calcutta side—Jogannath Ghât, Sahâib Bazar Ghât, Ratholla Ghât or Bagh-bazar Ghât.

2. In exercise of the powers conferred by section 127 of the Act the Commissioners in meeting have directed that a breach of the bye-law shall be punishable with fine which may extend to Rs. 500, and when the breach is a continuing breach with a further fine which may extend to Rs. 200 for every day after the first, during which the breach continues.

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

Shipment Shed.

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 3rd day.

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 challan is not submitted by the fourth day following that on which the vessel completed loading.

Kantapur Sheds. (Vide Notice of 6th November 1914.)

6. On consignments of grain, seeds and pulses stored in the Kantapur Sheds, the following extra progressive charges will be made:—

(a) From 1st to 4th week 3 annas per ton per week or part of a week.

From 5th to 8th week 5 annas per ton per week or part of a week.

For 9th week and thereafter 7 annas per ton per week or part of a week.

NOTE—The above rule will apply also to such goods in the Dock Shed when received prior to the opening of the berth for exports or when shut out by the vessel or when re-loaded for another vessel.

(b) Removal charge of 4 annas per ton for removal of consignments from one shed to another or to the shipment sheds.

7. Shed accommodation at Kantapur from 1st January 1915 will also be rented out at the rate of Rs. 40 per 1,000 square feet per month, *(vide Notice of 6th November 1914)*, 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 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, paragraph 4 and 5 apply.

SPECIAL NOTICE

1. Consignors are specially advised that full wagon loads can be loaded direct from upcountry (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 consigned by shippers may, on the order of the owner, be re-loaded and conveyed by rail to Hatkhollah or Pathuranghatta at 4 annas per ton, the loading at the dock being done by the Port Commissioners and the unloading at Hatkhollah or Pathuranghatta 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 4 hours or part thereof, 1 pie per hundred or part of a hundred.

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 Mongpur Depot.

	Per gallon
(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 remains in the depot, at the rate of ...	2

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

Goods.	Per.	CHARGES.		Rent per week or portion of a week.
		Per.	Removal and storage charges.	
1. General ...	Cash	A. P.	A. P.	A. P.
2. Copper and yellow metal	10 0	0 6	0 6
3. Corrugated iron	8 0	2 0	2 0
4. Piece-goods	2 0	0 0	0 0
5. Cutlery, earthenware, glassware, hardware, haberdashery to be charged by measurement ...	c. ft.	0 3	0 1	0 1
6. Unmeasured goods if charged by weight ...	ton	10 0	2 0	2 0
7. If charged by measurement ...	c. ft.	0 3	0 1	0 1

Machinery and other bulky articles can only be accepted if space is available under special arrangements made with the Duty 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 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, but under this minimum rule they would each have to pay Rs. 40. If only one vessel is working, such must pay not less than Rs. 80 for the half night.

Scale of charge for loading tea into wagons.

Description.	Charge.
Loading tea into wagons from direct shipment tea shed at Garden Reach.	Two pice per chest.

Scale of charges on 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:—
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.

Schedule of charges on shut-out cargo.

When cargo ready for shipment is shut out by a vessel for want of space, the vessel having been over-booked, or for the vessel's convenience, the following charges shall be payable by the vessel:—

	I If diverted from the shed to another shed and shipped from that shed.	II. If unloaded at the shed to which loaded and shipped from that shed.	III. If unloaded at one shed and removed to and shipped from another shed.
Jute, Hemp, Cotton, etc., per bale	Annas. 1½	Annas. 2	Annas. 3
Bag cargo per ton	5	6	8
Hides per bale	5	6	8
Skins per bale	2½	3	4
Tea per chest	2	2	3
Other cargo chargeable by weight—per ton	5	6	8
Other cargo chargeable per package	6	7	8

The above charges will cover rent for seven days, after the expiration of which period rent will be charged at 2 annas per ton per week or part of a week on bag cargo and at 25 per cent. of the shipping charge per week or part of a week on other cargo.

When cargo is sent down by shippers to the transit sheds and cannot be shipped for want of complete papers, or in the case of jute owing to the bales not having been inspected, rent on the following scale will be levied from the date of receipt of the cargo in the transit sheds:—

	1st week or part of week.	2nd week or part of week.	3rd week or part of week.	Per week or part of week after.
Jute, Cotton, Hemp, etc., per bale	Annas. 2	Annas. 3	Annas. 4	Annas. 6
Bag cargo per ton	4	5	6	7
Hides per bale	4	5	6	7
Skins per bale	2	2½	3	3½
Tea per chest	2	2	3	3
Other cargo chargeable by weight—per ton	4	5	6	7
Other cargo chargeable per package	2	2	3	3

If such cargo is subsequently removed to another shed for shipment the usual charge for removal will be levied.

Importation and delivery of sugar landed at the Jetties and Docks.

It is hereby notified, for the information of importers of sugar 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 liable from the time that the Commissioners may appoint, and will be charges, viz:—

Scale of Charges.

Removing and stacking in the sheds and afterwards re-baling 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 $1\frac{1}{2}$ cwt. ... 3 pies.
" " of 2 cwt. ... 4 "

For the second month or part thereof—

Per bag of $1\frac{1}{2}$ cwt. ... 4 pies.
" " of 2 cwt. ... 5 "

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

Per bag of $1\frac{1}{2}$ 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 landed 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 the wagons will be supplied at the docks and there only.

4. Sugar which has been railed 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 railed up to the jetties free of any further charges.

Scale of charge for the storage of Sugar at the Docks.

(Vide Notice of 16th November 1911.)

With effect from 1st January 1915 the charge for the storage of sugar at the docks will be 12 annas per ton per month or part of a month. Five clear working days from the date of landing will be allowed to importers for taking delivery free of rent, but on all sugar not so delivered, rent will accrue from the fourth day after the vessel commences to discharge, with removal charges also at 5 annas a ton.

Scale of charges for landing expenses at Mogyappore.

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

Scale of charges for cargoes of "put back" Steamers at Kibberpore 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 Kibberpore 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 cistah per mensem.

Scale of charges on Hides passed through hide Sheds and Docks out to shippers.

SCALE OF SHIPPING CHARGES.

Cow Hides ...	Maximum 200 pieces per bale	
Buffalo Hides ...	100 " "	
Cow calf skins under 5 lbs each ...	500 " "	Rs. 3 per bale.
Buffalo calf skins under 12 lbs each ...	400 " "	
Goat skins ...	500 " "	Rs. 1-8 per bale.
Kid skins ...	1000 " "	
Sheep skins ...	200 " "	
Wet salted goat skins in racks at As. 1-6 per cwt.		
Wet salted cow hides at As. 3 per bag of 6 pieces.		
Wet salted goat skins in bags shipped at the docks through the hide depot ...		Rs. 3 0 0 per ton.
Lae refuse in bags ...		" 1 8 0 " "
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 racks ...		Rs. 3 per ton.

Scale of charges for handling the carcases of "put-back" rollers of the Docks.

Re-landing, including stave-boring ...	Rs. 1 8 0 per ton.
Removal from the berth at which the vessel discharges ...	" 0 6 0 "
Rent for one week or part of a week ...	" 0 4 0 "

Rules for the passing heavy loads over the Horrah Bridge.

1. The present maximum weight of $7\frac{1}{2}$ tons on not less than 4 wheels or 1 $\frac{1}{2}$ tons per wheel shall be strictly adhered to.
2. A statement of the actual total weight, including the vehicle weight or vehicle enters the approach to the bridge before such heavy weights may be checked by the officer in charge on the bridge before being allowed to cross.

3. Heavy weights will only be allowed to cross at about high or low water at the discretion of the officer in charge on the bridge.

5. Loads may be allowed to cross on the presentation of a statement giving the weights to the officer in charge on the bridge without waiting for the signature of the Superintendent of the bridge subject to the foregoing rules.

By-laws for the safe and convenient use of the Bridge and approaches thereto and for the passage of ships, boats and vessels through the said Bridge at night.

1. The speed of vessels through the water at night shall not exceed 6 knots, within the limit of Juggernath Ghat on the north and Prince's Ghat on the south.

2. No vessels approaching the bridge at night shall overtake and pass one another between the limits of Juggernath Ghat on the north and Prince's Ghat on the south.

2A. During strong tides a red flag by day and a red light by night will be hoisted on the dog-staff situated near the lock-out house on the Horrah Bridge and when this is done, no flats or cargo boats of 100 tons burden or upward shall be towed or passed through any of the openings of the Horrah Bridge without the special permission of the Commissioners.

3. No vessels may pass at night through the opening of the Bridge unless they are being towed by a steamer.

4. No vessels may pass at night through the bridge opening with the towing steamer ahead.

5. No more than three vessels may pass at night through the bridge opening at one time; they must be secured alongside the towing steamer one on either side.

6. The passage of cargo boats or any description of vessel propelled by cars or sails through the bridge opening at night is strictly prohibited.

7. Vessels intending to pass at night through the bridge opening shall not use their search lights when approaching the bridge, at a less distance than 1 $\frac{1}{2}$ miles; they may again bring them into use when well clear of the opening.

8. The movements at night of both inland vessels and the ferry steamer shall be regulated by and rest with the Harbour Master or other officers deputised for this duty.

9. Vessels may only approach the bridge opening at night for the purpose of passing through after they have received the safety signal which shall consist of a green light shown from the bridge lock-out house; the danger or "stop" signal shall consist of a red light shown from the same position.

The same description of coloured lights shall apply to the movements of the ferry steamer.

10. Applications for the passage of inland vessels through the bridge at night shall be made to the Harbour Master not later than 4 P. M., on the day previous.

Immediate intimation must be given to the Harbour Master if it becomes necessary to cancel such application in order that the bridge shall not be kept open at night longer than necessary.

11. After the passage at night of all vessels entered on the Harbour Master's list, the bridge shall immediately be closed.

12. Ocean-going steamers shall not be passed through at night except with the special sanction of the Commissioners or of any person specially appointed by them in that behalf.

13. Applications to pass ocean-going steamers at night through the bridge shall be made 48 hours before the opening is required.

14. A monthly programme of the proposed bridge openings at night will be available for public information on the first of each month.

By-law for the passage of ships, boats and vessels through the Howrah Bridge.

All steam-launches proceeding upwards through the Howrah Bridge shall pass through one of the openings east of the centre of the bridge; and launches passing downwards through the bridge shall pass through one of the openings west of the centre of the bridge.

Retail charge on Tea-goods stored in the Fairlie Warehouse.

With effect from 1st January 1915 (vide Notice of 29th October 1914) the rent on tea-goods stored in the Fairlie Warehouse will be one anna six paise per package per week or part of a week.

SALE TEA WAREHOUSE.

NOTICE.

The tea warehouse situated at Armenian Ghat, between the Hooghly Floating Bridge road and No. 1 Jetty, is open for receiving 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 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 teas 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-soldiering, 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 jetty 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.	S.	P.
(1) Receiving from railway wagons, cars, steamers, flats or boats, including Port Commissioners' railway freight and wharf charges per 90 lbs. net weight	...	0	0
(2) Laying down, opening, sitting for ordinary inspection, soldiering and closing, and re-opening, re-soldiering and re-closing two chests per lot for buyers' samples with storage for one month, per 90 lbs. net weight	...	0	2
(3) Cross-cutting on one side, per package	...	0	0
(4) Ditto on both sides, per package	...	0	1

Bulking.

(5) Opening, bulking or blending, weighing (gross and net), re-soldiering, closing and working chest as bulked by Port Commissioners, per package	...	1	0
(6) Sorting and re-packing damaged teas without bulking per package	...	0	4
(7) Weighing net, per package, including opening, re-soldiering and closing	...	0	2
(8) 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

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

Warehouse Rent.

Rs. A. P.

- (9) (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

Delivering from Warehouse.

- (10) Delivering from warehouse tea not intended for shipment at docks, per package ... 0 0 6

Shipment Charges, &c.

- (11) Despatching from warehouse or ghats 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 loaded to a steamer or to a ship, per chest containing not more than 50 lbs. ... 0 0 6
 Do. per chest containing more than 50 lbs. ... 0 0 9
 (13) 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, per chest containing not more than 50 lbs. ... 0 0 3
 Do. per chest containing more than 50 lbs. ... 0 0 4
 (14) Re-loading, *i.e.*, 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 1
 Do. per chest containing more than 50 lbs. ... 0 0 3

In the case of shut-out teas, wharf rent is charged after 30 hours have elapsed from the time such cargo was shut out, at rupees 1 per full chest, minus 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.

In the case of the shipping rate of 9 pies at the docks the unit for charge will be 100 lbs.

N.B.—Teas sent direct to the docks will be bailed for minus 4 per package if received for bailing before shipment in a vessel for which cargo is being received. If once placed in alignment shed and removed for bailing, a transporting charge of 6 pies per package will be made.

WORKING OF THE KIDDERPORE DOCKS.

By-laws made by the Commissioners in Meeting under Act III of 1880 (B. C.), sections 126 and 127.

1. No stages, planks, poles, or any articles 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 completed, 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 loading 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 the 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 ladder 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 admit a berth.
9. The owners ^{and} master of a vessel shall—
- (a) Supply watertight and other necessary appliances.
 - (b) Secure hatches when not in use, and guard against accidents to life, limbs 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, limbs 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 servant of the Commissioners in charge.
 - (f) See that all exhausts, steam or water pipes from winches or other machines are led down the side of the ship to below dock wall, avoiding 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 1 in. then two feet six inches wide and of sufficient length, thickness and strength, to form a 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 large 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 large, 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, large, 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 unprovided-for fire or lights in any shed or warehouse within the dock or petty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or light a pipe, 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 coals, charcoal or coke may be used in the cabins, fore-cabin, A.M. and fore-cabin, P.M., subject to being prohibited, (on any abuse by the Dock Superintendent).

Fires for dock engines, steam winches, and portable forges are also permitted during working hours, and for ships' engines for a reasonable period before a ship leaves and after a vessel is berthed in the dock.

All lights, whether of lamps or candles, used on board vessels in dock, except as mentioned in the following paragraph, shall be in globes or screened lanterns.

Naked lights may be used only on the engines and boilers of vessels while 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 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 applications after having been endorsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, ever extinguished, and is to be returned to the Dock Superintendent when 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 berthed, 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 look on the tackles for putting the ship fair over the blocks, both forward and aft, and to assist in pulling up the stores.

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, kerosene 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 descriptions 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-front will not be charged for the days observed as holidays by the Customs House, but goods can be received and delivered on such days on payment of Customs House fees.

39. Application to work at night or on Sundays or holidays must be made to the Commissioners, who, on production of the Customs House permission, will enter 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 only to vessels going into the Graving Dock.

40. The sanctioned holidays recognised by the Commissioners shall be the holidays declared by the Bengal 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, inwards or outwards, authenticated challans showing the descriptions and exact quantities of the goods shall be tendered to the customer 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 unauthorised 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-dues leviable on Vessels entering the Port of Calcutta.

Government of Bengal.

MARINE DEPARTMENT.

The 24th April, 1903.

No. 51.—*Motion*.—In exercise of the power conferred by section 33, subsection (1), of the Indian Ports Act, 1880 (X of 1881), and in pursuance of the Notification under the same subsection, dated the 19th September, 1892, published in the *Calcutta Gazette* of the 21st *id.*, part I, page 87, the Lieutenant-Governor is pleased to direct that the Port-dues leviable on vessels entering the port of Calcutta shall be as follows, namely:—

- (1) On sailing 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 dhows and country vessels of twenty tons and upwards employed in the coasting trade, two annas per ton.

Concession in Port-dues leviable on Vessel in ballast entering the Port of Calcutta.

The 24th April, 1903.

No. 52.—*Motion*.—In exercise of the power conferred by section 46 of the Indian Ports Act, 1880 (X of 1881), the Lieutenant-Governor is pleased to determine that the rate of Port-dues 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 1880.

	Rs.	A.	P.
Hauling to or from moorings, each operation	...	16	0 0
Hauling to or from swinging moorings, each operation	...	10	0 0
Re-mooring	...	16	0 0
Hauling in and out of docks	...	30	0 0

Transporting or removing from one part of the port to another	Rs.	A.	P.
...	...	14	0 0
Removing from one mooring to another at the request of the agent or master	...	50	0 0
Hauling	...	16	0 0
Measuring a vessel to fix 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 pier 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 tug-boat is included in the mooring or unmooring fee.

Moorings Fees.

[Sanctioned by the Lieutenant-Governor of Bengal under clause section 7 of Act XII of 1875.]

		All the year round		
		Per diem.		
		Rs.	A.	P.
All vessels	up to 199 tons	...	1	8 0
from 200	to 299	...	2	0 0
300	to 399	...	2	8 4
400	to 499	...	3	0 0
500	to 599	...	3	8 0
600	to 699	...	4	0 0
700	to 799	...	5	0 0
800	to 899	...	6	0 0
900	to 999	...	7	0 0
1000	to 1249	...	8	0 0
1250	to 1499	...	9	0 0
1500	to 1749	...	10	0 0
1750	to 1999	...	11	0 0
2000	to 2249	...	12	0 0
2250	to 2499	...	13	0 0
2500	to 2749	...	14	0 0
2750	to 2999	...	15	0 0
3000 and upwards	16	0 0
Occupation of swinging moorings	2	0 0

Special rate for swinging moorings occupied by tug steamers

Rs.	A.	P.
...	...	30
...	...	0
...	...	0

N.B.—Moorings hire is charged on the gross registered tonnage.

Other Fees.

[Sanctioned by the Lieutenant-Governor of Bengal under section 65 of Act V (B.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

Table of Pilotage Charges for Steam Vessels or for Sailing Vessels using steam for the whole distance piloted

INWARD POLICIES

[illegible]

Table of Pilotage Charges for Steam Vessels or for Sailing Vessels using steam for the whole and not part of the voyage

OUTWARD PILOTAGE

[illegible]

Table of Pilotage Charges payable for Sailing Vessels placed the whole distance to or from Valentic, and using steam power while being piloted over the wrecks indicated below.

INWARD PILOTAGE.

DRAUGHT or WATER.		VESSELS CLOSED THE WHOLE DISTANCE BY TUGS STEAM FOR THE DISTANCE NOTED.											
Fathoms.	Feet.	From Valentic to the wreck.			From Valentic to the wreck.			From Valentic to the wreck.			From Valentic to the wreck.		
		Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.
10	30	40	41	42	43	44	45	46	47	48	49	50	51
11	33	42	43	44	45	46	47	48	49	50	51	52	53
12	36	44	45	46	47	48	49	50	51	52	53	54	55
13	39	46	47	48	49	50	51	52	53	54	55	56	57
14	42	48	49	50	51	52	53	54	55	56	57	58	59
15	45	50	51	52	53	54	55	56	57	58	59	60	61
16	48	52	53	54	55	56	57	58	59	60	61	62	63
17	51	54	55	56	57	58	59	60	61	62	63	64	65
18	54	56	57	58	59	60	61	62	63	64	65	66	67
19	57	58	59	60	61	62	63	64	65	66	67	68	69
20	60	60	61	62	63	64	65	66	67	68	69	70	71
21	63	62	63	64	65	66	67	68	69	70	71	72	73
22	66	64	65	66	67	68	69	70	71	72	73	74	75
23	69	66	67	68	69	70	71	72	73	74	75	76	77
24	72	68	69	70	71	72	73	74	75	76	77	78	79
25	75	70	71	72	73	74	75	76	77	78	79	80	81
26	78	72	73	74	75	76	77	78	79	80	81	82	83
27	81	74	75	76	77	78	79	80	81	82	83	84	85
28	84	76	77	78	79	80	81	82	83	84	85	86	87
29	87	78	79	80	81	82	83	84	85	86	87	88	89
30	90	80	81	82	83	84	85	86	87	88	89	90	91

Exceeding 8 feet.

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

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Re. A. 100

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Re. A. 100

Re. A. 100

Re. A. 100

Table of Pilotage Charges payable for Sailing Vessels placed the whole distance to or from Valentic, and using steam power while being piloted over the wrecks indicated below.

OUTWARD PILOTAGE.

DRAUGHT or WATER.		VESSELS CLOSED THE WHOLE DISTANCE BY TUGS STEAM FOR THE DISTANCE NOTED.											
Fathoms.	Feet.	From Valentic to the wreck.			From Valentic to the wreck.			From Valentic to the wreck.			From Valentic to the wreck.		
		Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.	Re. A.
10	30	40	41	42	43	44	45	46	47	48	49	50	51
11	33	42	43	44	45	46	47	48	49	50	51	52	53
12	36	44	45	46	47	48	49	50	51	52	53	54	55
13	39	46	47	48	49	50	51	52	53	54	55	56	57
14	42	48	49	50	51	52	53	54	55	56	57	58	59
15	45	50	51	52	53	54	55	56	57	58	59	60	61
16	48	52	53	54	55	56	57	58	59	60	61	62	63
17	51	54	55	56	57	58	59	60	61	62	63	64	65
18	54	56	57	58	59	60	61	62	63	64	65	66	67
19	57	58	59	60	61	62	63	64	65	66	67	68	69
20	60	60	61	62	63	64	65	66	67	68	69	70	71
21	63	62	63	64	65	66	67	68	69	70	71	72	73
22	66	64	65	66	67	68	69	70	71	72	73	74	75
23	69	66	67	68	69	70	71	72	73	74	75	76	77
24	72	68	69	70	71	72	73	74	75	76	77	78	79
25	75	70	71	72	73	74	75	76	77	78	79	80	81
26	78	72	73	74	75	76	77	78	79	80	81	82	83
27	81	74	75	76	77	78	79	80	81	82	83	84	85
28	84	76	77	78	79	80	81	82	83	84	85	86	87
29	87	78	79	80	81	82	83	84	85	86	87	88	89
30	90	80	81	82	83	84	85	86	87	88	89	90	91

Exceeding 8 feet.

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

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Re. A. 100

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Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

Re. A. 100

*Other fees incidental to pilotage incurred by vessels
tending to the Port.*

Lead money* payable to licensed leadmen for heaving the lead inward or outward	Rs. A. P.
Compensation for pilot or outward bound vessel being carried away to sea per diem to pilot of whatever rank	16 0 6
Detention of pilot by cargo or for orders; vessel to pay	10 0 0
Use of moorings at Diamond Harbour, November to May, per diem	13 0 0
ditto June to October per diem	2 0 0
Salvage on anchors and chain cable picked up by Government boat per cent	4 0 0
	3 8 3

Stations used to indicate places to or from which vessels navigating the Hooghly were piloted or where steam was employed.

*Pilotage Outward from within the Port of Calcutta,
Gard's Reach.*

Tide-lites.	PLACES.	Distance from Fort William.	Miles to each station.
1	2	3	4
1	To below Bridge boundary pillars	13.6	10.7
2	Do. Hug River obelisk	23.6	10.0
3	Do. Anchoring Creek obelisk	37.2	9.6
4	Do. Diamond Harbour Telegraph Station	43.4	10.2
5	Do. Bellary Tidal Semaphore	56.6	9.6
6	Do. Mud Point Telegraph Station, east	61.6	9.6
7	Do. Concedly Light-house, west	71.1	9.5
8	Do. Sangar Light-house, east, or E. buoy of Western Channel	81.0	9.9
9	Do. Upper Gasper light vessel or line between Land J. buoys, Western Channel	90.1	9.1
10	Do. Lower Middle Ground buoy or C. M. G. buoy, Western Channel	99.3	9.2
11	Do. Intermediate light vessel or S. C. buoy, Western Channel	107.6	8.3
12	Do. Lower Reef buoy	115.8	8.2

* A vessel applying for a particular pilot, and all foreign vessels, are bound to take a Government leadman wherever one is available, and Government or of Revenue order No. 108, dated 21st July, 1867, and No. 21, dated 20th January, 1869.

† Lead Government letter No. 1271, dated 12th October, 1841. The vessel is also to bear expenses of pilot, and the cost of sending him back to the station.

‡ Lead Government order No. 80, dated 1st December, 1841. Detention money is not incurred in the case of a vessel whose presence is stopped by bad weather, accident, or any cause incidental to the vessel or the crew. Detention money is incurred only when the detention is for the convenience of the master or owners of the vessel.

Port Office, General Order No. 811, dated 11th February, 1881.

By order of the Government of Bengal.

From the 1st of April 1881 leadmen shall be appointed to all ships alike, as they are available, and lead-money at the rate of Rs. 16 instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadman is appointed.

Pilotage Inward to within the Port of Calcutta.

Tide-lites.	PLACES.	Distance from Fort William.	Miles to each station.
1	2	3	4
1	From below Bridge boundary pillars	13.6	10.7
2	Do. Hug River obelisk	23.6	10.0
3	Do. Anchoring Creek obelisk	37.2	9.6
4	Do. Diamond Harbour Telegraph Station	43.4	10.2
5	Do. Bellary Tidal Semaphore	56.6	9.6
6	Do. Mud Point Telegraph Station, east	61.6	9.6
7	Do. Concedly Light-house, west	71.1	9.5
8	Do. Sangar Light-house, east, or E. buoy of Western Channel	81.0	9.9
9	Do. Upper Gasper light vessel or line between Land J. buoys, Western Channel	90.1	9.1
10	Do. Lower Middle Ground buoy or C. M. G. buoy, Western Channel	99.3	9.2
11	Do. Intermediate light vessel or S. C. buoy, Western Channel	107.6	8.3
12	Do. Lower Reef buoy	115.8	8.2

THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port.

YEAR.	SAILING VESSELS.			STEAMERS.			
	Number.	Gross Tonnage.	Average Tonnage.	Number, the Suez Canal.	Gross Tonnage.	Average Tonnage.	
1890	228	369,654	1,621	892	193	2,008,010	2,503
1891	220	378,173	1,537	903	240	2,375,689	2,520
1892	250	461,518	1,614	840	228	2,252,241	2,681
1893	168	282,835	1,683	815	229	2,245,338	2,755
1894	166	293,705	1,769	840	229	2,367,469	2,818
1895	140	231,823	1,677	930	258	2,725,650	2,920
1896	113	181,274	1,694	906	232	2,728,761	3,011
1897	117	295,405	1,772	1,059	235	3,162,574	2,986
1898	116	268,806	1,800	1,115	214	3,428,080	3,074
1899	91	166,192	1,826	1,132	298	3,581,675	3,164
1900	42	64,877	1,511	1,352	204	4,421,559	3,270
1901	31	43,400	1,400	1,308	256	4,504,973	3,444.16
1902	29	39,721	1,369.8	1,292	227	4,493,927	3,478.27
1903	29	42,128	1,326.8	1,311	238	4,737,009	3,613.27
1904	25	37,913	1,363.2	1,458	262	5,484,332	3,761.54
1905	18	27,607	1,333.72	1,554	242	5,799,219	3,731.86
1906	11	17,091	1,331.66	1,584	249	6,101,947	3,852.23
1907	8	13,130	1,678.75	1,516	231	5,936,939	3,840.19
1908	1	1,829	1,829	1,634	236	6,233,949	3,814.14
1909	2	1,514	757	1,583	254	6,060,756	3,823.82
1910	2	437	218.5	1,687	258	6,435,196	3,814.57
1911	1	375	375	1,681	277	6,599,985	3,926.22
1912	1	3,765	3,765	1,744	268	7,048,729	4,041.7
1913	1,629	279	6,825,505	4,189.99
1914	1,191	255	6,255,371	4,195.41

EXCHANGE, PRECIOUS METALS, &c.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1913.

DATE OF MAY.	Tele-graph.	Demand.	Bank Bills, three months.	Credit, six months.	Discount for six months.	Discount for nine months.	Silver price, per oz. in London.	Bank of England.	Bank of England.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
1813.			s. d.	s. d.	s. d.	s. d.											
1st Jan.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	8	5	63.12 1/2	95.00	82.00				
9th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	8	5	63.12 1/2	95.00	82.00				
18th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	8	5	63.12 1/2	95.00	82.00				
24th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	8	5	63.12 1/2	95.00	82.00				
31st Feb.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	8	5	63.12 1/2	95.00	82.00				
18th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	7	5	63.12 1/2	95.16	81.66				
26th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	7	5	63.10	95.16	82.00				
27th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	7	5	63.70	95.16	82.00				
30th Mar.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	7	5	63.70	95.25	82.00				
18th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	7	5	63.76	95.20	82.00				
29th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	7	5	63.63	95.20	82.00				
27th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	7	5	63.63	95.46	82.00				
2nd April	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	29 1/2	7	5	63.10	95.70	83.00				
18th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	7	5	63.12 1/2	95.90	82.00				
17th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	6	5	63.19	95.14	82.84				
26th ..	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	27 1/2	6	4 1/2	64.36	96.26	83.00				

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1913.—(Contd.)

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EXCHANGE.

RELATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1913. —(Gould.)

TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC TRANSFERS
SOLD DURING THE YEAR 1913. Value received.

SOLD DURING THE YEAR 1915.						Value received.	
On Calcutta	...	Rs.	20,17,93,934	6	1	Rs.	13,508,538 11 2
" Bombay	...	"	17,42,68,819	6	6	"	11,065,682 5 1
" Madras	...	"	6,67,15,806	2	8	"	4,463,619 3 11
TOTAL		Rs.	44,27,68,559	15	5	Rs.	29,038,290 0 2

* These figures include T/T issued against gold purchased in transit from Australia and Egypt.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1914.

Date of Mail.	Telegraph.	Pound.	Bank Bills, three months.	Credit six months.	Discount for three months.	Discount for six months.	Silver per oz. in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	India Post Office rate of discount.	Government Securities rate of discount.	Sum.	Rs.	P.
1914.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1st Jan.	H	O	L	I	D	A	Y.	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2	
8th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
15th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
22nd "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
29th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
5th Feb.	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
12th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
19th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
26th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
5th Mar.	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
12th "	H	O	L	I	D	A	Y.	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2	
19th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
26th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
2nd April	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
9th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
16th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
23rd "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
30th "	1	4 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
7th May	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1914. (Contd.)

Date of Mail.	Telegraph.	Pound.	Bank Bills, three months.	Credit six months.	Discount for three months.	Discount for six months.	Silver per oz. in London.	Bank of Bengal rate of discount.	Bank of England rate of discount.	India Post Office rate of discount.	Government Securities rate of discount.	Sum.	Rs.	P.
1914.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
14th May	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
21st "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
28th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
4th June	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
11th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
18th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
25th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
2nd July	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
9th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
16th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
23rd "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
30th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
6th Aug.	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
13th "	H	O	L	I	D	A	Y.	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2	
20th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
27th "	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2
3rd Sept.	1	3 1/2	1	4 1/2	1	4 1/2	1	4 1/2	20 1/2	7	3	63-17 1/2	83-6 1/2	83-4 1/2

* Unsettled.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1914.—(Contd.).

[illegible]

*TOTAL AMOUNT OF INDIA COUNCIL BILLS AND TELEGRAPHIC
SOLD DURING THE YEAR 1914.*

On Calcutta	Rs. 7,62,53 7/16	£ 5,101.49
„ Bombay	„ 974.50.478	„ 6,517.08
„ Madras	„ 453,40,381	„ 3,033.51
	TOTAL RS. 21,50,44 7/8	£14,622.00

RATES OF EXCHANGE DURING THE YEAR 1914.

LOSERS ON FOREIGN MINIMUM RATE OF ALLOTMENT.				LOSERS ON FOREIGN MINIMUM RATE OF ALLOTMENT.					
Moetive Dates.	Council Bill.	Telegraph price per 100 Transfers.	Moetive Dates.	Council Bill.	Telegraph price per 100 Transfers.	Moetive Dates.	Council Bill.	Telegraph price per 100 Transfers.	
Jan	7	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	Feb.	4	1 4 1/2	1 4 1/2
"	14	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	"	11	1 4 1/2	1 4 1/2
"	21	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	"	18	1 4 1/2	1 4 1/2
"	28	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	"	25	1 4 1/2	1 4 1/2
March	4	1 4	1 4 1/2	1 4	1 4 1/2	April	1	1 4	1 4 1/2
"	11	1 4	1 4 1/2	1 4	1 4 1/2	"	8	1 4 1/2	1 4 1/2
"	18	1 4	1 4 1/2	1 4	1 4 1/2	"	15	1 4 1/2	1 4 1/2
"	25	1 4 1/2	1 4 1/2	1 4 1/2	1 4 1/2	"	22	1 4 1/2	1 4 1/2
"						"	29	1 4	1 4 1/2

RATES OF EXCHANGE DURING THE YEAR 1914--(*Contd.*)

[illegible]

Sept.	2	1 34½	1 33½	Oct.	7	1 31½	1 31½	Oct.	7	1 31½	...
"	9	1 34½	1 34½	"	14	1 31½	...	"	14	1 31½	1 31½
"	16	...	1 34½	"	21	1 31½	1 31½	"	21	1 31½	1 31½
"	23	1 31½	1 34½	1 34½	1 34½	"	28	1 31½	1 31½	"	28	1 31½	1 31½
"	30	1 31½	...	1 31½	...	"	"
Nov.	4	1 31½	...	1 34½	1 31½	Dec.	2	1 31½	...	Dec.	9	1 31½	...
"	11	1 31½	...	1 31½	...	"	9	1 31½	1 31½	"	9	1 31½	...
"	18	1 31½	"	16	1 31½	1 31½	"	16
"	25	1 31½	1 31½	"	23	1 31½	...	"	23
						"	30	1 31½	...	"	30

Comparative Statement of the Prices of Rupee Paper ruling in each month in London, Calcutta and Bombay from 1912 to 1914.

MONTHS.	Highest and Lowest.		LOWEST 25% of 54,552.			CULTIVATED 33%.			BOMBAY 25%.		
			1912.	1913.	1911.	1912.	1911.	1912.	1913.	1911.	
	£	¢	£	¢	Rs.	P.	Rs.	P.	Rs.	P.	Rs.
January	Highest	64½	63½	64½	56½	55½	55½	56½	58	55	55
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½
February	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	64½	63½	64½	55½	54½	54½	55½	55½	54½	55½
March	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	64½	63½	64½	55½	54½	54½	55½	55½	54½	55½
April	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	64½	63½	64½	55½	54½	54½	55½	55½	54½	55½
May	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	64½	63½	64½	55½	54½	54½	55½	55½	54½	55½
June	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½
July	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½
August	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	61	60	61	56½	55½	54½	56½	56½	55½	55½
September	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	61	60	61	56½	55½	54½	56½	56½	55½	55½
October	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	62½	61½	62½	55½	54½	54½	55½	55½	54½	55½
November	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½
December	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½
During the year	Highest	64½	63½	64½	56½	55½	55½	56½	58½	55½	55½
	Lowest	63½	62½	63½	55½	54½	54½	55½	55½	54½	55½

N. B.—The rates quoted for rupee paper during the months August–December 1914 were nominal only.

INDIAN GOVERNMENT LOANS.

REGISTERED DEBT.

Total Amount of Registered Debt in India and England, in the 3rd Annual Statement and paid up, the Cash Indebtedness on the last day of each year, and the total of registered security for India and England during 9 years from 1894-95 to 1902-1.

YEAR.	NEW AMOUNT PAID UP.			TOTAL REGISTERED DEBT.			PAID UP.			TOTAL REGISTERED SECURITY.		
	Rs.	£.	s.	Rs.	£.	s.	Rs.	£.	s.	Rs.	£.	s.
1894-5	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1895-6	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1896-7	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1897-8	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1898-9	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1899-0	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1900-1	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1901-2	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1902-3	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1903-4	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11

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DRAWINGS OF THE HOME GOVERNMENT.

AMOUNT OF HOME BILLS paid in England, India and Ceylon, during the years from 1894-95 to 1902-1.

YEAR.	AMOUNT OF BILLS PAID IN INDIA.			AMOUNT OF BILLS PAID IN ENGLAND.			AMOUNT OF BILLS PAID IN CEYLON.			TOTAL.		
	Rs.	£.	s.	Rs.	£.	s.	Rs.	£.	s.	Rs.	£.	s.
1894-5	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1895-6	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1896-7	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1897-8	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1898-9	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1899-0	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1900-1	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1901-2	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1902-3	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11
1903-4	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11	10,22,000	1,96,500	11

The drawings are of the amount of the bills drawn on the Home Government for the purpose of the Indian Government, and the amount of the bills drawn on the Home Government for the purpose of the Indian Government, and the amount of the bills drawn on the Home Government for the purpose of the Indian Government.

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THE SILVER TRADE.

Table of Silver for 20 years from 1894-95 to 1913-14.

Year.	Minted in this country (British Year).		Exports (Private & Government).		Imports (Private & Government).		Net Exports (Private & Government).		Silver Stock in Treasury, (Private & Government).		Average price per ounce of silver in the year.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Price.	Year.
1894-95	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1894-95
1895-96	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1895-96
1896-97	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1896-97
1897-98	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1897-98
1898-99	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1898-99
1899-00	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1899-00
1900-01	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1900-01
1901-02	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1901-02
1902-03	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1902-03
1903-04	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1903-04
1904-05	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1904-05
1905-06	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1905-06
1906-07	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1906-07
1907-08	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1907-08
1908-09	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1908-09
1909-10	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1909-10
1910-11	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1910-11
1911-12	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1911-12
1912-13	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1912-13
1913-14	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	2,000,000	2,000,000	20	1913-14

* Value of Silver in this country is computed from the average price each year of Silver as given by Messrs. Foley and Allen, London. Value of Silver in the United Kingdom is computed from the average price each year of Silver as given by Messrs. Foley and Allen, London. Value of Silver in the United States is computed from the average price each year of Silver as given by Messrs. Foley and Allen, London. Value of Silver in the United States is computed from the average price each year of Silver as given by Messrs. Foley and Allen, London.

THE SILVER TRADE.

Quantity and value of Silver (Private and Government) exported from 1894-95 to 1913-14, and imported from 1894-95 to 1913-14. Also the value of Silver in the Indian States, and Price of Silver in London for 20 years from 1894-95 to 1913-14.

Year.	Imported.		Exported.		Net Imports.		Received into the Mints.		Value of Silver in the Indian States.		Price of Silver in London.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Price.	Year.
1894-95	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1894-95
1895-96	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1895-96
1896-97	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1896-97
1897-98	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1897-98
1898-99	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1898-99
1899-00	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1899-00
1900-01	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1900-01
1901-02	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1901-02
1902-03	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1902-03
1903-04	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1903-04
1904-05	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1904-05
1905-06	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1905-06
1906-07	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1906-07
1907-08	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1907-08
1908-09	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1908-09
1909-10	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1909-10
1910-11	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1910-11
1911-12	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1911-12
1912-13	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1912-13
1913-14	100,000,000	10,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20	1913-14

N. B.—From 1894-95 value shown in £ instead of in Rs.

TRADE OF BENGAL, &c.

INDIGO.

Statement showing the collection and production of Indigo in each Presidency and Province in India, price in the Calcutta Market, during 20 years from 1894-95 to 1913-14.

Year.	Bihar and Orissa.		Punjab.		Central Provinces and Berar.		Mysore.		Bombay and Sindh.		Total.		Princely States and other small States.	
	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.	Area, ares.	Yield, cwt.
1894-95	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1895-96	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1896-97	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1897-98	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1898-99	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1899-00	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1900-01	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1901-02	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1902-03	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1903-04	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1904-05	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1905-06	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1906-07	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1907-08	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1908-09	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1909-10	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1910-11	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1911-12	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1912-13	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400
1913-14	426,100	104,482	124,200	24,000	230,242	41,250	314,500	67,400	1,088,042	257,400	1,088,042	257,400	1,088,042	257,400

N.B.—Figures of area and yield for 1912-14 are subject to revision.

THE INDIGO TRADE.
Statement showing the quantity of the Indigo and value of Indigo in exports by all routes during 14 years from 1901-2 to 1913-14.

YEAR.	Description of Duties.					
	Brit.	Colonial Straits.	Bull.	Red.	Sea Ind.	Sea Foreign.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1901-2	240	273	86,470	—	—	87,533
1902-3	324	42	77,054	—	—	77,423
1903-4	24	—	35,392	—	—	35,368
1904-5	6	—	33,801	—	—	33,806
1905-6	—	—	35,534	—	23	35,557
1906-7	—	—	35,111	—	42	35,153
1907-8	—	—	35,111	—	122	35,233
1908-9	—	—	35,569	—	38	35,607
1909-10	—	—	35,295	—	22	35,317
1910-11	—	—	35,295	—	—	35,295
1911-12	—	—	35,295	—	—	35,295
1912-13	—	—	35,295	—	—	35,295
1913-14	—	—	35,295	—	—	35,295
Total	588	137	352,519	—	185	352,822

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THE INDIGO TRADE.—(Continued.)
Statement showing the quantity and value of Indigo exported from European countries to each foreign country from 1911-2 to 1913-14.

Countries to which exported.	Quantity in Cwt.				Value in Rupees.			
	1911-1912.	1912-1913.	1913-1914.	1913-1914.	1911-1912.	1912-1913.	1913-1914.	1913-1914.
United Kingdom	—	—	—	—	—	—	—	—
Belgium	—	—	—	—	—	—	—	—
France	—	—	—	—	—	—	—	—
Germany	—	—	—	—	—	—	—	—
Holland	—	—	—	—	—	—	—	—
India	—	—	—	—	—	—	—	—
Japan	—	—	—	—	—	—	—	—
Portugal	—	—	—	—	—	—	—	—
Spain	—	—	—	—	—	—	—	—
Sweden	—	—	—	—	—	—	—	—
Switzerland	—	—	—	—	—	—	—	—
United States—Ports on the Atlantic	—	—	—	—	—	—	—	—
United States—Other ports.	—	—	—	—	—	—	—	—
China—Hongkong	—	—	—	—	—	—	—	—
Japan	—	—	—	—	—	—	—	—
Aden and Dependencies	—	—	—	—	—	—	—	—
Other British possessions	—	—	—	—	—	—	—	—
Other foreign countries	—	—	—	—	—	—	—	—
Total	1,408	9,229	8,722	20,575.55	17,54,500	17,72,750	17,72,750	17,72,750

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THE RICE TRADE.

Statement showing the quantity of the *Import Trade of Calcutta in Rice (week-ends) by oil*
value during 11 years from 1884-85 to 1913-14.

YEAR.	DISTRIBUTION OF RICES.					
	Local Sowers.	Local Mills.	Local Mills.	Local Mills.	Local Mills.	Local Mills.
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

CULTIVATION AND PRODUCTION OF JUTE IN BENGAL.

Cultivation and Production of Jute in Bengal (400,000 lbs. per acre) from 1885 to 1914.

YEAR.	BENAL.		BANK AND OTHERS.		E. R. & ASSAM.		COAST BEVEL.		N. P. & B.		UPPER MIDDLE.		TOTAL.	
	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.
1885
1886
1887
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900
1901
1902
1903
1904
1905
1906
1907
1908
1909
1910
1911
1912
1913
1914

*The figures up to 1900 and from 1911 relate to Assam only; the figures for Patna Band for these years have not been included in the total.

Figures for 1914 are subject to revision.

THE JUTE TRADE.
Statement showing the quantity of the *Interim Import Trade of Jute in Java (RAW)* by all routes,
during 11 years from 1900 to 1911.

YEAR.	Route.	Imported quantity.			Exported quantity.			Total.		
		Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.
Total		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1901		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1902		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1903		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1904		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1905		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1906		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1907		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1908		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1909		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1910		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1911		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1912		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1913		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445
1914		1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445	1,122,445

THE JUTE TRADE.—(Contd.)
Statement showing the quantity and value of Jute (RAW) exported from *British Possessions to and Foreign Countries*
from 1901 to 1912.

Exported to—	Quantity.				Value in Rupees.			
	1901-12	1902-12	1903-12	1904-12	1901-12	1902-12	1903-12	1904-12
United Kingdom
Denmark
Belgium
Holland
Italy
Southern ports
Northern ports
Spain
United States
Porto Rico
Brazil
Argentina
Peru
Chile
Colombia
Venezuela
Guatemala
Honduras
El Salvador
Costa Rica
Panama
Yemen
Somalia
Other Foreign Countries
Total	161,427,500	872,800	746,430	...	22,45,15,251	26,81,17,683	...	30,04,52,216

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THE JUTE TRADE.—(Contd.)

Statement showing the total Clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1909-10 to 1913-14.

Years, July to June	JUTE.—(A BALE=400 LBS.)				
	London.	DISSOL.	Other places.	Continental Ports.	Total Europe.
	Bales.			Bales.	Bales.
1913-14	451,485	891,401	19,837	1,869,753	3,250,476
1912-13	545,583	1,259,066	15,365	2,228,286	4,048,300
1911-12	611,815	1,119,681	15,838	2,532,250	3,779,684
1910-11	418,154	769,181	14,730	1,798,248	3,000,322
1909-10	414,803	1,136,947	26,579	1,990,806	3,479,135
	REJECTIONS.—(A BALE=400 LBS.)				
1913-14	59,412			30,161	89,573
1912-13	52,333			92,411	144,744
1911-12	54,717			30,889	85,606
1910-11	41,535			41,615	83,150
1909-10	21,889			33,331	55,220
	CUTTINGS.—(A BALE=400 LBS.)				
1913-14	149,528			38,128	179,656
1912-13	55,892			17,743	93,545
1911-12	77,483			14,389	122,072
1910-11	67,295			14,691	81,886
1909-10	99,142			13,743	112,885

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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 1909-10 to 1913-14.

Years, July to June.	JUTE.—(A BALE=400 LBS.)						
	Europe.	America.	Other Ports.	Australia.	China and Japan Ports.	Indian Coasts.	TOTAL ALL COUNTRIES.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1913-14	3,250,476	361,961	25,298	3,637,735
1912-13	4,019,309	355,877	37,665	4,402,851
1911-12	3,779,684	361,483	24,881	4,166,048
1910-11	3,000,322	284,825	13,444	3,298,591
1909-10	3,479,135	301,252	16,175	3,796,562
	REJECTIONS.—(A BALE=400 LBS.)						
1913-14	80,573	36,593	58	117,224
1912-13	144,744	31,665	146,409
1911-12	85,635	9,983	30	95,648
1910-11	83,180	9,154	225	92,559
1909-10	55,220	12,000	175	67,395
	CUTTINGS.—(A BALE=400 LBS.)						
1913-14	179,656	258,551	122	437,729
1912-13	93,545	295,788	3,597	392,930
1911-12	92,072	270,628	1,854	364,554
1910-11	81,886	24,767	3,353	129,906
1909-10	73,885	68,620	3,481	145,416

THE JUTE TRADE.—(Contd.)

Statement of Quantities of Jute, Jute Rejections, and Cuttings from the Port of Calcutta in bales (a bale = 400 lbs.) during 25 years, from 1889-90 to 1913-14.

Year, July to June.	Jute.		Rejections.		Cuttings.		Total Bales.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	
1889-90	2,543,771	18,464	511,702	3,103,940			
1890-91	2,787,852	61,192	571,506	3,421,550			
1891-92	1,732,767	23,848	292,006	1,988,687			
1892-93	2,630,428	10,968	411,867	3,063,023			
1893-94	2,243,968	57,369	244,700	2,558,037			
1894-95	3,964,651	56,826	468,576	4,590,053			
1895-96	3,694,333	53,269	343,428	4,101,170			
1896-97	2,839,000	80,846	373,661	3,293,506			
1897-98	3,726,930	58,751	415,465	4,201,146			
1898-99	2,441,974	22,137	296,714	2,760,825			
1899-00	2,239,822	47,167	291,483	2,599,472			
1900-01	3,406,612	50,798	315,269	3,772,679			
1901-02	3,750,098	81,062	481,216	4,312,406			
1902-03	2,974,102	18,676	236,636	3,253,414			
1903-04	3,441,449	60,577	266,734	3,771,760			
1904-05	3,454,728	44,713	326,075	3,825,516			
1905-06	3,770,226	63,343	362,788	4,196,357			
1906-07	3,411,642	61,350	331,341	3,804,333			
1907-08	3,392,476	68,686	402,313	3,863,475			
1908-09	3,975,759	55,258	599,504	4,630,521			
1909-10	3,796,562	67,295	445,416	4,309,273			
1910-11	3,298,591	92,550	394,551	3,785,692			
1911-12	4,166,048	95,648	439,916	4,691,612			
1912-13	4,402,802	116,129	392,830	4,911,761			
1913-14	3,637,755	117,224	437,739	4,192,718			

N.B.—Including Cuttings from 1901-02.

TEA CULTIVATION IN INDIA.

Statement showing the progress of Tea Cultivation in the Province during 20 years, from 1894 to 1913.

Years.	Assam.		Sikkim and Nipal Valley.		Bihar and Orissa.		Bengal.		United Provinces.		Panjab.		Males.		Tamil Nadu.		Total India.	
	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.
1894	880	134,284	141,672	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1895	1,106	132,660	131,185	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1896	1,201	130,670	131,185	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1897	1,400	170,428	128,890	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1898	1,420	191,174	131,260	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1899	1,470	195,615	132,225	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1900	1,470	195,615	132,225	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1901	1,492	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1902	1,421	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1903	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1904	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1905	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1906	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1907	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1908	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1909	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1910	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1911	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1912	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1913	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
1914	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217
20 years	1,406	202,852	132,842	14,212	—	—	86,445	5,401	5,401	5,401	5,401	5,401	6,012	9,070	3,607	13,217	3,607	13,217

TEA PRODUCTION IN INDIA.

Statement showing the progress of Tea Production in the Principal Districts during 29 years, from 1891 to 1913.

Years.	Bamoun.		Bamoun (Cachar and Valley).		Bihar and Assam.		Bengal.		Central Provinces.		Dungl.		Malabar.		Tamil Nadu.	
	lbs.	mt.	lbs.	mt.	lbs.	mt.	lbs.	mt.	lbs.	mt.	lbs.	mt.	lbs.	mt.	lbs.	mt.
1891	32,284	26,338	433	36,892	551	...	31,000,367	1,908,088	2,010,716	1,677,431	2,297,457	14,615,562
1895	70,658	58,728	93	42,972	551	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1896	75,751	61,201	782	48,333	752	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1897	68,914	56,947	271	81,141	271	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1898	26,072	63,726	231	43,311	106	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1899	67,069	66,892	201	61,307	233	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1900	67,752	75,287	230	61,307	233	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1901	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1902	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1903	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1904	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1905	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1906	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1907	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1908	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1909	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1910	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1911	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1912	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562
1913	63,417	72,339	214	62,363	274	...	38,651,010	2,293,107	1,952,103	651,658	2,799,286	14,615,562

THE TEA TRADE.

Statement showing the quantity of the Internal Import Trade of Ceylon in Tea by all routes during 14 years from 1900-01 to 1913-14.

YEAR.	Bent.		Internal Steamer.		Rail.		Road.		Sea (Coasting).		Sea (Foreign).		Total.	
	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.	Mts.
1900-1	1,201,077	810,494	2,201,710	...
1901-2	943,070	798,084	1,570,034	...
1902-3	230	812,570	1,900,273	...
1903-4	1,083,273	1,083,273	2,082,112	...
1904-5	1,201,079	801,144	2,083,901	...
1905-6	6,777	740,427	2,083,901	...
1906-7	3	825,096	2,083,901	...
1907-8	2	825,096	2,083,901	...
1908-9	831,047	2,083,901	...
1909-10	882	1,180,303	2,083,901	...
1910-11	10	1,231,809	2,083,901	...
1911-12	3	1,312,113	2,083,901	...
1912-13	1,356,750	2,083,901	...
1913-14	1,313,401	2,083,901	...

Country from 1912 to 1914.

TEA EXPORTS FROM BENGAL.—(*Contd.*)

Statement showing the Quantity and Value of Indian P. c. (Bh. 24, exported from B. 1902 to each Foreign Country from 1911-12 to 1913-14.

Total.

TEA EXPORTS FROM INDIA.

Statement of Total Exports of Indian Tea from India showing share of each Presidency during 25 years, from 1889-90 to 1913-14.

Year.	QUANTITY IN LBS.					TOTAL
	Bengal.	Bombay.	Madras.	Sind.	Burma.	
1889-90	101,729,430	978,436	561,115	124,772	22,521	103,769,166
1890-91	104,545,622	788,176	912,504	763,465	5,686	107,014,103
1891-92	115,789,479	2,018,695	1,025,729	681,581	37,323	120,149,406
1892-93	111,423,467	1,953,726	1,392,604	505,845	118,987	114,726,453
1893-94	121,115,722	2,433,621	1,775,812	598,330	118,530	126,330,715
1894-95	125,000,733	2,828,716	2,239,086	1,067,320	53,172	129,099,336
1895-96	130,495,190	3,900,293	2,510,020	674,793	89,866	137,710,316
1896-97	141,235,822	3,113,217	2,686,037	593,341	61,021	148,998,461
1897-98	145,303,630	1,983,315	3,242,979	834,754	17,019	151,437,817
1898-99	149,452,667	3,701,443	3,661,319	617,883	37,918	157,450,622
1899-1900	167,906,152	2,699,861	4,119,290	291,079	61,742	175,038,137
1900-01	182,216,732	2,625,880	4,085,136	339,660	27,652	190,303,400
1901-02	171,197,310	2,879,321	5,251,190	313,381	49,569	179,684,032
1902-03	179,918,292	3,713,591	6,182,215	222,186	32,220	181,429,138
1903-04	192,880,776	3,399,606	8,714,706	14,362	68,375	191,919,112
1904-05	222,133,131	3,165,162	11,968,297	449	6,160	224,422,849
1905-06	195,974,394	2,212,268	11,968,297	449	6,160	210,208,357
1906-07	196,033,805	1,719,683	12,629,554	1,462	9,957	210,383,401
1907-08	216,625,210	1,685,696	13,023,177	1,466	53,509	231,338,059
1908-09	230,049,419	2,364,670	13,023,177	1,466	53,509	245,441,241
1909-10	235,282,081	1,279,791	13,023,177	1,466	53,509	250,018,024
1910-11	232,126,100	1,374,716	17,091,516	1,466	53,509	251,047,307
1911-12	232,126,100	1,374,716	17,091,516	1,466	53,509	251,047,307
1912-13	232,126,100	1,374,716	17,091,516	1,466	53,509	251,047,307
1913-14	232,126,100	1,374,716	17,091,516	1,466	53,509	251,047,307

* Separately enumerated from April 1902.

TEA MOVEMENTS IN LONDON.
Comparative Statement of Movements of Tea Black and Green in London during the calendar years 1914 and 1913.

Year.	Tea.	Indian.		Ceylon.		Assam.		China.		Total.	
		No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.	No.	Lbs.
January - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
February - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
March - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
April - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
May - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
June - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
July - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
August - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
September - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
October - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
November - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
December - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
Total - 1914	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
January - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
February - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
March - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
April - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
May - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
June - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
July - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
August - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
September - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
October - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
November - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
December - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475
Total - 1913	Black	12,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475	1,204,475

N.B.—Previous British Warehouse figures are not included in this statement.

BENGAL OPIUM.

Statement showing the Quantity, Average Price, and Gross Proceeds of Bengal Opium sold during 23 years, from 1890 to 1914.

YEAR.	Quantity.	Average Price.		Gross Proceeds.	
		Rs.	As. P.	Rs.	As. P.
	Chests.				
1890 ...	57,000	1,054	3 0	6,00,88,730	0 0
1891 ...	57,000	1,037	3 0	5,91,19,695	0 0
1892 ...	51,426	1,200	13 7	6,17,54,945	0 0
1893 ...	43,704	1,154	9 8	5,04,60,835	0 0
1894 ...	41,040	1,247	12 10	5,12,60,890	0 0
1895 ...	37,260	1,414	2 0	5,26,90,470	0 0
1896 ...	39,000	1,311	14 11	5,11,65,550	0 0
1897 ...	39,000	1,048	12 3	4,09,01,985	0 0
1898 ...	39,000	1,016	7 2	3,96,41,495	0 0
1899 ...	40,800	1,159	6 0	4,73,02,560	0 0
1900 ...	44,400	1,369	11 5	6,08,15,360	0 0
1901 ...	48,000	1,326	3 1	6,36,57,475	0 0
1902 ...	48,000	1,154	0 6	5,53,93,530	0 0
1903 ...	48,000	1,335	2 1	6,40,86,370	0 0
1904 ...	48,000	1,615	12 8	7,75,58,170	0 0
1905 ...	48,000	1,498	4 4	7,19,17,010	0 0
1906 ...	52,800	1,370	8 11	7,23,65,450	0 0
1907 ...	50,400	1,372	8 5	6,91,75,745	0 0
1908 ...	46,800	1,387	5 8	6,49,28,400	0 0
1909 ...	43,200	1,388	8 8	5,99,85,100	0 0
1910 ...	39,600	2,673	1 7	10,58,54,815	0 0
1911 ...	20,440	2,811	9 1	8,27,72,374	0 0
1912 ...	19,900	2,970	10 10	5,91,16,564	3 6
1913 ...	9,000	2,379	4 3	2,14,13,400	0 0
1914 ...	11,848	1,598	14 0	1,89,43,520	2 11

BENGAL OPIUM.—(contd.)

Statement showing the Quantity, Average Price and Gross Proceeds of Bengal Opium sold each month during 1913 and 1914.

Months.	Quantity in Chests.	Average Price.		Gross Proceeds.	
		Rs.	As. P.	Rs.	As. P.
January ... 1913	1,100	1,835	8 0	20,19,050	0 0
February ...	1,100	2,300	0 4	25,30,025	0 0
March ...	1,100	3,630	0 0	39,93,000	0 0
April ...	1,100	3,011	0 0	33,12,100	0 0
May ...	525	2,991	6 0	17,10,825	0 0
June ...	525	2,486	0 0	13,79,420	0 0
July ...	525	2,110	10 5	12,13,625	0 0
August ...	525	2,066	2 1	10,80,575	0 0
September ...	525	2,009	6 3	10,54,900	0 0
October ...	525	1,798	8 4	9,34,120	0 0
November ...	525	1,704	9 8	9,11,450	0 0
December ...	525	1,530	0 0	8,75,750	0 0
Total ...	8,900	2,379	4 3	2,14,13,400	0 0
January ... 1914	1,100	1,546	1 1	17,00,675	0 0
February ...	1,100	1,561	2 6	17,17,375	0 0
March ...	1,100	2,006	0 4	22,06,025	0 0
Private ...	70	1,335	6 3	1,08,877	7 2
April ...	1,100	1,644	0 8	18,08,430	0 0
May ...	1,100	1,591	1 5	17,50,300	0 0
June ...	1,100	1,608	0 1	17,68,850	0 0
Private ...	140	1,230	12 6	2,00,910	2 6
July ...	1,100	1,578	0 4	17,35,825	0 0
August ...	35	1,082	5 7	35,382	0 0
Private ...	1,066	1,212	1 1	12,31,465	0 0
September ...	35	1,014	0 1	35,500	11 4
Private ...	764	160	9 11	12,25,640	0 0
October ...	35	1,004	4 6	36,120	0 0
Private ...	485	100	0 5	7,76,200	0 0
November ...	35	1,005	3 5	36,182	8 10
Private ...	563	1,003	0 10	9,05,725	0 0
December ...	35	1,004	12 8	36,167	15 0
Private ...	808	1,010	2 7	14,45,925	0 0
Grand Total ...	11,848	1,598	14 0	1,89,43,520	2 11

Statement showing the Quantity (in Hundreds of 82½ lbs.) of salt imported into or made in Bengal, and the annual average Price, during 25 years from 1889-90 to 1913-14.

20

Statement showing the annual average retail price of Salt in the following prices during 2014 to 2015.

20:

X_i^*, E_{i-1} From 1957 the prices are in Rupees not decimals of a Rupee nor munda.

PRICE OF RICE (COMMON).

Statement showing the annual average retail price of Common Rice in the following places during 20 years from 1894 to 1913.

Year.	Calcutta.	Bombay.	Madras.	Coimbatore.	Trichy.	Batavia.	Amoy.	Swatow.	Shanghai.	Yokohama.
1894	10.1	11.2	10.5	10.4	10.2	10.1	10.0	9.9	9.8	9.7
1895	10.2	11.3	10.6	10.5	10.3	10.2	10.1	10.0	9.9	9.8
1896	10.3	11.4	10.7	10.6	10.4	10.3	10.2	10.1	10.0	9.9
1897	10.4	11.5	10.8	10.7	10.5	10.4	10.3	10.2	10.1	10.0
1898	10.5	11.6	10.9	10.8	10.6	10.5	10.4	10.3	10.2	10.1
1899	10.6	11.7	11.0	10.9	10.7	10.6	10.5	10.4	10.3	10.2
1900	10.7	11.8	11.1	11.0	10.8	10.7	10.6	10.5	10.4	10.3
1901	10.8	11.9	11.2	11.1	10.9	10.8	10.7	10.6	10.5	10.4
1902	10.9	12.0	11.3	11.2	11.0	10.9	10.8	10.7	10.6	10.5
1903	11.0	12.1	11.4	11.3	11.1	11.0	10.9	10.8	10.7	10.6
1904	11.1	12.2	11.5	11.4	11.2	11.1	11.0	10.9	10.8	10.7
1905	11.2	12.3	11.6	11.5	11.3	11.2	11.1	11.0	10.9	10.8
1906	11.3	12.4	11.7	11.6	11.4	11.3	11.2	11.1	11.0	10.9
1907	11.4	12.5	11.8	11.7	11.5	11.4	11.3	11.2	11.1	11.0
1908	11.5	12.6	11.9	11.8	11.6	11.5	11.4	11.3	11.2	11.1
1909	11.6	12.7	12.0	11.9	11.7	11.6	11.5	11.4	11.3	11.2
1910	11.7	12.8	12.1	12.0	11.8	11.7	11.6	11.5	11.4	11.3
1911	11.8	12.9	12.2	12.1	11.9	11.8	11.7	11.6	11.5	11.4
1912	11.9	13.0	12.3	12.2	12.0	11.9	11.8	11.7	11.6	11.5
1913	12.0	13.1	12.4	12.3	12.1	12.0	11.9	11.8	11.7	11.6

PRICE OF WHEAT.

Statement showing the annual average retail price of Wheat in the following places during 20 years from 1894 to 1913.

Year.	Calcutta.	Bombay.	Madras.	Coimbatore.	Trichy.	Batavia.	Amoy.	Swatow.	Shanghai.	Yokohama.
1894	10.1	11.2	10.5	10.4	10.2	10.1	10.0	9.9	9.8	9.7
1895	10.2	11.3	10.6	10.5	10.3	10.2	10.1	10.0	9.9	9.8
1896	10.3	11.4	10.7	10.6	10.4	10.3	10.2	10.1	10.0	9.9
1897	10.4	11.5	10.8	10.7	10.5	10.4	10.3	10.2	10.1	10.0
1898	10.5	11.6	10.9	10.8	10.6	10.5	10.4	10.3	10.2	10.1
1899	10.6	11.7	11.0	10.9	10.7	10.6	10.5	10.4	10.3	10.2
1900	10.7	11.8	11.1	11.0	10.8	10.7	10.6	10.5	10.4	10.3
1901	10.8	11.9	11.2	11.1	10.9	10.8	10.7	10.6	10.5	10.4
1902	10.9	12.0	11.3	11.2	11.0	10.9	10.8	10.7	10.6	10.5
1903	11.0	12.1	11.4	11.3	11.1	11.0	10.9	10.8	10.7	10.6
1904	11.1	12.2	11.5	11.4	11.2	11.1	11.0	10.9	10.8	10.7
1905	11.2	12.3	11.6	11.5	11.3	11.2	11.1	11.0	10.9	10.8
1906	11.3	12.4	11.7	11.6	11.4	11.3	11.2	11.1	11.0	10.9
1907	11.4	12.5	11.8	11.7	11.5	11.4	11.3	11.2	11.1	11.0
1908	11.5	12.6	11.9	11.8	11.6	11.5	11.4	11.3	11.2	11.1
1909	11.6	12.7	12.0	11.9	11.7	11.6	11.5	11.4	11.3	11.2
1910	11.7	12.8	12.1	12.0	11.8	11.7	11.6	11.5	11.4	11.3
1911	11.8	12.9	12.2	12.1	11.9	11.8	11.7	11.6	11.5	11.4
1912	11.9	13.0	12.3	12.2	12.0	11.9	11.8	11.7	11.6	11.5
1913	12.0	13.1	12.4	12.3	12.1	12.0	11.9	11.8	11.7	11.6

N. B.—From 1907 the prices are in Rupees and decimals of a Rupee per maund.

WHEAT AND LINSEED 1913 and 1914.

	WHEAT.	1913.				1914			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	1) Payment 6 M/S	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	2) Payment 3 M/S	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	England, 1 492 Rs. C	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Price	Calcutta, 1 410 Rs. C	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Per 100 Mds., Rail, Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Freight	Per 100 Mds., Rail, Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Shipping Charge (boat) per Ton.	Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Exports	Bengal	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Bombay	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Sind	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Madras, etc.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Burma	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
TOTAL		1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

	LINSEED.	1913.				1914.			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	1) Payment 6 M/S	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	2) Payment 3 M/S	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	England, 1 410 Rs. C	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Price	Calcutta, per 100 Mds. Small	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	to med. 50, to 60.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Per 100 Mds., Rail, Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Freight	Per 100 Mds., Rail, Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Shipping Charge (boat) per Ton.	Calcutta	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Exports	Bengal	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Bombay	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Sind	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Madras, etc.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
	Burma	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
TOTAL		1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

* Figures for the official years.

RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per 100 mounds, for Wheat and Linseed from Cawnpore to Howrah for 20 years.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
1885	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1886	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1887	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1888	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1889	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1890	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1891	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1892	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1893	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1894	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1895	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1896	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1897	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1898	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1899	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1900	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1901	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1902	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1903	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1904	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1905	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1906	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1907	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1908	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1909	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1910	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1911	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1912	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1913	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11
1914	47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11	8 47 11

1 These rates are for consignments of 310 mounds and over; less than 310 mounds, Rs. 1-5-0 per mound.

2 For annual consignments of 310 mounds per wagon or over.

3 In wagon loads of 400 mds. or over up to 420 mounds, per mound.

4 Subject to a minimum wagon load of 400 mds. per wagon, per mound.

5 In wagon loads of 350 mds. or over per mound.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1913.

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	..	112 6	1 8 9			119 6	1 8 9		
Rapeseed	..	115 0	1 11 3			115 0	1 11 3		
Poppy and Tii	..	117 6	1 13 9			117 6	1 13 9		
Java	..	2 0 0	1 06 3			2 0 0	1 10 3		
Cotton	..	115 0	1 11 3			115 0	1 11 3		
Tea	..	115 0	1 11 3			115 0	1 11 3		
Saltpetre	..	115 0	1 11 3			115 0	1 11 3		
Hides	..	110 0	1 4 3			115 0	1 10 0		
Silk	..	3 0 0	2 0 0			10 0	1 6 3		
Lard and Shellac	..	4 15 0	4 15 0			3 0 0	2 0 0		
Indigo	..	115 0	1 12 6	N/A	N/A	4 15 0	4 15 0		
Tobacco	..	2 0 0	2 0 0			1 15 0	1 12 6		
Turner	..	115 0	1 15 0			2 0 0	2 0 0		
Caster oil	..	115 0	1 15 0			1 15 0	1 15 0		
Gummi	..	115 0	1 12 6			1 15 0	1 12 6		
Safflower	..	0 0 0	0 0 0			1 15 0	1 10 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	..	112 6	1 3 3			117 6	1 3 9		
Rapeseed	..	110 0	1 3 9			115 0	1 11 3		
Poppy and Tii	..	115 0	1 6 3			115 0	1 11 3		
Java	..	110 0	1 3 9			110 0	1 6 3		
Cotton	..	110 0	1 3 9			110 0	1 6 3		
Tea	..	110 0	1 3 9			110 0	1 6 3		
Saltpetre	..	115 0	1 15 0			115 0	1 15 0		
Hides	..	115 0	1 15 0			115 0	1 15 0		
Silk	..	3 0 0	2 0 0			115 0	1 15 0		
Lard and Shellac	..	4 15 0	4 15 0	N/A	N/A	115 0	1 15 0		
Indigo	..	115 0	1 15 0			115 0	1 15 0		
Tobacco	..	2 0 0	2 0 0			115 0	1 15 0		
Turner	..	115 0	1 15 0			115 0	1 15 0		
Caster oil	..	115 0	1 15 0			115 0	1 15 0		
Gummi	..	115 0	1 12 6			115 0	1 12 6		
Safflower	..	0 0 0	0 0 0			115 0	1 10 0		
Catch	..	2 0 0	2 0 0			115 0	1 10 0		

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1913—(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	..	117 6	1 3 9			117 6	1 3 9		
Rapeseed	..	110 0	1 6 3			110 0	1 6 3		
Poppy and Tii	..	112 6	1 8 9			112 6	1 8 9		
Java	..	115 0	1 11 3			115 0	1 11 3		
Cotton	..	110 0	1 6 3			110 0	1 6 3		
Tea	..	110 0	1 6 3			110 0	1 6 3		
Saltpetre	..	115 0	1 15 0			110 0	1 10 0		
Hides	..	115 0	1 15 0			115 0	1 15 0		
Silk	..	3 0 0	2 0 0			115 0	1 15 0		
Lard and Shellac	..	115 0	1 15 0			115 0	1 15 0		
Indigo	..	115 0	1 15 0			115 0	1 15 0		
Turner	..	115 0	1 15 0			115 0	1 15 0		
Caster oil	..	115 0	1 15 0			115 0	1 15 0		
Gummi	..	115 0	1 15 0			115 0	1 15 0		
Safflower	..	115 0	1 15 0			115 0	1 15 0		
Catch	..	2 0 0	2 0 0			115 0	1 15 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	..	117 6	1 3 9			117 6	1 3 9		
Rapeseed	..	110 0	1 6 3			110 0	1 6 3		
Poppy and Tii	..	112 6	1 8 9			112 6	1 8 9		
Java	..	115 0	1 11 3			115 0	1 11 3		
Cotton	..	110 0	1 6 3			110 0	1 6 3		
Tea	..	110 0	1 6 3			110 0	1 6 3		
Saltpetre	..	115 0	1 15 0			110 0	1 10 0		
Hides	..	115 0	1 15 0			115 0	1 15 0		
Silk	..	3 0 0	2 0 0			115 0	1 15 0		
Lard and Shellac	..	115 0	1 15 0			115 0	1 15 0		
Indigo	..	115 0	1 15 0			115 0	1 15 0		
Turner	..	115 0	1 15 0			115 0	1 15 0		
Caster oil	..	115 0	1 15 0			115 0	1 15 0		
Gummi	..	115 0	1 15 0			115 0	1 15 0		
Safflower	..	115 0	1 15 0			115 0	1 15 0		
Catch	..	2 0 0	2 0 0			115 0	1 15 0		

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1914 1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Wheat	1 3 0	0 17 6			1 3 0	0 17 6		
Linnseed	1 3 0	0 17 6			1 3 0	0 17 6		
Espresso	1 3 0	1 0 0			1 3 0	1 0 0		
Jute	1 3 0	1 0 0			1 3 0	1 0 0		
Cotton	1 3 0	1 0 0			1 3 0	1 0 0		
Ten	1 3 0	1 0 0			1 3 0	1 0 0		
Saltpetre	1 3 0	1 0 0			1 3 0	1 0 0		
Hides	1 3 0	1 0 0			1 3 0	1 0 0		
Silk	1 3 0	1 0 0			1 3 0	1 0 0		
Lacdy	1 3 0	1 0 0			1 3 0	1 0 0		
Shells	1 3 0	1 0 0			1 3 0	1 0 0		
Indigo	1 3 0	1 0 0			1 3 0	1 0 0		
Gummi	1 3 0	1 0 0			1 3 0	1 0 0		
Caster Oil	1 3 0	1 0 0			1 3 0	1 0 0		

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Wheat	0 17 6	0 15 0			0 17 6	0 15 0		
Linnseed	0 17 6	0 15 0			0 17 6	0 15 0		
Espresso	1 0 0	0 17 6			1 0 0	0 17 6		
Jute	1 0 0	0 17 6			1 0 0	0 17 6		
Cotton	1 0 0	0 17 6			1 0 0	0 17 6		
Ten	1 0 0	0 17 6			1 0 0	0 17 6		
Saltpetre	1 0 0	0 17 6			1 0 0	0 17 6		
Hides	1 0 0	0 17 6			1 0 0	0 17 6		
Silk	1 0 0	0 17 6			1 0 0	0 17 6		
Lacdy	1 0 0	0 17 6			1 0 0	0 17 6		
Shells	1 0 0	0 17 6			1 0 0	0 17 6		
Indigo	1 0 0	0 17 6			1 0 0	0 17 6		
Gummi	1 0 0	0 17 6			1 0 0	0 17 6		
Caster Oil	1 0 0	0 17 6			1 0 0	0 17 6		

RATES OF FREIGHT IN THE PORT OF CALCUTTA.—1914.—(Contd.)

3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Wheat	1 0 0	0 18 9			1 0 0	0 18 9		
Linnseed	1 0 0	0 18 9			1 0 0	0 18 9		
Espresso	1 2 6	1 1 3			1 2 6	1 1 3		
Jute	1 2 6	1 1 3			1 2 6	1 1 3		
Cotton	1 2 6	1 1 3			1 2 6	1 1 3		
Ten	1 2 6	1 1 3			1 2 6	1 1 3		
Saltpetre	1 2 6	1 1 3			1 2 6	1 1 3		
Hides	1 2 6	1 1 3			1 2 6	1 1 3		
Silk	1 2 6	1 1 3			1 2 6	1 1 3		
Lacdy	1 2 6	1 1 3			1 2 6	1 1 3		
Shells	1 2 6	1 1 3			1 2 6	1 1 3		
Indigo	1 2 6	1 1 3			1 2 6	1 1 3		
Gummi	1 2 6	1 1 3			1 2 6	1 1 3		
Caster Oil	1 2 6	1 1 3			1 2 6	1 1 3		

4th QUARTER.*

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
Rice	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Wheat	1 18 6	1 10 0			1 18 6	1 10 0		
Linnseed	1 18 6	1 10 0			1 18 6	1 10 0		
Espresso	1 18 6	1 2 6			1 18 6	1 2 6		
Jute	1 18 6	1 2 6			1 18 6	1 2 6		
Cotton	1 18 6	1 2 6			1 18 6	1 2 6		
Ten	1 18 6	1 2 6			1 18 6	1 2 6		
Saltpetre	1 18 6	1 2 6			1 18 6	1 2 6		
Hides	1 18 6	1 2 6			1 18 6	1 2 6		
Silk	1 18 6	1 2 6			1 18 6	1 2 6		
Lacdy	1 18 6	1 2 6			1 18 6	1 2 6		
Shells	1 18 6	1 2 6			1 18 6	1 2 6		
Indigo	1 18 6	1 2 6			1 18 6	1 2 6		
Gummi	1 18 6	1 2 6			1 18 6	1 2 6		
Caster Oil	1 18 6	1 2 6			1 18 6	1 2 6		

* In addition to these rates a Surata of 20 per cent. is charged.
† Net.

Statement showing the value (in Tons 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 1909-1910 to 1913-1914.

[illegible]

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA

Statement showing the value (in *Ten 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 1909-1910 to 1913-1914.

	REVENUE DEFICIT					EXPENDITURE				
	1909-10					1910-11				
	1909-10	1910-11	1911-12	1912-13	1913-14	1910-11	1911-12	1912-13	1913-14	1914-15
Imports—Stores—										
Post Office Deficit										
Food & R. & Ry.	708,251	723,000	506,306	570,472	1,121,200	712,040	716,620	908,218	808,281	1,039,934
E. P. & R. & Ry.	60,200	60,000	347,626	65,341	333,550		216,620			
N. W. R. & Ry.	60,200	60,000	347,626	65,341	333,550		216,620			
General R.	1,180	1,180	2,000	4,529	1,760	1,180	1,180	1,180	1,180	1,180
Total Imports	1,409,831	1,444,180	1,155,958	1,241,242	1,790,060	1,423,300	1,434,420	1,810,596	1,610,541	2,081,104
Exports—Stores—										
Indian Stores	17,638	16,329	14,000	14,119	11,652	17,638	16,329	14,000	14,119	11,652
Total Exports	17,638	16,329	14,000	14,119	11,652	17,638	16,329	14,000	14,119	11,652
Net imports of Stores	1,392,193	1,427,851	1,141,958	1,227,123	1,778,408	1,405,662	1,418,091	1,796,596	1,596,422	2,069,452
Transfers—										
Imports—										
Not netted of Trans.										
Grand total net imports	1,392,193	1,427,851	1,141,958	1,227,123	1,778,408	1,405,662	1,418,091	1,796,596	1,596,422	2,069,452

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 Ports of the Presidency of Bengal during ten years from 1904-1905 to 1913-1914.

STEAMERS.

Year	EXTENDED									CLEARED								
	With charges.			In ballast.			Totals.			With charges.			In ballast.			Totals.		
	Tons.	Trans.	No.	Tons.	Trans.	No.	Tons.	Trans.	No.	Tons.	Trans.	No.	Tons.	Trans.	No.	Tons.	Trans.	No.
1904-5	333	963,169	305	767,690	642	1,731,859	948	1,678,113	11	32,882	612	1,609,932						
1905-6	326	910,514	227	676,807	653	1,547,923	610	1,653,488	17	33,611	627	1,801,879						
1906-7	367	1,065,670	221	529,626	591	1,034,994	699	1,681,794	18	35,415	627	1,716,055						
1907-8	332	1,011,192	239	573,223	582	1,033,633	611	1,436,927	20	49,622	531	1,653,889						
1908-9	318	967,407	177	418,808	587	1,043,695	396	1,538,870	32	6,941	568	1,608,839						
1909-10	330	1,006,251	215	561,951	515	1,084,222	582	1,603,830	19	33,203	691	1,747,133						
1910-11	429	1,254,246	269	836,317	746	2,089,693	611	1,748,410	21	52,609	635	1,890,879						
1911-12	405	1,241,018	331	907,596	762	2,157,955	700	2,062,922	38	66,696	747	2,142,553						
1912-13	436	1,359,531	269	870,531	715	2,081,091	945	1,831,596	41	112,708	706	2,061,706						
1913-14	436	1,353,433	246	806,379	622	1,985,782	912	1,821,598	36	173,438	658	1,986,046						

SAILING VESSELS.

ENTERED										CLEARED							
V.A.S.		With charges.		In ballast.				TOTAL.				With charges.		In ballast.		TOTAL.	
Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.	Nov.	Trans.
1931-03	18	17,980	9	11,341	27	29,473	39	31,330						30	31,330		
1934-06	21	17,434	4	3,568	25	21,332	24	19,006	1	1,578	25	21,577					
1936-07	19	14,782				11,782	19	11,739	1	1,685	20	13,417					
1937-08	8	2,633	1	124	9	2,757	15	9,732						15	9,732		
1938-09	8	2,553			8	2,545	9	3,432						9	3,432		
1939-10	9	1,161	1	188	10	1,352	10	1,316						10	1,316		
1940-11	7	980			7	980	7	980						7	980		
1941-12	6	876	1	149	7	1,025	6	888						6	888		
1942-13	8	4,611			8	4,611	6	863						6	863		
1943-14	3	435	3	424	6	869	3	435						3	435		

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 1901-05 to 1913-14.

STEAMERS

YEAR.	EXPORTS.						CLEARANCE.					
	With cargoes.		In ballast.		Total.		With cargoes.		In ballast.		TOTAL.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1901-05.	223	991,169	396	158,778	629	1,152,947	571	1,291,810	12	32,892	583	1,627,811
1905-06.	326	941,514	277	676,469	603	1,617,923	522	1,552,697	17	36,411	599	1,629,808
1906-07.	387	1,074,486	223	656,516	610	1,631,284	541	1,691,246	18	53,145	599	1,678,839
1907-08.	332	1,041,142	280	572,143	612	1,613,285	531	1,435,937	20	60,922	533	1,486,870
1908-09.	311	993,916	265	463,751	576	1,356,291	511	1,193,957	20	59,044	533	1,458,250
1909-10.	332	968,981	265	529,269	597	1,498,250	509	1,620,311	19	53,233	528	1,673,543
1910-11.	418	1,299,390	337	889,002	755	2,188,392	594	1,690,102	20	51,536	611	1,741,638
1911-12.	392	1,298,307	313	882,018	705	2,079,325	681	1,864,183	32	89,182	715	2,003,605
1912-13.	374	1,176,273	312	848,630	686	1,968,903	681	1,989,313	34	112,748	682	1,999,333
1913-14.	411	1,328,066	292	618,954	656	1,947,427	679	1,747,633	36	178,685	683	1,966,318

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.
1901-05.	18	17,969	9	11,184	27	29,153	30	31,329	57	31,303
1905-06.	21	17,311	3	3,811	24	21,188	23	19,886	1	578	24	21,461
1906-07.	19	14,782	19	14,782	19	18,730
1907-08.	8	2,633	1	124	9	2,757	9	9,572	1	1,685	10	9,732
1908-09.	8	2,565	8	2,565	9	3,452	9	3,452
1909-10.	7	809	1	188	8	1,018	10	1,316	10	1,316
1910-11.	7	969	7	969	7	910	7	910
1911-12.	6	876	6	876	6	888	6	888
1912-13.	8	4,011	8	4,011	8	863	8	863
1913-14.	3	133	1	174	4	909	3	837	3	837

AVERAGE PRICES OF STAPLE TRADE COMMODITIES.
Comparative Statement of average prices in India and in the U. K. as Staple Prices, 1894-1913.
for 20 years, from 1894 to 1913.

Year	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Year	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306</																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						

AVERAGE MONTHLY WAGES (IN RUPEES) OF ABLE-BODIED AGRICULTURAL LABOURERS.
Second-half of each year.

Places.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.
Calcutta	18 to 20	18 to 20	18 to 20	18 to 20	18 to 22	20	20	20	15	16
Bombay	11 0 0	11 0 0	11 0 0	11 0 0	12 0 0	11 83	12	12	11 25	13 12	13 12	13 12	12 84	15 42	15	...
Patna	10	10	10 00	10 00	10 00	5 10 0	5 10 0	5 5	5 5	6 5	5 02
Canpur	3 7 0	3 45	3 56	3 56	3 72	3 60	3 87	3 94	3 94	3
Madras	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16	13 to 16
Rangoon	15	12	13	15	15	15	15	15	15	15	13	15	12
Nagpur	5	5	5	5	6	6	8	8	8	8
Buckerganj	10 to 15	10 to 15	10 to 15	8	8	8 5 to 10	8 to 15	7 5	10	12	8 to 10	10 to 12	10	10 to 12
Rajpore	4 0 0	3 0 0	4 0 0	4 0 0	4 0 0	4	4	4	4	4	5	5
Salem	4 3 0	3 31	3 44	3 5	3 44	3 44	3 37	3 44	3 5
Alibabad	75	5 02	5	7	7	7	5 5	5 5	7	6
Delhi	5 02	7 75	7 75	7 5	8	6	8 5	6	6	10	9	9

* Common Mason, Carpenter or Blacksmith.

N.B.—Discontinued from 1909 where left blank.

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IMPORTS INTO BENGAL.

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Note: not showing the quantity of foreign trade. Foreign trade including of Government Stores imported from foreign countries in each of the financial years 1911-12, 1912-13 and 1913-14.

Articles.	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.	2112-13.	2113-14.	2114-15.	2115-16.	2116-17.	2117-18.	2118-19.	2119-20.	2120-21.	2121-22.	2122-23.	2123-24.	2124-25.	2125-26.	2126-27.	2127-28.	2128-29.	2129-30.	2130-31.	2131-32.	2132-33.	2133-34.	2134-35.	2135-36.	2136-37.	2137-38.	2138-39.	2139-40.	2140-41.	2141-42.	2142-43.	2143-44.	2144-45.	2145-46.	2146-47.	2147-48.	2148-49.	2149-50.	2150-51.	2151-52.	2152-53.	2153-54.	2154-55.	2155-56.	2156-57.	2157-58.	2158-59.	2159-60.	2160-61.	2161-62.	2162-63.	2163-64.	2164-65.	2165-66.	2166-67.	2167-68.	2168-69.	2169-70.	2170-71.	2171-72.	2172-73.	2173-74.	2174-75.	2175-76.	2176-77.	2177-78.	2178-79.	2179-80.	2180-81.	2181-82.	2182-83.	2183-84.	2184-85.	2185-86.	2186-87.	2187-88.	2188-89.	2189-90.	2190-91.	2191-92.	2192-93.	2193-94.	2194-95.	2195-96.	2196-97.	2197-98.	2198-99.	2199-00.	2200-01.	2201-02.	2202-03.	2203-04.	2204-05.	2205-06.	2206-07.	2207-08.	2208-09.	2209-10.	2210-11.	2211-12.	2212-13.	2213-14.	2214-15.	2215-16.	2216-17.	2217-18.	2218-19.	2219-20.	2220-21.	2221-22.	2222-23.	2223-24.	2224-25.	2225-26.	2226-27.	2227-28.	2228-29.	2229-30.	2230-31.	2231-32.	2232-33.	2233-34.	2234-35.	2235-36.	2236-37.	2237-38.	2238-39.	2239-40.	2240-41.	2241-42.	2242-43.	2243-44.	2244-45.	2245-46.	2246-47.	2247-48.	2248-49.	2249-50.	2250-51.	2251-52.	2252-53.	2253-54.	2254-55.	2255-56.	2256-57.	2257-58.	2258-59.	2259-60.	2260-61.	2261-62.	2262-63.	2263-64.	2264-65.	2265-66.	2266-67.	2267-68.	2268-69.	2269-70.	2270-71.	2271-72.	2272-73.	2273-74.	2274-75.	2275-76.	2276-77.	2277-78.	2278-79.	2279-80.	2280-81.	2281-82.	2282-83.	2283-84.	2284-85.	2285-86.	2286-87.	2287-88.	2288-89.	2289-90.	2290-91.	2291-92.	2292-93.	2293-94.	2294-95.	2295-96.	2296-97.	2297-98.	2298-99.	2299-00.	2300-01.	2301-02.	2302-03.	2303-04.	2304-05.	2305-06.	2306-07.	2307-08.	2308-09.	2309-10.	2310-11.	2311-12.	2312-13.	2313-14.	2314-15.	2315-16.	2316-17.	2317-18.	2318-19.	2319-20.	2320-21.	2321-22.	2322-23.	2323-24.	2324-25.	2325-26.	2326-27.	2327-28.	2328-29.	2329-30.	2330-31.	2331-32.	2332-33.	2333-34.	2334-35.	2335-36.	2336-37.	2337-38.	2338-39.	2339-40.	2340-41.	2341-42.	2342-43.	2343-44.	2344-45.	2345-46.	2346-47.	2347-48.	2348-49.	2349-50.	2350-51.	2351-52.	2352-53.	2353-54.	2354-55.	2355-56.	2356-57.	2357-58.	2358-59.	2359-60.	2360-61.	2361-62.	2362-63.	2363-64.	2364-65.	2365-66.	2366-67.	2367-68.	2368-69.	2369-70.	2370-71.	2371-72.	2372-73.	2373-74.	2374-75.	2375-76.	2376-77.	2377-78.	2378-79.	2379-80.	2380-81.	2381-82.	2382-83.	2383-84.	2384-85.	2385-86.	2386-87.	2387-88.	2388-89.	2389-90.	2390-91.	2391-92.	2392-93.	2393-94.	2394-95.	2395-96.	2396-97.	2397-98.	2398-99.	2399-00.	2400-01.	2401-02.	2402-03.	2403-04.	2404-05.	2405-06.	2406-07.	2407-08.	2408-09.	2409-10.	2410-11.	2411-12.	2412-13.	2413-14.	2414-15.	2415-16.	2416-17.	2417-18.	2418-19.	2419-20.	2420-21.	2421-22.	2422-23.	2423-24.	2424-25.	2425-26.	2426-27.	2427-28.	2428-29.	2429-30.	2430-31.	2431-32.	2432-33.	2433-34.	2434-35.	2435-36.	2436-37.	2437-38.	2438-39.	2439-40.	2440-41.	2441-42.	2442-43.	2443-44.	2444-45.	2445-46.	2446-47.	2447-48.	2448-49.	2449-50.	2450-51.	2451-52.	2452-53.	2453-54.	2454-55.	2455-56.	2456-57.	2457-58.	2458-59.	2459-60.	2460-61.	2461-62.	2462-63.	2463-64.	2464-65.	2465-66.	2466-67.	2467-68.	2468-69.	2469-70.	2470-71.	2471-72.	2472-73.	2473-74.	2474-75.	2475-76.	2476-77.	2477-78.	2478-79.	2479-80.	2480-81.	2481-82.	2482-83.	2483-84.	2484-85.	2485-86.	2486-87.	2487-88.	2488-89.	2489-90.	2490-91.	2491-92.	2492-93.	2493-94.	2494-95.	2495-96.	2496-97.	2497-98.	2498-99.	2499-00.	2500-01.	2501-02.	2502-03.	2503-04.	2504-05.	2505-06.	2506-07.	2507-08.	2508-09.	2509-10.	2510-11.	2511-12.	2512-13.	2513-14.	2514-15.	2515-16.	2516-17.	2517-18.	2518-19.	2519-20.	2520-21.	2521-22.	2522-23.	2523-24.	2524-25.	2525-26.	2526-27.	2527-28.	2528-29.	2529-30.	2530-31.	2531-32.	2532-33.	2533-34.	2534-35.	2535-36.	2536-37.	2537-38.	2538-39.	2539-40.	2540-41.	2541-42.	2542-43.	2543-44.	2544-45.	2545-46.	2546-47.	2547-48.	2548-49.	2549-50.	2550-51.	2551-52.	2552-53.	2553-54.	2554-55.	2555-56.	2556-57.	2557-58.	2558-59.	2559-60.	2560-61.	2561-62.	2562-63.	2563-64.	2564-65.	2565-66.	2566-67.	2567-68.	2568-69.	2569-70.	2570-71.	2571-72.	2572-73.	2573-74.	2574-75.	2575-76.	2576-77.	2577-78.	2578-79.	2579-80.	2580-81.	2581-82.	2582-83.	2583-84.	2584-85.	2585-86.	2586-87.	2587-88.	2588-89.	2589-90.	2590-91.	2591-92.	2592-93.	2593-94.	2594-95.	2595-96.	2596-97.	2597-98.	2598-99.	2599-00.	2600-01.	2601-02.	2602-03.	2603-04.	2604-05.	2605-06.	2606-07.	2607-08.	2608-09.	2609-10.	2610-11.	2611-12.	2612-13.	2613-14.	2614-15.	2615-16.	2616-17.	2617-18.	2618-19.	2619-20.	2620-21.	2621-22.	2622-23.	2623-24.	2624-25.	2625-26.	2626-27.	2627-28.	2628-29.	2629-30.	2630-31.	2631-32.	2632-33.	2633-34.	2634-35.	2635-36.	2636-37.	2637-38.	2638-39.	2639-40.	2640-41.	2641-42.	2642-43.	2643-44.	2644-45.	2645-46.	2646-47.	2647-48.	2648-49.	2649-50.	2650-51.	2651-52.	2652-53.	2653-54.	2654-55.	2655-56.	2656-57.	2657-58.	2658-59.	2659-60.	2660-61.	2661-62.	2662-63.	2663-64.	2664-65.	2665-66.	2666-67.	2667-68.	2668-69.	2669-70.	2670-71.	2671-72.	2672-73.	2673-74.	2674-75.	2675-76.	2676-77.	2677-78.	2678-79.	2679-80.	2680-81.	2681-82.	2682-83.	2683-84.	2684-85.	2685-86.	2686-87.	2687-88.	2688-89.	2689-90.	2690-91.	2691-92.	2692-93.	2693-94.	2694-95.	2695-96.	2696-97.	2697-98.	2698-99.	2699-00.	2700-01.	2701-02.	2702-03.	2703-04.	2704-05.	2705-06.	2706-07.	2707-08.	2708-09.	2709-10.	2710-11.	2711-12.	2712-13.	2713-14.	2714-15.	2715-16.	2716-17.	2717-18.	2718-19.	2719-20.	2720-21.	2721-22.	2722-23.	2723-24.	2724-25.	2725-26.	2726-27.	2727-28.	2728-29.	2729-30.	2730-31.	2731-32.	2732-33.	2733-34.	2734-35.	2735-36.	2736-37.	2737-38.	2738-39.	2739-40.	2740-41.	2741-42.	2742-43.	2743-44.	2744-45.	2745-46.	2746-47.	2747-48.	2748-49.	2749-50.	2750-51.	2751-52.	2752-53.	2753-54.	2754-55.	2755-56.	2756-57.	2757-58.	2758-59.	2759-60.	2760-61.	2761-62.	2762-63.	2763-64.	2764-65.	2765-66.	2766-67.	2767-68.	2768-69.	2769-70.	2770-71.	2771-72.	2772-73.	2773-74.	2774-75.	2775-76.	2776-77.	2777-78.	2778-79.	2779-80.	2780-81.	2781-82.	2782-83.	2783-84.	2784-85.	2785-86.	2786-87.	2787-88.	2788-89.	2789-90.	2790-91.	2791-92.	2792-93.	2793-94.	2794-95.	2795-96.	2796-97.	2797-98.	2798-99.	2799-00.	2800-01.	2801-02.	2802-03.	2803-04.	2804-05.	2805-06.	2806-07.	2807-08.	2808-09.	2809-10.	2810-11.	2811-12.	2812-13.	2813-14.	2814-15.	2815-16.	2816-17.	2817-18.	2818-19.	2819-20.	2820-21.	2821-22.	2822-23.	2823-24.	2824-25.	2825-26.	2826-27.	2827-28.	2828-29.	2829-30.	2830-31.	2831-32.	2832-33.	2833-34.	2834-35.	2835-36.	2836-37.	2837-38.	2838-39.	2839-40.	2840-41.	2841-42.	2842-43.	2843-44.	2844-45.	2845-46.	2846-47.	2847-48.	2848-49.	2849-50.	2850-51.	2851-52.	2852-53.	2853-54.	2854-55.	2855-56.	2856-57.	2857-58.	2858-59.	2859-60.	2860-61.	2861-62.	2862-63.	2863-64.	2864-65.	2865-66.	2866-67.	2867-68.	2868-69.	2869-70.	2870-71.	2871-72.	2872-73.	2873-74.	2874-75.	2875-76.	2876-77.	2877-78.	2878-79.	2879-80.	2880-81.	2881-82.	2882-83.	2883-84.	2884-85.	2885-86.	2886-87.	2887-88.	2888-89.	2889-90.	2890-91.	2891-92.	2892-93.	2893-94.	2894-95.	2895-96.	2896-97.	2897-98.	2898-99.	2899-00.	2900-01.	2901-02.	2902-03.	2903-04.	2904-05.	2905-06.	2906-07.	2907-08.	2908-09.	2909-10.	2910-11.	2911-12.	2912-13.	2913-14.	2914-15.	2915-16.	2916-17.	2917-18.	2918-19.	2919-20.	2920-21.	2921-22.	2922-23.	2923-24.	2924-25.	2925-26.	2926-27.	2927-28.	2928-29.	2929-30.	2930-31.	2931-32.	2932-33.	2933-34.	2934-35.	2935-36.	2936-37.	2937-38.	2938-39.	2939-40.	2940-41.	2941-42.	
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IMPORTS INTO BENGAL. FOREIGN TRADE.

Statement showing the quantity and value of Foreign Goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.		Value in Rupees.				
	1911-12.	1912-13.	1911-12.	1912-13.	1913-14.		
Provisions and Edible Stores.							
Wheat, 1 bushels, measures, and							
combinations.							
Wheat and 2 bushels (measures)							
Other sorts of provisions.							
Meat.							
Beef.							
Butter.							
Vegetables.							
Onions.							
Chilies.							
Tomatoes.							
Peas.							
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FOREIGN MEASUREMENTS

99

IMPORTS INTO BENGAL

FOREIGN MERCHANDISE

* *Alcohol consumed was inclusive of alcohol up to April 1979.*

IMPORTS INTO BE
FOREIGN TRADE.

Statement showing the quantity and value of Foreign Goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

[illegible]

* These figures prior to April 1912 are inclusive of "oilcake" "Fish" manures.
† Quantity defective prior to 1912-13.

FOREIGN TRADE

Statement showing the quantity and value of Foreign Goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.			Value in Rupees.	
	1911-12.	1912-13.	1913-14.	1912-13.	1913-14.
Menswear—					
Face powder					
Powder (sandalwood) ..	ybs.	1,411,445	3,911,100	5,831,711	9,110,550
" (other)		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery, socks and scarves		22,222,222	22,222,222	22,222,222	22,222,222
" (other)		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and neckties		1,000,000	1,000,000	1,000,000	1,000,000
Suits and coats		1,000,000	1,000,000	1,000,000	1,000,000
Sweaters		1,000,000	1,000,000	1,000,000	1,000,000
Ties and handkerchiefs		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and shirts		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,000,000	1,000,000	1,000,000	1,000,000
Underwear		1,000,000	1,000,000	1,000,000	1,000,000
Footwear		1,000,000	1,000,000	1,000,000	1,000,000
Hosiery and stockings		1,000,000	1,000,000	1,000,000	1,000,000
Socks		1,000,000	1,000,000	1,000,000	1,000,000
Shirts and ties		1,000,000	1,000,000	1,000,000	1,000,000
Trousers and coats		1,			

* Separate figures not available prior to 1912-13.

Statement showing the quantity and value of Foreign Goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

* Figures prior to April 1912 are inclusive of tiles

Statement showing the quantity and value of Foreign Goods (exclusive of Government Stores) imported from Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

* Figures for 1911-12 include Clocks, Time-pieces and Watches, etc.

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1911-12, 1912-13 and 1913-14.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Sugar—						
Sugar, 16 Dutch standard and above .. cwt.	2,228	108	180	26,565	5,785	236
Sugar, 15 Dutch standard and below .. cwt.	37	36	260
Tea—						
Black .. lbs.	249,708,862	255,992,277	265,571,003	11,56,06,221	12,87,15,352	13,33,09,411
Green .. cwt.	1,371,249	725,275	35,869	7,91,321	3,06,751	2,210
Waste .. cwt.	1,906,908	2,713,118	2,915,196	1,66,591	2,08,747	2,41,671
Metals and Manufactures of—						
Hardware and Cutlery (including plated ware) .. cwt.	1,29,365	1,74,101	273,621
Metals & alloys .. cwt.
Brass, Bronze and similar amalgams .. cwt.	1,000	103	...	65,218	3,670	36,381
Chromite of Chromium ore .. tons	...	778	79,288	...	19,239	...
Copper .. tons	...	770	...	69,472	99,915	38,809
Ore .. tons	379	438	580	...	500	231
Oil for remanufacture .. cwt.
Wrought—						
Sheet and other manufactures .. tons	2,136	918	841	1,36,633	71,665	70,281
Iron or Steel .. tons	...	1,982	19	29,631
Ore .. tons	4,818	3,596	1,115	1,29,378	80,925	36,637
Pig Manufactures .. tons	19,901	92,614	82,592	9,08,453	47,06,877	42,36,339
Angle, bolt and rod .. cwt.	11	361
Archers and cables .. cwt.	12	1,119
Hoops and straps .. cwt.	6	755
Nails, screws, rivets and washers .. cwt.	2
Bars and Channels .. cwt.	310	1,281	...
Pipes and fittings .. cwt.
Shells and plates (including galvanised and tinned plates) .. cwt.	2,463	1,983	1,050
Other manufactures of iron or steel .. cwt.	1,288	2,974	3,774
Leads, other metals .. cwt.
Manganese Ore .. tons	69	581	1	145	61,813	373
Tin .. tons	72,291	118	1,192	359	1,230	845
Uranium .. tons	9,18,471	15,21,436	14,77,695
Other articles, metals, bars and slabs .. cwt.

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each official year 1911-12, 1912-13 and 1913-14.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Wrought (including plates or sheets not being tin-plated) .. cwt.	9,8	...	2,542
Zinc or spelter all sorts .. cwt.	94	530	614	373	1,989	4,298
Metals, unmanufactured .. tons	115	92	10	2,312	4,614	750
Ores (unmanufactured) .. tons	2,285
Machinery & Mill-work of all kinds .. tons	46,187	8,993	10,876
Railway Plant and Rolling stock .. tons
Materials for construction (including sleepers of wood) .. cwt.	229	...	1,100	1,100	9,312	20,161
Chemicals and chemical preparations (including chemical minerals and acidulants) .. cwt.
Alum .. cwt.	31	25	64	275	261	261
Arsenic .. cwt.	132	108	85	4,631	4,738	2,445
Soda compounds .. tons	3,179	1,662	1,634	50,000	1,00,549	72,236
Potassium compounds .. tons
Sulphate .. tons	297,196	292,520	292,512	31,39,271	31,48,281	29,94,180
Other sorts .. tons	...	299	1,300	...
Drugs and medicinal .. cwt.	47,529	83,909	47,629
Alum .. cwt.	7	1	2	170	30	69
Asafetida .. cwt.	2	4	7	176	785	345
Nutmeg .. cwt.	...	8,703	4,470	36,350	31,139	...
Opium .. cwt.	35,119	29,072	13,421	6,71,18,296	5,69,59,810	5,69,59,810
Other sorts .. cwt.
Manufatures .. lbs.	6,743,114	1,976,844	4,013,763	5,16,813	83,298	3,09,314
Manufactured .. lbs.	11,211	9,043	11,497	15,018	11,101	15,513
Cigars .. cwt.
Other sorts .. cwt.	411,050	293,328	333,738	59,857	39,710	50,979
Dyeing and Tanning Materials .. cwt.	2,445	1,824	3,380	51,627	42,277	49,995
Indigo .. cwt.	11,494	9,328	8,752	30,57,325	17,84,596	17,74,780
Myristicins .. cwt.	315,083	118,361	1,038,678	22,89,156	25,825,535	...
Sulphur .. cwt.	4,288	4,230	3,583	96,623	61,693	59,494
Turmeric .. cwt.	10,379	11,848	13,554	1,48,078	1,57,470	1,56,993
Other sorts .. cwt.	128	212	2,614	2,097	2,506	13,712

EXPORTS FROM BENGAL

FOREIGN TRADE

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

Indian Produce and Manufactures.						
ARTICLES.	Quantity.		Value in Rupees.			
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Oils.						
Animal (beast)						
Bontal	gals.		1,731			1,306
Miscellaneous	"	921	289	1,637	20,069	16,748
Kerosene	"					
Paraffin	"					
Other kinds	gals.	24,625	15,710	18,326	3,966,610	3,006,882
Castor	"	5,061		298	8,330	2,764
Gum	gals.	1,252,831	841,319	891,309	15,355,335	12,075,906
Cottonseed	"	25,553	20,239	17,835	3,300	12,285
Groundnut	"	5,907	964	97,568	71,042	29,275
Lined	"	218,393	227,237	4,119	11,770	8,525
Other kinds	gals.	25,291	19,781	36,713	1,280	2,079
Til or rapeseed	"	1,137	80,235	394,377	6,136,196	6,936,341
Other kinds	"	693	611	911	1,466	4
Oil cakes	gals.					
Cottonseed	"		4,719			16,320
Groundnut	"			509		1,201
Lined	"	871,762	20,663	671,275	18,457	60,908
Other kinds	"			1,916		3,278
Raw materials.						
Raw materials	"		131,113			39,718
Hides	cuts	2,026	2,024	287	7,875,496	9,520,660
Cattle and Rattans	"	6-4	1,062	885	13,273	13,003
Hides	"					9,119
Raw Manufactures.						
Cotton	gals.	1,315	1,411	74	430,396	1,759,577
Coal	"				1,175	40
Coal.						
Coke	tons	821,288	879,398		721,330	889,608
Coal	"	1,382	1,468	1,885	76,723	88,668
Unmanufactured (other than raw materials).						
Cotton	gals.	7-2	294	586	7,292	5,516
Bottles	"	1,289	1,165	1,268	7,762	7,785
Glass	"	229,213	298,716	367,428	16,222,641	11,687,187
Flax, raw	"	794			150	120
Flax, spun	"					3,000
Flax, raw and spindles (excluding chaff)	"		16,094			
Flax, raw and spindles (including chaff)	"					
Hides, raw	tons		2,152	1,235	2,803	2,800
Hides, raw and spindles (including chaff)	"		224,149	117,645	8,699,133	8,809,923
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,407
Hides, raw and spindles (including chaff)	"					61,407
Hides, raw and spindles (excluding chaff)	"					61,40

EXPORTS FROM BENGAL

FOREIGN TRADE

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

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EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Indian Produce and Manufactures.						
Seeds—(fruits)						
Non-essential						
Groundnut	28	8,377	94	258	...	70
Cotton	16,830	31,458	...	31,458
Tea	8,880	13,137	7,611	11,82,235	16,36,218	8,96,620
Other sorts	20,255	2,660	21	1,38,805	30,650	132
Shells and Corals	20,255	2,660	6,736	1,38,805	30,650	62,817
Corals	20,255	2,660	6,736	1,38,805	30,650	62,817
Shells (all sorts)	20,255	2,660	6,736	1,38,805	30,650	62,817
Raw	187,367	164,587	242,961	13,94,001	7,78,708	4,65,012
Chemical or waste	501,699	419,369	412,888	3,41,063	3,18,102	3,62,231
Coconuts	22,173	19,265	27,127	21,308	18,925	41,710
Wild silk, hair, manilla, etc. and skins
Raw	3,658	11,120	...	1,300
Chemical or Waste	5,240	16,291	1,762	27,250	10,153	46,349
Manufactures	17,349	57,942	16,841	47,070	54,800	...
Piece-goods	339,215	312,824	182,867	3,19,721	3,28,869	1,86,660
Goods of silk mixed with other mate.
Other sorts	37,698	16,625	3,619	48,973	21,477	3,619
Spices and illustrative of Natural Science
Stems & Markle
Tallow & stearine (including grease, etc.)	811	1,799	11,322	33,315	63,531	80,431
Wax of all kinds other than paraffine wax, (excluding candles)	56	61	102	1,430	3,537	2,730
Wood and Timber	7,305	4,842	5,771	5,57,805	4,58,121	5,57,801
Teak Wood	83	256	11,193	46,310	17,009	...
Other timber	806	1,526	1,530	1,17,180	1,57,740	1,55,412
Ornamental
Stained
Other kinds	61,063	42,267	62,621
Manufactures of wood and other than furniture & cabinetwork
Raw	661	196	1,068	360	20	530
Piece-goods	8,155	7,052	...	583
Carpets and Rugs	15,562	9,601	241	7,052	...	583
Other sorts	1,973,791	910,577	918,362	11,01,801	12,07,520	12,07,520
Articles manufactured and partly manufactured	21,528	5,725	6,756	16,761	8,535	11,011
Cotton	4,092,713	6,195,746	6,465,529	22,84,142	30,61,501	31,15,006
Text and yarn	32,881	28,148	111,292	20,469	9,446	30,937
Piece-goods	112,821	106,287	150,608	52,042	39,571	88,555
Yarn (unbleached)
White (bleached)

EXPORTS FROM BENGAL.

FOREIGN TRADE.

Statement showing the quantity and value of Country Goods exported to Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Indian Produce and Manufactures.						
Seeds—(fruits)						
Non-essential						
Groundnut	176,432	100,000	163,071	61,288	41,720	55,911
Cotton
Tea	12,657	112	7,808	8,800	...	9,925
Other sorts	335,906	25,411	21,856	53,640	25,621	14,815
Shells and Corals
Corals
Shells (all sorts)
Raw	2,271	1,302	186	3,452	3,630	4,004
Chemical or Waste	18,369	5,128	5,128	13,911	3,691	17,851
Coconuts
Wild silk, hair, manilla, etc. and skins
Raw	257,082,757	396,747,531	397,160,645	7,31,56,618	9,09,411	12,42,56,043
Chemical or Waste	870,083,720	1,000,35,399	1,000,000,000	8,35,01,671	11,03,17,242	15,04,30,235
Coconuts	52,160	68,008	80,655	7,29,115	10,81,862	13,99,501
Wild silk, hair, manilla, etc. and skins	161,190	315,522	152,100	20,948	61,029	20,297
Raw	128	95	461	825	1,755	9,450
Chemical or Waste
Manufactures
Piece-goods
Goods of silk mixed with other mate.
Other sorts
Spices and illustrative of Natural Science
Stems & Markle
Tallow & stearine (including grease, etc.)	21,583	16,491	19,690	9,85,420	10,78,782	10,39,411
Wax of all kinds other than paraffine wax, (excluding candles)
Wood and Timber
Teak Wood
Other timber
Ornamental
Stained
Other kinds
Manufactures of wood and other than furniture & cabinetwork
Raw	182,916	102,815	15,920	11,193	5,311	1,246
Piece-goods	762	7,000	...	807	7,000	...
Carpets and Rugs	7,855	13,761	25,431	27,433	32,601	78,003
Other sorts	1,440	2,301	1,320	6,878	5,715	...
Articles manufactured and partly manufactured
Cotton	86,572	83,853	40,320	61,475	19,828	11,767
Text and yarn
Piece-goods
Yarn (unbleached)
White (bleached)

EXPORTS FROM BENGAL.—(contd.)

FOREIGN TRADE

Statement showing the quantity and value of Country Goods exported by Foreign Countries in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Instruments, Apparatus, &c.	69,124	63,017	31,900
Musical	27,173	4,708	6,350
Other kinds
Jewellery and plate of gold and silver, etc.	10,761	20,003	32,286
Jewellery	4,500	80
Plate of gold and silver	370
Fragrances and perfume
Lace—
Button
Shawl
Other kinds (excluding huckies)
Lacquerware (Indian Manufacture)
Mats and Matting
Paints and Painters' Materials—
Emphite
Other sorts
Painters' Materials
Paper and Pasteboard—
Printing paper
Other kinds of paper
Stationery (excluding paper)
Perfumes—
Musk
Other sorts
Printing and Litho Materials—
Ships, parts of (including lanterns and boats)
Toys and requisites for games
Umbrellas
Articles exported by post
All other Articles of Merchandise—
Manufactured
Unmanufactured
Grand Total Value of Exports	89,913,590	89,875,011	1,02,41,09,333

COASTING TRADE.

IMPORTS

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Foreign Merchandise.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Cotton—	86,380	63,300	1,14,880
Wool—
Yarn and yarn	29,888	59,500	36,218
Woolen manufactures—
Woolen goods—
Grey (unbleached)	77,000	29,603	60,082
White (bleached)	84,578	51,000	28,000
Coloured, printed or dyed	171,629	182,300	203,596
Hosiery and Shawls—
in the piece	11,321	340	6,780
Other sorts of manufactures.
Drugs, Medicines and Narcotics (excluding chemicals)—
Drugs and Medicines—
Tobacco (manufactured)	15,522	5,301	6,963
Dyeing and Tanning Materials—
Alumina dyes
Anthra dyes
Other sorts
Hardware and cutlery
Instruments, apparatus and appliances and parts thereof
Machinery and Millwork
Metals—
Bars
Wrought—
Copper—
Wrought—
Iron—
Wrought—
Articles, cables and knowledge
Shells and plates
Other manufactures of wrought or cast iron or of iron mixed with steel
Lead
Tin
Zinc or spelter
Metals, unmanufactured

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Provisions—						
Fruits and vegetables dried, salted or preserved—						
Mats	27,833	31,959	39,604	3,83,781	3,33,431	4,05,962
Other sorts	9,688	8,556	7,685	1,01,581	9,08,039	2,01,422
Other sorts of provisions—	119	1,250	496	9,195	19,517	1,252
Railway plant and rolling-stock—						
Stalls and coaches—						
Mats				51,300	25,383	37,621
Other sorts				39,343	1,674	4,371
Spices—						
Cloves	1,175,170	723,281	1,111,063	1,23,254	2,93,371	5,12,892
Other sorts	118	8,068		40	1,820	
Sugar (refined)—	2,769		16,471	37,696		1,76,492
All other articles of merchandise—						
Unmanufactured—						
Manufactured				77,389	70,063	23,488
Manufactured				3,26,321	3,67,140	3,90,952
Total Merchandise				31,97,581	35,92,679	34,03,961

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Cattle—						
Bos	1,528,391	1,493,706	1,788,860	3,74,143	3,63,123	4,46,774
Other sorts				1,19,400	11,678	83,627
Goats—						
Unmanufactured	3,609	2,508	929	32,511	21,797	8,257
Manufactures of raw (including rope)	118,591	132,557	117,657	15,54,463	18,35,619	21,96,819
Rugs and tape of sugar (all-India type)	1,318	3,568	5,182	3,062	82,309	74,578
Other—						
Bos	212,639	212,391	181,336	60,02,311	73,30,981	55,82,537
Fowl and game	12,198,611	13,177,241	12,696,447	67,74,119	69,17,535	62,96,441
Manufactures—						
Pice—						
Unmanufactured	56,817,187	49,037,612	36,461,839	1,17,08,382	1,08,72,889	86,09,571
White (dressed)	1,829,915	1,286,620	87,811	2,89,651	2,14,055	1,92,251
Coloured printed (dressed)	1,066,218	2,782,282	882,001	2,28,798	7,40,655	2,73,681
Handkerchiefs and						
Shawls in the piece	1,000	16,600	2,800	1,111	7,833	2,800
Other sorts of manufactures				54,771	78,113	51,711
Drugs, Medicines and Novelties (including chemicals)						
Drugs and Medicines (excluding chemicals)				91,167	1,72,392	1,20,044
Tobacco—						
Unmanufactured	552,002	6,786,010	1,113,062	33,110	8,25,231	1,20,089
Manufactured	96,471	77,409	79,825	1,56,001	1,21,862	1,33,166
Cigars	7,328	38,960	34,671	11,235	20,965	21,290
Other sorts						
Dyeing and Tanning Materials—						
Cutch	22,319	23,180	19,101	6,01,693	5,13,233	5,60,190
Turnery	83,471	91,178	74,008	1,81,881	11,28,017	7,91,207
Other sorts (including lac-dye)	1,540	10,186	5,218	11,892	1,13,797	23,718
Fruits and Vegetables—						
Cucumbers	1,508,213	1,316,689	1,357,706	81,315	60,002	85,561
Custard kernel						
Custard	10,025	5,991	6,202	1,51,393	96,625	96,577
Other sorts				21,282	11,533	20,700
Vegetables, fresh				5,10,629	6,13,616	8,45,402
Grains and Pulse—						
Gram	13,161	27,222	92,617	3,31,431	1,09,098	5,57,288
Rice in the husk (paddy)	12,456	21,919	21,722	27,772	78,277	73,87,492
Rice, not in the husk	190,837	309,913	5,796,779	7,05,397	27,37,412	31,47,503
Pulse	21,162	6,708	36,411	1,11,479	28,917	2,50,409
Wheat	42		218,492	40		12,98,985
Other sorts	2,676	1,263	125,385	7,288	6,288	2,55,000
Grains and pulses	11,282	12,773	18,295	1,36,322	1,63,061	1,92,807
Hardware and Cutlery (including agricultural implements and plated-ware)				2,19,667	3,02,006	5,12,400

IMPORTS.

*Statement showing the quantity and value of Country goods imported conside-
 from Indian Ports into Calcutta in each of the official years 1911-12, 1912-13
 and 1913-14.*

[illegible]

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

[illegible]

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.					Value in Rupees.				
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.	
Apparel (including hosiery, etc., but excluding boots)	3,92,391	3,56,413	7,33,724
Boots and shoes	3,322	3,723	8,915
Books and printed matter (including maps and charts)
Carriages and carts, incl. railway carriages and posts-throed
Cotton	1,28,371	1,56,678	3,06,285
Twist and yarn
Manufactures -
Pine goods -
Grey (unbleached)	7,225,510	6,76,143	8,31,823	13,03,296
White (bleached)	1,245,210	1,171,787	1,379,963	3,11,782
Coloured printed
Dyed	1,85,922	2,39,549	3,57,402
Other sorts of manufactures	1,73,123	1,95,677	2,53,105
Drugs, Medicines and Narcotics (excluding Chemicals)
Drugs and Medicines (excluding Chemicals)	1,76,164	1,91,370	2,57,779
Chemicals
Manufactures -
Glass and glassware	56,982	91,669	72,677
Hardware and Cutlery including agricultural implements and plated ware	1,46,731	1,37,241	1,34,759
Instruments, apparatus and appliances, and parts thereof	5,63,831	7,19,917	6,30,893
Liquors -	4,56,902	3,02,267	3,31,318
Spirits
Other sorts of liquors	62,938	6,610	18,243	1,74,661	1,38,471	1,72,019	...
Machinery and Millwork -	7,181	1,961	9,172	28,309	29,693	40,397	...
Steam engines and parts
Other sorts of machinery	47,296	2,390	8,270	...
Matches	1,46,701	1,81,739	2,15,391
Metals -	1,00,911	1,83,307	1,60,700	1,74,455	1,84,165
Brass
Copper	212	216	332	21,508	11,318	11,479	...
Iron	2,317	2,235	2,819	2,56,100	1,44,632	1,48,486	...
Lead	10,011	28,123	20,000	3,10,906	3,20,663	4,46,376	...
Quicksilver	1,633	2,623	3,087	27,790	36,495	33,614	...
Silver	6,705	11,757	8,818	10,177	16,693	12,103	...
Tin	10,320	6,172	18,212	75,722	66,821	1,40,092	...
Zinc	1,331	712	412	69,195	37,019	29,062	...

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.					Value in Rupees.				
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.	
Wool (Wool)	1,227	2,919	...	1,671	63,294	51,809	27,700
Wool or woolen goods, unmanufactured	1,014	11,481	10,718	51,381
Woolen goods
Woolen goods	79,966	28,811	265,725	43,754	12,818	89,379	...
Other kinds	100,821	78,832	132,087	1,06,986	72,270	1,03,616	...
Other sorts of wool	1,630	172	3,671	3,253	1,706	7,241	...
Wool and wools	89,484	50,896	60,220	...
Woolen goods	3,318	3,134	5,437	89,431	1,17,316	1,50,498	...
Woolen goods and rolling
Woolen goods	5,125	4,107	4,733	50,623	75,825	1,00,143	...
Woolen goods	2,10,683	1,87,313	1,89,203	...
Woolen goods	32,800	17,196	13,551	9,351	10,461	5,628	...
Woolen goods
Woolen goods	16,266	6,138	19,952	1,17,447	75,721	2,02,695	...
Woolen goods	13,192	14,610	3,380	39,800	44,175	11,630	...
Woolen goods, including pers. and sundries	21,891	18,370	12,888	18,173	13,613	10,970	...
All other articles of manufactures	39,725	69,976	1,06,281	...
Unmanufactured	8,05,361	6,92,192	8,51,630	...
Manufactured
TOTAL	70,63,917	69,77,411	90,23,960	...

EXPORTS.

Statement showing the quantity and value of Country Goods exported country to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.				Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.	
Animals, living—							
Horses	...	141	188	181	41,450	53,269	265,530
Other kinds	...	30,262	19,418	62,010	2,14,552	2,00,020	38,400
Apparatus and machinery—							
In the sugar industry
In the rubber industry
In the oil industry
In the cotton industry
In the jute industry
In the paper industry
In the textile industry
In the engineering industry
In the electrical industry
In the chemical industry
In the food industry
In the drug industry
In the medical industry
In the agricultural industry
In the mining industry
In the transport industry
In the communication industry
In the public utility industry
In the service industry
In the entertainment industry
In the recreation industry
In the education industry
In the health industry
In the social industry
In the cultural industry
In the artistic industry
In the literary industry
In the scientific industry
In the technological industry
In the industrial industry
In the commercial industry
In the financial industry
In the legal industry
In the political industry
In the religious industry
In the philosophical industry
In the historical industry
In the geographical industry
In the astronomical industry
In the meteorological industry
In the oceanographical industry
In the zoological industry
In the botanical industry
In the geological industry
In the mineral industry
In the metallurgical industry
In the chemical industry
In the physical industry
In the mathematical industry
In the statistical industry
In the economic industry
In the social industry
In the cultural industry
In the artistic industry
In the literary industry
In the scientific industry
In the technological industry
In the industrial industry
In the commercial industry
In the financial industry
In the legal industry
In the political industry
In the religious industry
In the philosophical industry
In the historical industry
In the geographical industry
In the astronomical industry
In the meteorological industry
In the oceanographical industry
In the zoological industry		

Statement showing the quantity and value of Country Goods exported coastwise to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Quantity.					Value in Rupees.				
	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.
Fruits and Vegetables. —										
Fruit, fresh	...	No.	1,12,29,40	1,52,03,15	1,41,19,09	46,301	55,163	1,89,599
Fruit, dried	1,34,372	17,618	1,25,295
Vegetables, fresh	15,06,015	12,72,084	16,75,744
Cereals and pulses. —										
Cereals	18,51,58	41,19,92	25,152	10,24,581	10,29,429	11,66,770
Pulses	30,106	1,28,997	10,98	30,834	50,14,590	1,87,700
Rice and rice in the husk	1,74,201	1,18,987	413,351	1,12,44,618	121,53,231	70,23,755
Wheat	50,284	20,00,150	4,14,228	31,70,237
Wheat Flour	35,579,290	42,35,68,000	39,29,69,000	33,48,86,361	31,70,237
Maize	10,169	652,159	2,411
Barley	13,723	26,088	19,028	69,993	1,41,150	90,908
Jowar and Bajra	11,136	303
Rajma	15,413	13,643	12,546	81,747	86,951	1,28,029
Other sorts	525	792	201	2,608	5,780
Barbarie and Exotic (including agricultural implements and platted water) —										
Barbarie	5,17,421	3,80,530	5,10,025	...
Hides and Skins. —										
Hides, dressed	3,692	818	771	24,338	70,813
Tanned	27	69	...	5,599	7,685	1,311
Skins, raw	25,919	1,87,738	2,093	88,418	1,32,095
Skins, dressed or tanned	70	128	2	2,570	11,305
In trunks, apparatus, appliances and parts thereof	1,64,861	1,75,175
Raw Jute. —										
Jute	1,263	1,892	...	10,138	22,000
Manufactures of—										
Cotton, hand	16,707,744	73,89,321	75,032,191	1,00,61,075	1,23,62,242	62,82,477
Cotton, chark	...	No.	41,968,330	13,85,47,138	22,22,85,762	31,93,013	21,08,80,140
Cotton, hand and chark	73,772	64,187	1,27,845	12,79,088	1,46,423
Other kinds	415	729	1,621	31,911	9,295	11,747
Leather—										
Unwrought	365	807	700	1,06,173	88,282	83,045
Wrought	13,296	14,845
Manufactures of—										
Saddlery and harness	13,296	14,845
Shoes (except boots and slippers)	35,517	29,675
Metals. —										
Brass (unwrought)	6,641	525	2,357	4,76,627	5,22,435
Copper (unwrought)	1,377	1,369	1,340	1,23,108	1,22,428	1,05,474
Copper (wrought)
Cast (Pig)	40,300	72,225	149,280	1,28,434	1,09,697	3,88,041
Other	4,056	27,677	8,828	38,041	57,714
Metals, unwrought	157	238	128	4,912

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported outside to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Oil.						
Animal						
Essential	1,483	1,833	3,637	21,225	38,783	56,317
Mineral	293,858	270,874	1,90,008	1,16,781	1,28,173	88,772
Paraffin wax, cuts	1	4	1	108	150	113
Other kinds, gals.	11,762	24,331	12,530	17,464	11,800	11,311
Vegetable, not essential.						
Custor	3,088	2,754	3,522	8,586	4,772	7,791
Linseed	37,557	88,431	80,658	1,18,812	1,82,801	1,84,211
Mustard and rape	1,87,119	188,156	175,957	3,58,863	3,78,301	4,32,118
Earl-out	177,862	162,621	166,197	2,31,175	3,11,041	3,63,006
Til or gingelly	1,610	...	665	2,914	...	1,000
Other sorts	30	10	24	187	40	100
Points and colours (finished for painters materials)	321	886	5,965	1,513	4,807	7,148
				3,45,388	1,56,083	4,00,468
Paper and Pateboard.						
Printing paper and en-velopes	56,288	11,929	29,181	11,41,352	8,28,355	5,92,649
Other kinds of paper	75	152	691	12,080	9,377	11,122
Pateboard, mill-board, &c.	1	260	95	1,934	1,834	902
				...	2,291	913
Provisions.						
Bees and hams	212	111	...	120	110	...
Cheese	21,448	36,753	18,061	15,409	27,946	37,527
Fruits and vegetables	3,490	2,997	1,957	2,531	1,115	910
dried, salted or preserved	1,964	3,069	10,046	64,141	81,655	1,00,770
Salted fish (dry)	3,413,552	2,093,881	2,962,209	19,77,869	17,69,882	19,15,592
Dried fish (fresh)	1,212,370	787,123	12,626	2,52,412	1,91,290	1,37,108
Other sorts of provisions	118,665	210,685	261,178	14,81,772	18,08,459	33,71,292
Seeds.						
Essential	12,517	7,183	9,201	1,68,912	1,13,240	1,45,011
Vegetable, not essential.						
Linseed	131	56	127	1,591	971	1,301
Mustard	1,617	1,158	77	37,325	22,536	8,461
Til or gingelly	9,496	4,507	2,629	18,119	11,965	25,061
Groundnut	725	1,315	11,600	1,91,711	1,27,290	1,64,829
Cotton	11	826	...	6,061	4,271	867
Other sorts	1,088	1,968	17	40	85	...
Ships, parts of	2,067	60,161	76,815	62,800
				4,870	1,432	36,229
Silk.						
Raw	15,336	16,376	14,180	1,41,959	1,38,585	79,099
Manufactures.						
Dye-stuffs	9,816	1,453	2,655	13,321	1,885	2,441
Other sorts	21	...	75
Soap	5,494	3,498	3,415	73,016	49,318	51,443

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Country Goods exported outside to Indian Ports from Calcutta in each of the official years 1911-12, 1912-13 and 1913-14.

ARTICLES.	Indian Produce and Manufactures.					
	Quantity.			Value in Rupees.		
	1911-12.	1912-13.	1913-14.	1911-12.	1912-13.	1913-14.
Textiles.						
Woolen	32,174,911	36,124,782	29,911,850	30,82,711	45,82,994	41,18,607
Cottons	28,472	35,061	36,538	15,430	22,390	25,343
Other	1,800,205	1,572,217	808,198	1,64,456	1,60,417	10,162
Other	131,561	291,786	869,831	28,726	31,345	51,036
Other	417,921	119,867	132,887	1,29,964	56,834	36,097
Other	3,363,869	2,883,728	2,491,489	4,19,259	3,92,489	3,47,258
Sugar, refined or crystallized cuts.	29,928	30,128	44,078	3,71,098	3,82,009	5,04,091
Sugar, unrefined	22,853	18,957	11,272	78,838	65,160	55,053
Tea	5,792	6,316	13,276	161,686	1,75,591	1,56,543
Textiles.						
Woolen	4,143,571	5,055,353	3,214,672	26,34,745	27,59,779	17,69,041
Cotton
Other	681,156	944,636	981,417	5,83,039	9,13,925	9,96,422
Wool.						
Wool	31	429	773	3,863	61,889	1,24,497
Other under	1,237	195	300	16,090	13,925	32,309
Manufactures	1,144	2,191	5,329
Manufactures	1,79,459	1,37,788	1,60,514
Other Articles of Mer-Hand.						
Manufactures	4,16,412	2,01,676	4,20,280
Manufactures	6,15,715	6,03,022	5,74,521
TOTAL.	8,07,00,013	18,86,30,100	9,60,92,450

COASTING TRADE.
IMPORTS.

IMPORTS.

Statement showing the quantity and value of Foreign Goods imported coastwise into the Bengal Presidency from Indian Ports in the official years 1912-13 and 1913-14.

Articles and posts whence imported	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Apparel (including haberdashery, millinery, &c., and excluding hosiery)				
From Bombay				
.. Sued	.. Chief post	14,019	...	57,591
.. Karachi	2,100
.. Madras	.. Chief post	4,961
.. Father post	1,801
.. Burma	.. Chief post	41,498
.. Father post	625	...	35,781
.. Bengal	.. All posts	81,406	...	3,35,470
.. Pondicherry	.. All posts	121
Boots and Shoes				
From Bombay				
.. Sued	.. Chief post	1,208	125	...
.. Karachi
.. Madras	.. Chief post
.. Father post	102	265	599
.. Bengal	.. All posts	3	56	821
Arms, Ammunition and Military Stores				
Pistols and parts—thereof				
From Madras				
.. Burma	.. Chief post	75
.. Father post	1,250	...	5,650
.. Bengal	.. All posts	...	150	60
.. Pondicherry	.. All posts
..	80	...
Other arms—				
From Bombay				
.. Sued	.. Chief post	166
.. Madras	.. Father post	50	...	250
.. Bengal	.. All posts
.. Pondicherry	.. All posts
Books and printed matter (including maps and charts)				
From Bombay				
.. Sued	.. Chief post	25	5,951	37
.. Karachi
.. Madras	.. Chief post	11	1,990	1
.. Father post	...	3,105	2,321
.. Burma	.. Chief post
.. Father post	33	11,819	11
.. Bengal	.. All posts	...	275	1,134
..	406	3,657
.. Pondicherry	.. All posts
..	750	...
Building and Engineering materials				
From Bombay				
.. Sued	.. Chief post	...	112	...
.. Karachi
.. Madras	.. Chief post	...	5,800	...
.. Father post
.. Burma	.. Chief post	...	818	1,401
.. Father post
.. Bengal	.. All posts	...	27,624	18,705
.. Pondicherry	.. All posts
From Bombay				
.. Sued	.. Chief post	...	18,285	175
.. Karachi	...	100	...

COASTING TRADE.
IMPORTS.

Stat. ment. showing the quantity and value of Foreign Goods imported coastwise into the General Presidency from Indian Ports in the official years 1912-13 and 1913-14.

Articles and ports whence imported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Carpet ware and Furniture, <i>residual</i> .					
From Bombay	Chief port	2,119	...	357	...
...	Other ports	12
... Bengal	All ports	1,065
From Bombay	Chief port	316	...
... Surat	Karachi
... Barua	Chief port	11,290	1,890
... Bengal	All ports
Carpets and Caris (including railway coverings) and					
ports (including <i>residual</i>).					
From Bombay	Chief port	3,980	...	3,000	...
... Surat	Karachi	300	...	1,000	...
... Madras	Chief port	30,052	...	9,001	...
... Barua	Chief port	1,900
... Bombay	Chief port	60,250	...
... Barua	Other ports	355	...	4,425	...
... Bengal	All ports	32,218	...	25,060	...
... Bihar and Orissa
... Pondicherry	90	...
Chemicals.					
From Bombay	Chief port	...	6,752	...	7,080
... Surat	Karachi
... Madras	Chief port	...	571	...	9,110
... Barua	Other ports	108
... Bengal	All ports	1,210	...	30	...
... Barua	Other ports	32,285
... Pondicherry
... Bihar and Orissa
Cord.					
From Bengal	All ports	...	9,067	211	4,000
Cotton.					
Tail and Yarn					
From Bombay	Chief port	16,620	36,621	25,078	15,300
... Surat	Karachi
... Madras	Chief port	22,230	5,369	12,640	15,000
... Barua	Other ports
... Bombay	Chief port	...	662
... Bengal	Other ports	147,092	1,03,288	216,328	1,55,000
... Pondicherry	All ports	...	20,000	10,800	...
Muslin (muslin).					
From Bombay	Chief port
... Surat	Karachi
... Madras	Chief port
... Barua	Other ports
... Bengal	Other ports	1,137,090	2,56,156	1,520,000	3,40,000
... Pondicherry	All ports	...	20,200	2,730	61,000

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton—				
Manufactures—(unsold.)				
Twisted yarn—				
White, long-staple—				
From Bombay	Chief port	yds. 1,000 330	13,000 143	
.. Sind	Chief port	10,000 2,125	10,000 128	
.. Madras	Chief port	5,200 2,550	...	
.. Burma	Other ports	
.. Bengal	Chief port	345,564 85,337	251,555 72,430	
.. Bihar and Orissa	Other ports	
.. Pondicherry	All ports	803,170 2,46,565	684,140 2,16,085	
..		2,000 300	...	
Coloured, printed or dyed—				
From Bombay	Chief port	yds. 33,982 12,408	19,874 4,328	
.. Sind	Chief port	116 7	152 1,086	
.. Madras	Chief port	
.. Burma	Other ports	
.. Bengal	Chief port	821,928 2,64,549	733,315 2,70,001	
.. Pondicherry	Other ports	
..	All ports	415,925 1,01,875	433,788 1,10,153	
..		52,000 12,200	130,550 25,067	
Handkerchiefs and Shanks in the piece—				
From Bombay	Chief port	No.	
.. Madras	Chief port	
.. Bengal	Chief port	43,620 22,975	48,692 18,251	
..	All ports	...	441 40	
Other sorts—				
From Bombay	Chief port	...	12,102 8,520	
.. Madras	Chief port	
.. Burma	Other ports	
.. Bengal	Chief port	...	2,001 3,390	
.. Pondicherry	Other ports	
..	All ports	...	41,419 24,550	
Drugs, Medicines and Narcotics (excluding Chemicals)				
From Bombay	Chief port	...	35,452 10,770	
.. Sind	Chief port	...	900 300	
.. Madras	Chief port	...	6,150 1,171	
.. Burma	Other ports	
.. Bengal	Chief port	...	633 2,881	
.. Pondicherry	Other ports	
..	All ports	...	486 2,309	
Tobacco—				
Manufactured—				
From Bombay	Chief port	lbs. 72 281	415 1,471	
.. Sind	Chief port	
.. Madras	Chief port	2,200 900	1,250 5,000	
.. Bengal	Chief port	5,197 12,003	6,345 11,320	
.. Pondicherry	Other ports	
..	All ports	250 1,100	220 282	
..		50 63	40 23	

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Dyeing and Tanning Materials				
Acidum Dye—				
From Bombay	Chief port	lbs. 82,702 66,419	78,700 61,718	
.. Madras	Chief port	
.. Bengal	Chief port	100 78	100 59	
.. Bihar and Orissa	Other ports	...	56 40	
Acidum Dyes—				
From Bombay	Chief port	lbs. 21,728 9,858	22,000 10,555	
Other sorts—				
From Bombay	Chief port	cwt. 171 14,672	156 7,545	
.. Madras	Chief port	...	250 1,200	
.. Bengal	Chief port	40 925	87 1,807	
..	Other ports	...	1 1	
Flax—				
Manufactures—				
From Bombay	Chief port	...	555 1,121	
.. Madras	Chief port	...	6,600 35	
.. Bengal	Chief port	...	3,241 1,115	
..	Other ports	
..	All ports	...	287 1,284	
Earthenware and Porcelain (excluding pipes of earthenware)				
From Bombay	Chief port	1,000
.. Madras	Chief port	2,015
.. Bengal	Chief port	15,170
..	Other ports	20
..	All ports	174
Glass and Glassware—				
From Bombay	Chief port	...	2,610 602	
.. Sind	Chief port	...	520 1,100	
.. Madras	Chief port	...	2,365 600	
.. Bengal	Chief port	...	116 61,083	
..	Other ports	...	50,410 315	
..	All ports	...	16,370 9,246	
..		...	25 30	
Gums and Resins—				
From Bombay	Chief port	cwt. 1,560 50,703	1,180 27,154	
.. Bengal	Chief port	216 2,515	...	
..	All ports	
Hardware and Cutlery (including Agricultural implements and plated ware)				
From Bombay	Chief port	...	47,308 87,287	
.. Sind	Chief port	...	9,075 280	
.. Madras	Chief port	...	10,710 11,245	
.. Bengal	Chief port	...	725 725	
..	Other ports	...	71,270 60,881	
..	All ports	...	2,013 2,683	
..		...	1,85,420 2,61,007	
..		...	47 1	

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Instruments, apparatus and appliances and parts thereof				
From Bombay				
Chief port				
Sind		11,251		25,092
Kutch				572
Madras		5,998		3,292
Other ports				76
From Burma		69,751		38,210
Chief port		19,590		128
Other ports				49
From Pondicherry		8,760		30,912
Chief port		80		100
Bihar and Orissa				
Jewellery and plate of gold and silver				
From Bombay				
Chief port		298		2,628
Sind				
Kutch				
Madras		650		2,500
Other ports		299		22,559
From Burma		250		
Chief port				
Other ports				
From Pondicherry				
Chief port		117		1
All ports		16,282		16,241
From Bihar and Orissa				
Liquors—				
Alo, Beer and Patter—				
From Bombay				
Chief port		2	30	290
Sind				475
Kutch				
Madras		1,826	1,515	240
Other ports				602
From Burma		26	64	74
Chief port				128
Other ports				625
From Pondicherry		286	918	1,012
Chief port				2,272
All ports				
Spirits—				
Brandy—				
From Bombay				
Chief port		26	990	32
Sind				1,988
Kutch				28
Madras		2,100		889
Other ports		341	3,119	
From Burma		1	34	
Chief port				34
Other ports		362	1,110	221
From Pondicherry		2	12	2,440
Chief port				
All ports				
Rum—				
From Bombay				
Chief port				
Sind				
Kutch				
Madras		3	50	
Other ports		3	25	
From Burma				
Chief port				
Other ports				
From Pondicherry				
Chief port				
All ports				
Other sorts of Spirits—				
From Bombay				
Chief port		136	2,117	148
Sind				1,590
Kutch				
Madras		30	1,220	180
Other ports				1,316
From Burma		662	2,609	1,100
Chief port				1,630
Other ports				1,815
From Pondicherry		1,114	7,582	1,077
Chief port				11,886
All ports				1,079

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wines—				
From Bombay				
Chief port		358	5,196	210
Sind				9,218
Kutch				210
Madras		115	3,117	10
Other ports				210
From Burma		26	463	2
Chief port				40
Other ports				
From Pondicherry		1,012	5,817	1,231
Chief port				7,548
All ports				365
Other sorts of liquors—				
From Bombay				
Chief port				
Sind				
Kutch				
Madras				
Other ports				
From Burma				
Chief port				
Other ports				
From Pondicherry				
Chief port				
All ports				
From Bihar and Orissa				
Machinery and Mill work—				
Steam Engines and parts—				
Chief port				4,298
Sind				550
Kutch				210
Madras				
Other ports				
From Burma				
Chief port				
Other ports				
From Pondicherry				
Chief port				
All ports				
From Bihar and Orissa				
Other sorts of Machinery—				
From Bombay				
Chief port		2,041,500		25,693
Sind				1,094
Kutch				135
Madras				31,176
Other ports				42,608
From Burma				23,515
Chief port				470
Other ports				12,430
From Pondicherry				50
Chief port				
All ports				
From Bihar and Orissa				
Matches—				
From Bombay				
Chief port				
Sind				
Kutch				
Madras				
Other ports				
From Burma				
Chief port				
Other ports				
From Pondicherry				
Chief port				
All ports				
From Bihar and Orissa				
Metals—				
Brass—				
Wrought—				
From Bombay				
Chief port		1,288	52,203	1,110
Sind				51,185
Kutch				100
Madras		822	41,915	28
Other ports				1,590
From Burma		5,548	98,481	2,697
Chief port				1,065,652
Other ports				16
From Pondicherry		27	725	60
Chief port				2,903
All ports				
From Bihar and Orissa				
Unwrought—				
From Bombay				
Chief port		80	3,417	
Sind				64
Kutch				
Madras				
Other ports				
From Burma				
Chief port				
Other ports				
From Pondicherry				
Chief port				
All ports				
From Bihar and Orissa				

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metal—(wrought.)				
Copper—				
Old, for re-manufacture—				
From Bombay	Chief port cwts. 2,185	1,18,959	176	8,68
“ Madras	Chief port cwts. 10	700	113	7,60
“ Burma	Chief port cwts. 1	25
“ Bengal	Chief port cwts. 12	565	5	180
“ All ports
Unwrought—				
From Bombay	Chief port cwts. 1,017	56,160	82	4,81
“ Madras	Chief port cwts. 124	5,820
“ Bengal	Chief port cwts. 1
“ All ports
Wrought—				
From Bombay	Chief port cwts. 1,255	2,27,668	8	1,083
“ Madras	Chief port cwts. 1	...	10	65
“ Burma	Chief port cwts. 66	4,26	7	385
“ Bengal	Chief port cwts. 2	110	3	180
“ All ports	Chief port cwts. 1	160	24	2,812
Iron—				
Old, for re-manufacture—				
From Bombay	Chief port cwts. 30	190	214	3,000
“ Madras	Chief port cwts. 67	1,200	265	390
“ Burma	Chief port cwts. 62	124
“ Bengal	Chief port cwts. 2,267	5,625	800	2,070
“ Bihar and Orissa	Chief port cwts. 1,280	1,360
“ Pondicherry	Chief port cwts. 4	42
Iron—Cast, Pig—				
From Bombay	Chief port cwts. 30	...	30	300
“ Madras	Chief port cwts. 31
“ Bengal	Chief port cwts. 102	...	310	...
Wrought—				
Articles, cables and knowledge—				
From Bombay	Chief port cwts. 120	1,100	1	8
“ Madras	Chief port cwts. 155	1,572
“ Bengal	Chief port cwts. 1
“ All ports	Chief port cwts. 1
Bar—				
From Bombay	Chief port cwts. 1	...	66	120
“ Madras	Chief port cwts. 1
“ Bengal	Chief port cwts. 1
“ All ports	Chief port cwts. 1
Sheets and plates—				
From Bombay	Chief port cwts. 31	155	136	110
“ Madras	Chief port cwts. 21	265
“ Burma	Chief port cwts. 62	27
“ Bengal	Chief port cwts. 821	2,196	582	5,328
“ All ports	Chief port cwts. 9	70

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 1912-13 and 1913-14.

Articles and ports whence imported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metal—(wrought.)				
From Bombay	Chief port cwts. 2,127	26,865	10,311	83,103
From Bengal	Chief port cwts. 11	176	130	1,230
From Bihar and Orissa	Chief port cwts. 11	176	113	1,282
Other manufactures of wrought or cast iron or of iron mixed with steel—				
From Bombay	Chief port cwts. 270	3,325	380	5,282
“ Madras	Chief port cwts. 11	176	113	1,282
“ Burma	Chief port cwts. 69	326	1,661	21,338
“ Bengal	Chief port cwts. 3,119	39,960	1,661	21,338
“ All ports	Chief port cwts. 3,119	39,960	1,661	21,338
Lead—				
From Bombay	Chief port cwts. 18	810	116	1,675
“ Madras	Chief port cwts. 13,873	1,78,763	19,391	2,66,977
“ Burma	Chief port cwts. 674	11,719	383	6,158
“ Bengal	Chief port cwts. 1	...	11	176
“ Bihar and Orissa	Chief port cwts. 1
Steel—				
From Bombay	Chief port cwts. 6	130	26	2,019
“ Madras	Chief port cwts. 25	690
“ Burma	Chief port cwts. 1,862	13,085	4,777	26,394
“ Bengal	Chief port cwts. 2,186	14,504	1,157	8,292
“ All ports	Chief port cwts. 2,186	14,504	1,157	8,292
Tim—				
From Bombay	Chief port cwts. 62	7,650
“ Madras	Chief port cwts. 31
“ Burma	Chief port cwts. 3,154	2,10,214	1,571	1,63,084
“ Bengal	Chief port cwts. 269	46,806	27	3,780
“ All ports	Chief port cwts. 180	316	82	708
Zinc or Spelter—				
From Bombay	Chief port cwts. 3	60
“ Madras	Chief port cwts. 371	11,633	40	800
“ Burma	Chief port cwts. 6,712	1,22,532	4,983	86,258
“ Bengal	Chief port cwts. 407	2,520	514	9,478
“ All ports	Chief port cwts. 888	6,815	44	1,153
Metals, unmanufactured—				
From Bombay	Chief port cwts. 361	26,010	353	19,636
“ Madras	Chief port cwts. 30	3,470	18	600
“ Burma	Chief port cwts. 43	1,875	12	428
“ Bengal	Chief port cwts. 3	175	1	100
“ All ports	Chief port cwts. 3	175	1	200
Mineral—				
Kerosene—				
From Bengal	All ports gals. 6,548	4,127	4,311	3,700

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 1912-13 and 1913-14.

Articles and ports whence imported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oils—rough.					
Mineral—					
Other kinds—					
From Bombay	Chief port	gals.	1,823	2,435	424
.. Sind	12,640	5,650	1,238
.. Madras	Chief port	..	8,057	5,628	7,581
.. Burma	Chief port	..	10,080	11,567	6,308
.. Bengal	All ports	..	2,219	2,885	2,287
.. Pondicherry	4,467
Other sorts of Oil—					
From Bombay	Chief port	gals.	169	280	..
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
.. Pondicherry
.. Kathiawar
Paints and colours, including painters' materials—					
From Bombay	Chief port
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Paper and Pasteboard—					
From Bombay	Chief port	cwts.
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Perfumery—					
From Bombay	Chief port
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Printing and Lithographic materials—					
From Bombay	Chief port
.. Madras	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Provisions—					
Fruits and vegetables, dried, salted or preserved—					
From Bombay	Chief port	cwts.	34,731	3,52,111	39,473
.. Sind	140	840	..
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
From Bombay	Chief port	cwts.	8,591	3,07,554	7,685
.. Sind

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 1912-13 and 1913-14.

Articles and ports whence imported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Foodstuffs—rough.					
Fruits and vegetables, dried, salted or preserved—					
Other sorts—
From Bombay	Chief port	cwts.
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Other sorts of Provisions—					
From Bombay	Chief port	cwts.	16	154	267
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Railway Plant & Rolling stock—					
From Bombay	Chief port
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Salt—					
From Bombay	Chief port	tons.	476	25,289	208
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Seeds—					
From Bombay	Chief port	cwts.	1	450	..
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Silk & Curries—					
From Bombay	Chief port
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Silk—					
Manufactures—					
From Bombay	Chief port	yds.
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Spices—					
From Bombay	Chief port	lbs.
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar
Chemicals—					
From Bombay	Chief port	lbs.	231,281	2,03,371	1,141,603
.. Sind
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Pondicherry
.. Kathiawar

Articles and ports whence imported.		Foreign Merchandise.				
		1912-13.		1913-14.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Stationery (excluding paper) —						
From Bombay	Chief part	...	3,442	...	18,394	
"	Sind	243	
"	Madræs	Chief part	
"	"	Other parts	
"	Burma	Chief part	...	2,044	...	710
"	"	Other parts	
"	Bengal	All parts	...	11,317	...	58,802
Sugar, 16 Butts standard and above.						
From Bombay	Chief part	cents.	...	326	2,316	
"	"	Karachi	...	11,210	1,505	
"	Madræs	Other parts	
"	Burma	Chief part	8	961	1,555	
"	"	Other parts	61	768	403	
"	Bengal	All parts	4,148	
"	"	Canollyah	
Sugar, 15 Butts standard and below.						
From Bombay	Karachi	cents.	...	1,100	7,625	
"	Burma	Chief part	20	
"	"	All parts	27	
"	Bengal	Chief part	300	
"	"	All parts	20	
Toys and requisites for games —						
From Bombay	Chief part	...	1,068	...	18,555	
"	Sind	Chief part	
"	Madræs	Chief part	
"	Burma	Chief part	...	861	...	
"	"	Other parts	
"	Bengal	All parts	
"	Panicherry	Chief part	
"	"	Other parts	
Wood.						
From Bombay	Chief part	c. tons	...	4	355	
"	Bengal	All parts	...	39	2,858	
Wool —						
Manufactures —						
From Bombay	Chief part	yds.	969	881	...	
"	Madræs	Chief part	...	143	121	
"	Burma	Chief part	1,369	1,508	7,133	
"	Panicherry	Chief part	3,682	
"	Bengal	All parts	
Shawls —						
From Bombay	Chief part	No.	
"	Burma	Chief part	
"	Bengal	All parts	
Other sorts —						
From Bombay	Chief part	112	165	
"	Madræs	Chief part	
"	Burma	Chief part	...	1,475	...	
"	Bengal	Chief part	...	22,312	4,599	
"	Bihar and Orissa	Chief part	

		Foreign Merchandise.			
Articles and ports whence imported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
A. Other articles of merchandise—					
1. Manufactures—					
From Bombay	Chief port	...	7,916	...	5,778
	Other ports	...	260
Madras	Chief port	...	5,151	...	4,379
	Other ports
Burma	Chief port	...	1,165	...	1,196
	Other ports
Bengal	All ports	...	550
Bihar and Orissa	All ports	...	1,359
Kathiawar	Portmader	...	2,987
Pondicherry	Portmader	...	1,018	...	7,040
Manufactures—					
From Bombay	Chief port	...	22,003	...	1,717
	Other ports	...	925	...	7,075
Madras	Chief port	...	1,063	...	3,027
	Other ports	...	283	...	0
Burma	Chief port	...	20,418	...	20,982
	Other ports	...	1,578	...	0
Bengal	All ports	...	11,046	...	10,858
Pondicherry	All ports	...	215
Travancore	Alleppey	...	36
Total Merchandise—					
From Bombay	Chief port	...	20,95,705	...	18,22,150
	Other ports	...	25,628	...	1,59,041
Madras	Chief port	...	1,00,084	...	1,03,723
	Other ports	...	28,418	...	3,018
Burma	Chief port	...	15,86,991	...	15,67,588
	Other ports	...	35,266
Bengal	All ports	...	13,73,341	...	18,03,331
Bihar and Orissa	Alleppey	...	29,706	...	51,561
Pondicherry	Alleppey	...	467	...	1,178
Kathiawar	Portmader	...	116	...	1,985
	Managed	...	1,339
Cochin	Vizaval
	Malayapattam
GRAND TOTAL.		...	51,47,001	...	50,41,550

COASTING TRADE.
IMPORTS.

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

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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 1912-13 and 1913-14.

Articles and ports where imported.		Indian Producers and Manufacturers.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Textiles and Engineering Materials.					
Yarns and Textiles.					
From Bombay	Chief port	No.
	Other ports
Madras	Chief port	...	152,065	10,196	35,000
	Other ports	6,010
Burma	Chief port
	Other ports
Bengal	Chief port	...	486	80	...
	Other ports
Kachinwar	All ports
	Marginal
Yarns and Linens.					
From Bombay	Chief port	cwt.	1,000	1,032	...
	Other ports	...	1,410	1,108	661
Burma	Chief port	...	15	70	...
	Other ports	4,983
Bihar and Orissa	Chief port
Other yarns.					
From Bombay	Chief port
	Other ports	...	295	...	122
Madras	Chief port
	Other ports	...	574
Burma	Chief port	55
	Other ports
Bengal	All ports
Cabinet ware and Furniture.					
From Bombay	Chief port	...	5,932	...	2,815
	Other ports
Sind	Chief port
	Other ports	...	282	...	905
Madras	Chief port	...	4,711	...	30
	Other ports	...	8,442	...	8,312
Burma	Chief port	...	675	...	415
	Other ports	...	2,057	...	3,822
Bengal	All ports	...	386
Bihar and Orissa	Chief port
	Other ports	...	341
Punjab	All ports
Cattles.					
From Bombay	Chief port	Box	...	448	54
	Other ports
Madras	Chief port	...	1,620,520	4,96,000	2,117,281
	Other ports	520,194
Bengal	All ports	...	13,300	0,330	118,000
	Other ports	21,854
Cases and Baitane.					
From Bombay	Chief port	cwt.
	Other ports
Madras	Chief port
	Other ports	...	37	386	62
Burma	Chief port	300	1,665
	Other ports	50
Bengal	All ports	...	1,161	7,561	506
	Other ports	3,410
Carriages and Carts (excluding railway carriages and parts thereof).					
From Bombay	Chief port	740	1,000
	Other ports
Sind	Chief port	2,596	1,000
	Other ports
Madras	Chief port
	Other ports	...	2,624	...	4,800
Burma	Chief port	750	1,345
	Other ports

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 1912-13 and 1913-14.

Articles and ports whence imported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Carrriages and Cabs (excluding railway carriages and carts thereof) (Exempt).					
From Bengal	All ports		3,620		250
" Bihar and Orissa	"				
" Travancore	Alleppey		113		
Chemicals.					
" Kloro Salt					
From Madras	Chief port	cwts.			
" Bengal	All ports		12,612	18,250	5,015
" Soda					
From Bombay	Chief port	cwts.	220	3,000	
" Sulphuric Acid					
From Bengal and Orissa	"				
" Bengal	All ports	cwts.	11	220	
Other stores.					
From Bombay	Chief port				9
" Soda			2,873		4,50
" Madras	Chief port		50		
" Other ports	"				
" Bengal	Chief port		8,750		15,41
" Bihar and Orissa	All ports		1,351		31
Coal.					
From Bengal	Other ports	tons.	2	62	
" Bengal	All ports		19,307	2,068,205	3,42,31
" Chief port	"			27,521	
Coffee.					
From Bombay	Chief port	cwts.	88	1,106	15
" Madras	Chief port		206	12,275	130
" Bengal	Chief port		906	22,912	3,98
" Burma	Chief port		1	65	109
" Travancore	All ports		5	700	4
Colours—Manufactured.					
From Madras	Chief port	cwts.			
" Travancore	Other ports		2,000	32,561	7,71
" Travancore	Alleppey		498	9,417	14
" Bihar and Orissa	"		108	1,805	61
" Travancore	Malappuram				
Manufactures of (excluding ropes).					
From Bombay	Chief port	cwts.			
" Madras	Chief port		179	1,011	
" Bengal	Chief port		37,753	6,66,297	54,23
" Burma	Chief port		2	25	6,00
" Bihar and Orissa	"		1,254	24,068	1,929
" Travancore	Alleppey		72,988	11,41,438	88,608
" Cochin	Malappuram		1,629	2,408	3,086

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 1912-13 and 1913-14.

Articles and ports where imported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Leaves and Barks of Vegetable Fibre (excluding Jute)					
From Bombay	Chief port	ents	109, 472	121	
	Karachi		30	1,569	
	Other ports		1,828	73,314	4,569
Madras	Chief port			1,075	120
	Other ports			9	152
Burma	All ports			2,365	61
Bengal	All ports			8	2,365
Coastal	All ports			2	1,000
Bihar and Orissa	All ports			465	5,185
Cochin	Malappuram				172
Flax					
From Bombay	Chief port	ents.	23,603	7,84,252	20,987
	Other ports				8,80,000
	Karachi		3,813	78,401	120
Sind	Chief port		18,465	6,07,459	18,381
	Other ports			1,74,663	3,80,870
Madras	Chief port		124,043	42,98,811	88,361
	Other ports				23,58,575
Burma	All ports		71,565	18,10,601	61,660
Bengal	All ports		10	135	
Bihar and Orissa	All ports				85
Pondicherry	All ports		193	5,260	1
Tweed and yarns					
From Bombay	Chief port	lbs.	13,028,581	16,87,408	12,081,005
	Karachi				62,87,761
Sind	Chief port		28,280	16,724	
	Other ports			41,750	
Madras	Chief port				2,250
	Other ports				1,111
Burma	Chief port				880
	Other ports		6,275	3,168	9,746
Bengal	All ports		4,210	2,010	1,512
Bihar and Orissa	All ports				
Pondicherry	All ports		20,000	16,285	
Manufactures— Textiles—					
From Bombay	Chief port	yds.	10,607,186	1,08,72,451	20,430,139
	Karachi				28,68,181
Sind	Chief port				1,410
	Other ports		2,440		2,830
Madras	Chief port		5,576	379	
	Other ports		5,576	1,015	
Burma	All ports				2,800
Bengal	All ports		49,100	10,690	
Bihar and Orissa	All ports				4,000
	Other ports				1,250
White—					
From Bombay	Chief port	yds.	1,307,180	2,02,880	1,077,700
	Karachi		6,880	1,485	
Sind	Chief port				40,750
	Other ports				
Madras	Chief port		91,200	21,720	19,570
	Other ports		6,248	1,377	
Burma	All ports				4,100
Bengal	All ports				

COASTING TRADE. IMPORTS

Statement showing the quantity and value of Country Goods imported coastwise from India
Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Fodder, Bran & Pollards (including hay & straw but excluding oil cake) —				
From Madras .. Chief port .. cwt.	8	90	13	15
.. Other ports
.. Burma .. Chief port ..	16,829	32,661	28,400	50,194
.. Other ports
.. Bengal .. Chief port ..	2,555	12,841	2,238	12,541
.. Other ports
.. Bihar and Orissa .. All ports
Oil cake —				
From Bombay .. Chief port .. cwt.	265	1,198	297	1,090
.. Madras .. Chief port	110	391
.. Other ports
.. Bengal .. Chief port ..	190	335	1,162	4,318
.. Other ports
.. Bihar and Orissa .. All ports
Fruits and Vegetables —				
From Bombay .. Chief port .. No.	2,990	172
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port	28	2
.. Other ports
.. Bihar and Orissa .. All ports
Cocoanut, Kernel or Copra —				
From Bombay .. Chief port .. cwt.	1,368,289	67,323	1,584,510	87,260
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port ..	35	480	26	371
.. Other ports
.. Bihar and Orissa .. All ports
Other nuts —				
From Bombay .. Chief port
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port
.. Other ports
.. Bihar and Orissa .. All ports
Vegetable, Fresh —				
From Bombay .. Chief port
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port
.. Other ports
.. Bihar and Orissa .. All ports
Glass and Glassware —				
From Bombay .. Chief port
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port
.. Other ports
.. Bihar and Orissa .. All ports

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from India
Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton and Fabrics —				
From Madras .. Chief port .. cwt.
.. Other ports
.. Bengal .. Chief port ..	7	569
.. Other ports
From Bombay .. Chief port .. cwt.	16	569	2	..
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port ..	22,813	1,41,292	88,215	5,52,026
.. Other ports
.. Bihar and Orissa .. All ports
Wool and Hides —				
From Bombay .. Chief port .. cwt.	2	16
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port
.. Other ports
.. Bihar and Orissa .. All ports
Wheat —				
From Bombay .. Chief port .. cwt.
.. Madras .. Chief port
.. Other ports
.. Bengal .. Chief port
.. Other ports
.. Bihar and Orissa .. All ports

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastside from Indian Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports whence imported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Grain and Pulse—(coastside).				
Wheat Flour—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Other ports—				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bihar and Orissa	Chief port
.. Bengal	All ports
Gums and Resins—				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
Hardware and Cutlery (including agricultural implements and plated-ware)				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
Iron—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Manufactures (including cordage)				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Hides, Raw—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Textiles (including cordage)				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Iron—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Manufactures (including cordage)				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports

COASTING TRADE. IMPORTS.

Statement showing the quantity and value of Country Goods imported coastside from Indian Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports whence imported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hides, dressed or tanned—				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
.. Bihar and Orissa	Chief port
Skins, raw—				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
.. Bihar and Orissa	Chief port
Skins, dressed or tanned—				
From Bombay	Chief port
.. Sind	Karachi
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
.. Bihar and Orissa	Chief port
Horn and Horned—				
From Bombay	Chief port
.. Madras	(Chief port)
.. Burma	Other ports
.. Bengal	All ports
.. Bihar and Orissa	Chief port
Instrument, Apparatus, Appliances and parts thereof—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
.. Bihar and Orissa	Chief port
Iron—				
Unmanufactured—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
Manufactures—				
From Bombay	Chief port
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	All ports
.. Bihar and Orissa	Chief port

COASTING TRADE

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IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and places whence imported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Jewellery and plate of gold and silver.—(Contd.)					
From Madras	Chief port	...	100
" Borna	Chief port
" Bengal	Other ports	...	1,500	...	5,000
" Bengal	All ports
Jute—					
From Madras	Chief port	cwta.	174	174	3,300
" Borna	Chief port
" Bengal	All ports	...	20,348	17,114	1,490
" Bihar and Oriss	All ports	...	2,336	18,712	3,20,633
			134,305	147,400	16,70,000
Manufactures—					
Gumby Bags—					
From Bombay	Chief port	No.	7,500	3,600	1,000
" Sind	Chief port
" Madras	Chief port	...	2,000	450	800
" Madras	Other ports	...	7,000	125	300
" Borna	Chief port	...	260,520	1,482	32,000
" Borna	Other ports	...	14,000	1,05,920	37,725
" Bengal	Chief port
" Bengal	All ports	...	850,388	2,53,487	96,118
" Bihar and Oriss	All ports	...	6,151	1,004	14,102
					2,461
Gumby Cloth—					
From Bombay	Chief port	yds.	275,000	53,151	...
" Madras	Chief port
" Borna	Chief port
" Borna	Other ports	...	12,000
" All ports	840	...
Canvas—					
From Bombay	Chief port	yds.	80	120	...
" Borna	All ports	...	200	500	...
" Bengal	75
" Bengal	71
Rope and Twine—					
From Bombay	Chief port	cwta.	54	298	27
" Sind	Chief port	188
" Borna	Kanada	140
" Borna	Chief port
" All ports	103	2,034	160
" All ports	371
Other seeds—					
From Bombay	Chief port	cwta.	1	300	...
" Bengal	All ports
		
Lac—					
Stick—					
From Bombay	Chief port	cwta.	10,298	2,70,680	1,005
" Borna	Chief port	2,023
" Borna	Other ports	4,174	1,16,092
Other kinds—					
From Bombay	Chief port	cwta.
" Sind	Chief port
" Borna	Chief port	15
" Bengal	All ports	600

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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 1912-13 and 1913-14.

Articles and ports whence imported.		Indian Produce and Manufactures.			
		1913-14.		1914-15.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Liquors—					
Alo, Beer and Porter—					
From Bombay	Chief port	gals.
" Madras	Chief port
" Bengal	All ports	200	50
Spirits—					
From Madras	Chief port	gals.
" Bengal	Other ports	...	1,145	8,162	8,320
" Bengal	All ports	1,350	6,088
Other sorts of liquors—					
From Bengal	All ports	gals.	1,811
" Bengal	All ports	2,988
Machinery and Millwork—					
From Bombay	Chief port	7,674	...
" Madras	Karnali	180	1,188
" Madras	Chief port	630	...
" Madras	Other ports	5,075	65
" Burma	Chief port	46	...
" Bengal	Other ports	8,411
" Bihar and Orissa	All ports	3,060	...
Measures—					
Other kinds—					
From Bombay	Chief port	tons.	6	608	...
" Madras	Chief port	2
" Madras	Other ports	...	628	50,004	1,875
" Burma	Chief port	3,688
" Madras	Other ports	...	4	250	12
" Bihar and Orissa	Chief port	...	3	782	23
" Bengal	All ports	...	68	608	...
" Travancore	Alibey	62
Mats and Matting—					
From Madras	Other ports	S. yds.	181	200	1,052
" Burma	Chief port	...	2,055	625	1,302
" Bihar and Orissa	Chief port	...	100	79	16
" Bengal	All ports	...	181,190	220,010	20,044
" Travancore	Alibey	...	383	501	3,877
Metals—					
Brass—					
Unwrought—					
From Bombay	Chief port	cwt.	90
" Madras	Chief port	...	250	21,250	3
" Madras	Other ports	17
" Burma	Chief port	...	39	3,225	23
" Bengal	All ports	2,144
Wrought—					
From Bombay	Chief port	cwt.	4,424	20,828	3,721
" Madras	Karnali	1,540
" Sind	Chief port
" Madras	Other ports	...	7	880	50
" Madras	Chief port	...	710	27,400	2,011
" Madras	Other ports	...	440	18,000	8
" Burma	Chief port	...	60	2,315	677
" Bengal	All ports	...	1,290	94,531	3,500
" Bihar and Orissa	All ports	12

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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 1912-13 and 1913-14.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals (contd.).—				
Copper—				
Wrought—				
From Bombay ... Chief port cwts.	2,976	1,84,507	1,138	60,309
" Sind ... Chief port "	5	350
" Madras ... Chief port "	2	183
" Burma ... Chief port "	29	2,908	29	1,821
" Bengal ... Chief port "	241	1,217	15	716
" Bengal ... All ports "	54	325	11	490
Iron—				
Cast Pig—				
From Bengal ... All ports cwts.	157	325	133	305
Wrought—				
From Bombay ... Chief port cwts.	240	2,000
" Burma ... Chief port "	632	1,815	304	2,923
" Bengal ... Chief port "	49	52
" Bengal ... All ports "	381	5,057	614	6,479
Other sorts—				
From Bombay ... Chief port cwts.	500	3,773	6	150
" Burma ... Chief port "	189	2,140	422	2,340
" Madras ... Chief port "
" Bengal ... Chief port "	2	10
" Bengal ... All ports "	208	2,079	351	3,689
" Bihar and Orissa ... All ports "	9	154	34	124
Tin—				
Unwrought—				
From Bombay ... Chief port cwts.	5	372
" Burma ... Chief port "	272	20,755	222	55,000
" Bengal ... Chief port "	58	19,110
" Bengal ... All ports "
Wrought—				
From Burma ... Chief port cwts.	395	3,225	170	2,630
" Bengal ... Chief port "
" Bihar and Orissa ... All ports "	90	95	89	400
Metals, Unenumerated—				
From Bombay ... Chief port cwts.	134	3,372	915	8,830
" Madras ... Chief port "
" Bengal ... Chief port "	162	5,420	150	7,040
" Burma ... Chief port "	64	1,420	3	219
" Bihar and Orissa ... All ports "	4	303	7	690
Oil—				
Animal—				
From Andras ... Other ports gals.	8,280	12,285	11,088	7,475
Essential—				
From Bombay ... Chief port gals.	511	31,290	308	16,000

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Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil—(contd.)				
Essential—				
From Burma ... Chief port gals.	300
" Bengal ... Chief port "
" Bihar and Orissa ... All ports "	30
Mineral—				
Kerosene—				
From Burma ... Chief port gals.	56,555,102	1,96,98,990	50,463,893	2,05,69,048
" Bengal ... Chief port "	1,903	1,430	49,417	35,785
" Bengal ... All ports "
Paraffin wax—				
From Burma ... Chief port cwts.	372	6,647	2,122	48,000
Other kinds—				
From Bombay ... Chief port gals.	1,200	3,614
" Madras ... Chief port "
" Bengal ... Chief port "	200	225
" Bengal ... All ports "	3,835,592	20,64,599	4,997,878	26,87,331
" Bengal ... All ports "	24,108	21,997	25,827	27,207
Vegetable, not essential—				
Castor—				
From Bombay ... Chief port gals.
" Madras ... Chief port "
" Burma ... Chief port "
" Bengal ... All ports "	2,884	4,347	2,014	5,732
Coconut—				
From Bombay ... Chief port gals.	6,222	12,500
" Madras ... Chief port "	14,775	38,440
" Madras ... Other ports "	1,223,420	30,85,695	973,582	23,84,798
" Madras ... Chief port "	8,774	16,548	4,554	11,840
" Burma ... Other ports "
" Bengal ... All ports "	41,846	50,141	56,186	1,44,330
" Coochin ... All ports "	44,105	1,04,410	48,045	1,20,894
" Bihar and Orissa ... All ports "	228	1,200
Earth-nut or Ground-nut—				
From Bombay ... Chief port gals.	2,802	6,724	2,157	4,305
" Madras ... Chief port "	302,156	5,80,707	227,650	4,32,847
" Bengal ... Chief port "
" Bengal ... All ports "	84	150	3,670	4,874
Limeoil—				
From Sind ... Chief port gals.
" Bengal ... Chief port "	870	2,400
" Bengal ... All ports "	8,015	7,010
Mustard or Rape—				
From Bombay ... Chief port gals.
" Bengal ... Chief port "	177,381	3,05,085	142,100	3,18,903
" Bengal ... All ports "
" Burma ... Chief port "
" Bihar and Orissa ... All ports "

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 1912-13 and 1913-14.

Articles and ports whence imported			Indian Produce and Manufactures.			
			1912-13.		1913-14.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oil-(gummi)						
Til or Jambul	Chief port	gals.	31	129
From Bombay	Chief port	gals.
Madras	Chief port	gals.
Other ports	Chief port	gals.
Burma	Chief port	gals.	120	220	126	60
Bengal	Chief port	gals.	125	210	218	55
All ports	Chief port	gals.
Kathiawar	Chief port	gals.
Other oils						
From Bombay	Chief port	gals.	70	283	12	12
Sisal	Chief port	gals.
Kanachi	Chief port	gals.
Madras	Chief port	gals.	3,150	5,961	813	1,863
Other ports	Chief port	gals.
Burma	Chief port	gals.	882	1,188	9,132	6,133
Bengal	Chief port	gals.
All ports	Chief port	gals.	13,446	19,041	8,107	13,662
Bihar and Orissa	Chief port	gals.
Cochin	Chief port	gals.	41	140
Mallyapattam	Chief port	gals.
Paints and Colors (including pigments, materials)						
From Bombay	Chief port
Madras	Chief port	...	1,766	...	9,615	...
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
Bihar and Orissa	Chief port
Cochin	Chief port
Mallyapattam	Chief port
One	Chief port
Paper and Parchment -						
Printing Paper	Chief port
From Bombay	Chief port
Madras	Chief port	...	11	200	10	100
Other ports	Chief port
Burma	Chief port	...	9	200
Bengal	Chief port	...	2	100
Bihar and Orissa	Chief port	...	363	5,313	2	20
All ports	Chief port	10	50
Writing Paper and Envelopes						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Other kinds of paper						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Kanachi	Chief port
Parchment, &c.						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Kanachi	Chief port
Tea and Coffee						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Kanachi	Chief port

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 1912-13 and 1913-14.

Articles and ports whence imported			Indian Produce and Manufactures.			
			1912-13.		1913-14.	
			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Pepper						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Kathiawar	Chief port
Pink, Tur and Hummer						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Peppermint						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Pine-apples						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Pine-apples and short-fines						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Dried fish (salted)						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Dried fish (unsalted)						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Fruits and Vegetables (dried, salted or preserved)						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port
Fruits and Vegetables (fresh, salted or preserved)						
From Bombay	Chief port
Madras	Chief port
Other ports	Chief port
Burma	Chief port
Bengal	Chief port
All ports	Chief port
Bihar and Orissa	Chief port

COASTING TRADE
IMPORTS

IMPORTS.

Statement showing the quantity and value of Country Goods imported coastwise from Indian Ports into the Bengal Presidency in the official years 1912-13 and 1913-14

Articles and ports whence imported.		British Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions:—					
<i>General.</i>					
From Bombay	Chief port	119	140	53,377	32,488
Madras	Chief port	3,880	2,110	210	190
Barnam	Chief port	140	140	210	190
Bengal	Chief port	230	260	63,278	58,825
Kachinwar	All ports	27,872	1,06,400	227,601	1,72,207
Dardar	Chief port	—	—	—	—
Bihar and Orissa	Chief port	—	—	406	60
All ports	Chief port	22,008	90,580	8,169	5,012
<i>Other ports of provisions.</i>					
From Bombay	Chief port	—	152	3,220	658
Madras	Chief port	—	142	3,377	12
Barnam	Chief port	—	3	120	23
Bengal	Chief port	—	112	2,838	6,008
Bihar and Orissa	Chief port	—	2	100	294
Bengal	Chief port	—	1	28	—
Dardar	All ports	1,172	15,000	3,197	10,751
All ports	All ports	—	—	—	19
Enges and other materials for making paper.					
From Bombay	Chief port	—	—	190	70
Madras	Chief port	—	—	—	12
Barnam	Chief port	—	—	137	1,480
Bengal	Chief port	—	—	—	—
Bihar and Orissa	Chief port	—	—	—	—
All ports	Chief port	—	—	—	—
Railway Plant and Rolling-stock.					
From Bombay	Chief port	—	—	1,000	—
Madras	Chief port	—	—	140	42,938
Barnam	Chief port	—	—	2,205	—
Bengal	Chief port	—	—	5,611	66,610
All ports	Chief port	—	—	29,105	42,938
All ports	All ports	—	—	21,000	4,000
All ports	All ports	—	—	200	—
Salt.					
From Bombay	Chief port	—	—	19,313	13,07,716
Madras	Chief port	—	—	977	39,918
Barnam	Chief port	—	—	22	9,000
Bengal	Chief port	—	—	36	1,150
All ports	Chief port	—	—	—	—
All ports	All ports	—	—	19	820
Seeds.					
<i>General.</i>					
From Bombay	Chief port	—	2,331	43,241	3,503
Madras	Chief port	—	9,683	82,184	11,818
Barnam	Chief port	—	168	966	701
Bengal	Chief port	—	270	1,057	—
Bihar and Orissa	Chief port	—	271	3,008	45
All ports	Chief port	—	—	—	20
All ports	All ports	—	—	—	140

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 1912-13 and 1913-14.

Articles and parts where imported.		India Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Sisal (contd.)					
From Bombay	Chief port	cwts.	30	210	...
...	Other ports
... Madras	Other ports	...	306	3,090	...
... Burma	Chief port	200
Cotton					
From Bombay	Chief port	cwts.	11	55	35
...	Chief port	...	183	1,090	11,260
... Madras	Chief port	...	2,738	15,806	18,260
... Bengal	All ports	49,165
Linseed					
From Bombay	Chief port	cwts.
...	Chief port
... Madras	All ports	...	506	5,230	650
... Bengal	All ports	8,097
... Bihar and Orissa	All ports
Mustard					
From Bombay	Chief port	cwts.
...	Karachi
... Madras	Chief port	...	140	2,559	...
... Other ports
... Madras	Other ports	...	146	1,918	1,445
... Bengal	Other ports	10,698
... Other ports	All ports	...	775	5,160	1,216
... Other ports	All ports	9,074
Niger					
From Bombay	Chief port	cwts.	500	1,915	...
...	Chief port	...	3,143	25,745	3,717
... Madras	Other ports	...	32,043	2,69,522	25,529
... Burma	Chief port
Rape					
From Bombay	Chief port	cwts.
...	Karachi	...	977	7,836	...
... Madras	Other ports	...	1,512	1,00,660	1,101
... Bengal	Other ports	9,829
... All ports	All ports
Til or Ajilg					
From Bombay	Chief port	cwts.
...	Chief port
... Madras	Other ports
... Bengal	Other ports
... Burma	Chief port
... Bengal	All ports	...	3	24	4,957
... Bihar and Orissa	All ports	51,728
... All ports	All ports	148
Earth or Groundnut					
From Bombay	Chief port	cwts.
...	Chief port	...	627,818	56,15,076	151,452
... Madras	Other ports	...	23,007	1,84,828	891
... Bengal	Other ports	...	11,632	1,07,701	17,394
... All ports	All ports	...	29,071	2,411	2,466
... Other ports	Chief port	cwts.	402	5,810	305
... Other ports	Chief port	5,810

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 1912-13 and 1913-14.

Articles and ports whence imported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Needs (small.)				
Other sorts—				
From Sind				
Kutchi	32	381	101	1,400
Chief port	70
From Madras				
Chief port	193	5,565	116	352
Other ports	7	50	1,065	1,546
From Burma				
Chief port	2,229	6,743	811	19,387
Other ports	159	1,590
From Bihar and Orissa				
Chief port
Other ports
Shells and Conchys—				
From Bombay				
Chief port	21,254	...	35,381	...
Kutchi
From Madras				
Chief port	3,086	...	4,361	...
Other ports	74,133	...	86,574	...
From Burma				
Chief port	35
Other ports	1,265	...	3,361	...
From Kathiawan				
Chief port
From Travancore				
Chief port
From Pondicherry				
Chief port
From Bihar and Orissa				
Chief port
Other ports
Silk—				
Raw—				
From Bombay				
Chief port	9,257	25,750	6,691	23,000
Other ports
From Madras				
Chief port
Other ports	221	1,150	10	100
From Burma				
Chief port	656	1,740
Other ports
Manufactures—				
From Bombay				
Chief port
Other ports
From Madras				
Chief port
Other ports
From Burma				
Chief port
Other ports
From Bihar and Orissa				
Chief port
Other ports
Son—				
From Bombay				
Chief port	1,060	10,500	3,383	7,800
Other ports	7,541	18,700
From Madras				
Chief port
Other ports
From Burma				
Chief port
Other ports
From Bihar and Orissa				
Chief port
Other ports
Spices—				
From Bombay				
Chief port	37,555	10,183	131,700	18,129
Kutchi
From Madras				
Chief port	7,399	825	3,888	441
Other ports
From Burma				
Chief port	881,000	82,880	595,551	55,330
Other ports
From Bihar and Orissa				
Chief port	177,311	20,297	252,508	20,132
Other ports	2,016	360

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 1912-13 and 1913-14.

Articles and ports whence imported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Needs (small.)				
Other sorts—				
From Sind				
Kutchi	3,608	6,540	968	2,724
Chief port	45,488	1,15,742	27,925	1,60,857
From Madras				
Chief port	110,087	2,56,026
Other ports
From Burma				
Chief port
Other ports
From Travancore				
Chief port	15,928	34,579	3,403	8,807
Other ports
From Bihar and Orissa				
Chief port
Other ports
Shells and Conchys—				
From Bombay				
Chief port
Kutchi
From Madras				
Chief port
Other ports
From Burma				
Chief port
Other ports
From Kathiawan				
Chief port
From Travancore				
Chief port
From Pondicherry				
Chief port
From Bihar and Orissa				
Chief port
Other ports
Silk—				
Raw—				
From Bombay				
Chief port	112	50	8,912	1,578
Kutchi
From Madras				
Chief port	25,060	7,084	17,461	4,737
Other ports	1,989,139	11,75,115	2,365,102	6,70,071
From Burma				
Chief port	5,694	1,870	3,517	1,000
Other ports	3,365,603	10,31,212	3,625,536	11,63,283
From Travancore				
Chief port
Other ports
From Kathiawan				
Chief port	73,551	10,098	111,257	20,252
From Bihar and Orissa				
Chief port
Other ports
Manufactures—				
From Bombay				
Chief port	98,218	12,572
Kutchi	578,510	64,132	40,652	5,275
From Madras				
Chief port	2,962,530	3,70,014	900,752	99,419
Other ports	459,723	65,727	600,353	61,191
From Burma				
Chief port
Other ports
From Kathiawan				
Chief port	758,802	90,425	283,239	37,008
From Travancore				
Chief port	7,795	1,651	1,008	90
From Bihar and Orissa				
Chief port
Other ports
Other sorts—				
From Bombay				
Chief port	3,172	861	2,332	1,170
Kutchi	1,052	730
From Madras				
Chief port	5,612	538	2,640	1,607
Other ports
From Burma				
Chief port	20,310	17,872	302,438	56,852
Other ports	672	265
From Kathiawan				
Chief port	418	200
From Travancore				
Chief port	1,523	460	6,258	11,701
From Bihar and Orissa				
Chief port	440	189
Other ports
Stationery				
From Bombay				
Chief port	1,770	4,378
Kutchi
From Madras				
Chief port	3,350	1,150
Other ports	1,865	849
From Burma				
Chief port
Other ports
From Kathiawan				
Chief port
From Bihar and Orissa				
Chief port
Other ports

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 1912-13 and 1913-14.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spice and Marble.				
From Bombay	Chief port	cwts.	3,063	250
" Sind	Chief port	cwts.	22,083	1,105
" Madras	Chief port	cwts.	31	30
" Burma	Chief port	cwts.	6	194
" Eastern Bengal and Assam	Chief port	cwts.	11	83
" Bengal	Chief port	cwts.	1,637	1,605
" Kathiawar	Chief port	cwts.	1,261	1,500
" Peshawar	Chief port	cwts.
Sugar, refined or crystallized.				
From Bombay	Chief port	cwts.	1,411	85,701
" Sind	Chief port	cwts.	8,621	1,144
" Madras	Chief port	cwts.	1,495	19,744
" Burma	Chief port	cwts.	61,562	7,08,257
" Eastern Bengal and Assam	Chief port	cwts.	2,982	22,730
" Bengal	Chief port	cwts.	21,722	2,11,918
" Peshawar	Chief port	cwts.	29,446	3,40,072
" Bihar and Orissa	Chief port	cwts.	11	201
Sugars, unrefined.				
From Bombay	Chief port	cwts.
" Madras	Chief port	cwts.	206	2,730
" Burma	Chief port	cwts.	2	40
" Bengal	Chief port	cwts.	296	4,122
" All ports	Chief port	cwts.	31,614	1,19,558
Tallow.				
From Bombay	Chief port	cwts.
" Sind	Chief port	cwts.	12	50
" Madras	Chief port	cwts.	71	2,200
" Burma	Chief port	cwts.	2	2,712
" Eastern Bengal and Assam	Chief port	cwts.	2	200
" Bengal	Chief port	cwts.	294	14,461
" Peshawar	Chief port	cwts.	11	235
" Bihar and Orissa	Chief port	cwts.	11	8,800
Tea.				
From Bombay	Chief port	Rs.	8,120	4,362
" Sind	Chief port	Rs.	540	540
" Madras	Chief port	Rs.	1,953	21,716
" Burma	Chief port	Rs.	18,478	4,462
" Eastern Bengal and Assam	Chief port	Rs.	1,062	3,067
" Bengal	Chief port	Rs.	1,018,623	4,82,287
Toys and Requisites for Games.				
From Bombay	Chief port	Rs.	3,320	1,631,774
" Madras	Chief port	Rs.	577	1,603
" Burma	Chief port	Rs.	4,155	607
" Bengal	Chief port	Rs.	106	15,067
Wax (excluding candles).				
From Bombay	Chief port	cwts.	3	216
" Madras	Chief port	cwts.	6	480

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 1912-13 and 1913-14.

Articles and ports whence imported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Wool (excluding candles) (banded).				
From Bombay	Chief port	cwts.	1,126	10,452
" Sind	Chief port	cwts.
" Madras	Chief port	cwts.
" Burma	Chief port	cwts.
" Eastern Bengal and Assam	Chief port	cwts.
" Bengal	Chief port	cwts.
" Peshawar	Chief port	cwts.
" Bihar and Orissa	Chief port	cwts.
Wool (unbanded).				
From Bombay	Chief port	cwts.	1	121
" Sind	Chief port	cwts.
" Madras	Chief port	cwts.
" Burma	Chief port	cwts.
" Eastern Bengal and Assam	Chief port	cwts.
" Bengal	Chief port	cwts.
" Peshawar	Chief port	cwts.
" Bihar and Orissa	Chief port	cwts.
Other timber.				
From Bombay	Chief port	cwts.	2	982
" Sind	Chief port	cwts.	7	500
" Madras	Chief port	cwts.	26	2,000
" Burma	Chief port	cwts.	12,837	8,36,393
" Eastern Bengal and Assam	Chief port	cwts.	11,333	8,69,297
" Bengal	Chief port	cwts.	5,524	4,24,669
" Peshawar	Chief port	cwts.
" Bihar and Orissa	Chief port	cwts.	120	13,735
Ornamental.				
From Bombay	Chief port	cwts.	67,620	87,838
" Sind	Chief port	cwts.	10,630	6,640
" Madras	Chief port	cwts.	1,165	1,772
" Burma	Chief port	cwts.
" Bengal	Chief port	cwts.
Manufactures.				
From Bombay	Chief port	cwts.	220	1,325
" Sind	Chief port	cwts.
" Madras	Chief port	cwts.
" Burma	Chief port	cwts.
" Eastern Bengal and Assam	Chief port	cwts.
" Bengal	Chief port	cwts.
" Peshawar	Chief port	cwts.
" Bihar and Orissa	Chief port	cwts.
Wood.				
From Bombay	Chief port	Rs.	15,815	5,831
" Sind	Chief port	Rs.
" Madras	Chief port	Rs.
" Burma	Chief port	Rs.
" Eastern Bengal and Assam	Chief port	Rs.
" Bengal	Chief port	Rs.
" Peshawar	Chief port	Rs.
" Bihar and Orissa	Chief port	Rs.

Indian Produce and Manufactures.

Articles and ports where imported.		Indian Produce and Manufactures.	
		1872-73.	1873-74.
		Quantity.	Value in Rupees.
All other articles of merchandise—			
Demanded for Home—			
From Bombay	Chief port
" " "	Secondary
" Madras	Chief port	569	1,291
" " "	Secondary	1,879	4,711
" Barnes	Chief port	78,395	2,452
" " "	Secondary	2,846	6,601
" Bengal	Chief port
" " "	Secondary	84	...
" Transvaal	Chief port	2,196,001	2,445,445
" " "	Secondary	900	...
" Bihar and Orissa	Chief port
" " "	Secondary	...	16
" Cochin	Chief port
" " "	Secondary
Manufactured—			
From Bombay	Chief port	8,161	9,115
" " "	Secondary	2,155	67
" Madras	Chief port	539	57
" " "	Secondary	333	62
" Barnes	Chief port	49,981	10,025
" " "	Secondary	2,175	2,016
" Transvaal	Chief port	1,681	...
" " "	Secondary	1,482	...
" Bihar and Orissa	Chief port	45	...
" " "	Secondary
Total merchandise—			
From Bombay	Chief port	2,25,52,913	1,62,69,286
" " "	Secondary
" Madras	Chief port	1,41,320	15,25,785
" " "	Secondary	84,000	2,32,831
" Barnes	Chief port	96,22,810	77,39,377
" " "	Secondary	3,535,125	7,60,000
" Bengal	Chief port	29,12,576	7,60,000
" " "	Secondary
" Transvaal	Chief port	2,67,608	2,45,000
" " "	Secondary	10,728	...
" Bihar and Orissa	Chief port	22,87,633	26,28,000
" " "	Secondary
" Cochin	Chief port
" " "	Secondary
" Barnes	Chief port
" " "	Secondary
" Bengal	Chief port
" " "	Secondary
" Transvaal	Chief port
" " "	Secondary
" Bihar and Orissa	Chief port
" " "	Secondary
" Cochin	Chief port
" " "	Secondary
Grand Total of Merchandise—			
		9,07,61,806	12,59,03,085

* Stat. ment. showing the quantity and value of Foreign Goods exported coastwise to Indian Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Foreign Merchandise.					
Articles and ports to which exported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
A. Salt, living					
To Bombay	Chief port	No.	"	"	"
" Madras	Chief port	"	"	"	"
" Burma	Other ports	10	10,850	7	10,100
B. Lard	Chief port	2	1,390	"	"
C. Rongal	Chief port	"	"	"	"
" Madras	Chief port	2	20	"	"
" Burma	Other ports	"	"	"	"
D. Rongal	All ports	"	"	"	"
E. Apparel (including hat, shawl, evening-living leotary)					
To Bombay	Chief port		3,139		7,880
" Madras	Kanpur		73,088		29
" Calcutta	Chief port		200		24
" Madras	Other ports		200		27
" Burma	Chief port		1,230,623		51,562
" Calcutta	Other ports		1,048,541		1,16,552
" Bengal	Bihar and Orissa		85,515		2,25,290
" Madras	All ports		2,07,258		3,82,820
" Pondicherry	"		2,640		"
F. Goods and Sweets					
To Bombay	Chief port	pks.	"	200	10
" Madras	Chief port	668	4,229	913	3,926
" Calcutta	Other ports	1,678	4,706	2,000	4,372
" Burma	Chief port	"	"	"	"
" Bengal	All ports	"	"	80	15
G. Arms, Ammunition and Military Stores					
H. Firearms and parts thereof					
To Bombay	Chief port	"	"	"	"
" Madras	Other ports		19,638		17,157
" Burma	Chief port		8,804		2,400
" Calcutta	Other ports		270		17
" Bihar and Orissa	"		"		"
I. Gunpowder					
To Burma	Other ports	Bcs.	1,478	2,533	"
" Bengal	All ports	"	"	"	"
J. Dynamite and all other Explosives					
To Burma	Chief port	cwt-s.	"	"	"
" Other ports	"	"	"	"	"
To Bombay	Chief port	"	"	"	"
" Madras	Other ports		2,507		12,000
" Calcutta	Chief port		1,192		8
" Burma	Other ports		77		16
" Bengal	All ports	"	"	"	"
" Bihar and Orissa	"	"	"	"	"
K. Art. works of wood					
To Bombay	Chief port	"	"	"	7,50
" Madras	Chief port	"	"	"	2,00
" Calcutta	Chief port	"	"	"	5,50
" Burma	Other ports	"	"	"	"

COASTING TRADE.

EXPORTS

Statement showing the quantity and value of *Foreign Goods* exported coastwise to India from the *Bengal Presidency* in the official years 1912-13 and 1913-14.

Foreign Merchandise.					
Articles and parts to which exported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Books and printed matter (including maps and charts)					
.. To Bombay ..	Chief post ..	74	5,910	32	6,045
..	Kanada ..	1	39	4	8
..	Madras ..	11	1,745	20	3,053
..	Chief post ..	100	4	2	
..	Burma ..	175	25,296	393	42,447
..	Chief post ..	62	1,759	27	4,520
..	Bihar and Orissa ..	3	425	1	20
..	Tatavapore ..			1	20
Building and Engineering material					
.. To Bombay ..	Chief post ..	715		326	
..	Kanada ..	875		1,212	
..	Madras ..	1,300		1,218	
..	Chief post ..	3,174		12,280	
..	Burma ..	1,104		10,330	
..	Chief post ..	7,924		20,038	
..	Bihar and Orissa ..	1,114		1,305	
..	Pondicherry ..	1,170		290	
..	Kutchin ..			16	
Cabinetware and Furniture					
.. To Bombay ..	Chief post ..	115			
..	Kanada ..				
..	Madras ..	30			
..	Chief post ..				
..	Burma ..	3,481		7,106	
..	Chief post ..	2,047		403	
..	All parts ..	2,552			
Carpings and parts (including railway carriage and parts thereof)					
.. To Bombay ..	Chief post ..	25,056			
..	Kanada ..			5,448	
..	Madras ..	1,250		26,321	
..	Chief post ..				
..	Burma ..	1,21,968		2,37,734	
..	Chief post ..				
..	Bengal ..	15,723		11,097	
..	Chief post ..	16,465		20,001	
..	Bihar and Orissa ..	440		6,300	
..	Tatavapore ..	150			
..	Pondicherry ..				
Chemicals					
.. To Bombay ..	Chief post ..			12,830	
..	Kanada ..	246		4,320	
..	Madras ..	2,666		4,320	
..	Chief post ..	52,753			
..	Burma ..	16,043		25,814	
..	Chief post ..	7,711			
..	Bengal ..	3,375		2,438	
..	Chief post ..	2,625		782	
..	Bihar and Orissa ..	11,627		17,822	
..	Tatavapore ..			189	
..	All parts ..				

COASTING TRADE.

EXPORTS

Statement showing the quantity and value of *Foreign Goods* exported coastwise to India from the *Bengal Presidency* in the official years 1912-13 and 1913-14.

Foreign Merchandise.					
1913-14.					
Articles and parts to which exported.					
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Clocks and Watches					
.. To Bombay ..	Chief post	966	3,378
..	Madras	23	12,763	40,336
..	Burma	42	1,800	4,337
..	Chief post	2	36	114
..	Bihar and Orissa	161	21	20
..	Tatavapore	4	50	..
Gold and Silver					
.. To Bombay ..	Chief post	170	1,000
..	Madras	336	1,000	..
..	Burma	681	1,127	10
Grains and rape of vegetable oil (excluding pulses)					
.. To Bombay ..	Chief post	30	400
..	Madras	1	20
..	Chief post	19	712	411
..	Burma	171	9,476	200
..	Chief post	15	191	184
..	Bihar and Orissa	1	12	35
Iron					
.. To Bombay ..	Chief post	1,470	1,475	1,400
..	Madras	1,490	1,400	4,150
..	Chief post
..	Burma	670,429	9,16,357	43,819
..	Chief post
..	Bengal	1,66,628	1,63,092	20,47,10
..	Bihar and Orissa	31,611	25,875	98,412
Manufactures					
.. To Bombay ..	Chief post	31,560	5,000
..	Kanada	428,680	62,100	139,900
..	Madras	1,000
..	Chief post	2,408,040	3,96,011	2,406,135
..	Burma	1,415,265	3,28,277	3,212,648
..	Chief post	1,395,739	254,776	2,742,008
..	Bihar and Orissa
White (bleached)					
.. To Bombay ..	Chief post	3,420	308	3,500
..	Kanada	18,421	3,715	..
..	Madras	292,570	82,045	31,600
..	Chief post
..	Burma	981,004	1,96,831	1,007,803
..	Chief post
..	Bengal	912,820	2,41,085	827,596
..	Chief post
..	Bihar and Orissa
..	Tatavapore

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cotton.				
Manufactures.				
Printed. Chief port.
Coloured, printed and dyed.				
To Bombay.	Chief port
.. Sind.	Karachi	67,324	15,087	2,900
.. Madras.	Chief port	15,204	2,133	...
.. Other ports.	...	16,550	2,649	...
.. Burma.	Chief port	886,113	1,77,091	909,037
.. Other ports.	...	299,097	58,922	137,932
.. Bengal.	All ports	125,800	1,02,047	1,107,520
Handkerchiefs and Shawls in the piece.				
To Sind.	Karachi
.. Madras.	Chief port
.. Burma.	Chief port	1,629	553	5,829
.. Other ports.
.. Bengal.	All ports
Other wares.				
To Bombay.	Chief port	...	3,648	...
.. Sind.	Karachi
.. Madras.	Chief port	...	6,204	...
.. Burma.	Chief port	1,16,187	...	1,73,926
.. Other ports.	...	28,745	...	6,282
.. Bengal.	All ports	...	42,012	42,636
.. Bihar and Orissa.	All ports	839
Drugs, Medicines and Narcotics, including chemicals.				
To Bombay.	Chief port	...	2,364	...
.. Sind.	Karachi	7,509
.. Madras.	Chief port	...	26,546	...
.. Other ports.	33
.. Burma.	Chief port	...	57,620	...
.. Other ports.	52,500	...
.. Bengal.	All ports	...	1,070	...
.. Bihar and Orissa.	All ports	...	4,100	...
Tobacco.				
Manufactures.				
Chief port.
To Bombay.	Chief port	...	440	2,520
.. Madras.	Chief port	...	2,528	12,275
.. Burma.	Chief port	...	4,184	15,825
.. Other ports.	2,561	1,092
.. Bengal.	All ports	...	62	475
Other wares.				
To Bombay.	Chief port	...	100	100
.. Madras.	Chief port	...	250	550
.. Burma.	Chief port	...	8,881	4,739
.. Other ports.	174	489
.. Bengal.	All ports	...	100	202

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Foreign Merchandise.						
Articles and ports to which exported.	1912-13.			1913-14.		
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.		
Dyeing and Tanning Materials.						
To Bombay	Chief port	Do.	569	500	4,480	
.. Sind	Karachi	..	112	268		
.. Burma	Other ports	..				
Woolen dyes.						
To Bombay	Chief port	..	5,092	1,550		
.. Madras	Chief port	..				
.. Burma	Chief port	..	1,388	1,225		
.. Bengal	Other ports	..	2,520	2,700	1,901	
.. Bengal	All ports	..				
Other wares.						
To Bombay	Chief port	cmts.	5	8		
.. Madras	Other ports	..	8	190		
.. Burma	Chief port	..	7	700		
.. Other ports	72	7,744	56	12,589
.. Bengal	All ports	..				
Earthenware and Porcelain (including earthenware piping).						
To Bombay	Chief port	..			500	
.. Sind	Karachi	..				
.. Madras	Chief port	..			308	
.. Other ports			430	
.. Burma	Chief port	..			1,429	
.. Other ports			31,983	
.. Bengal	All ports	..			308	
.. Bihar and Orissa	All ports	..	12		12	
Flax.						
Manufactures						
To Bombay	Chief port	..	6,275			6,663
.. Sind	Karachi	..		10,011		19,705
.. Madras	Chief port	..			10,334	27,567
.. Other ports			19,938	84,536
.. Burma	Chief port	..			1,258	1,699
.. Other ports				931
.. Bengal	All ports	..			3,501	1,145
.. Travancore	Alleppey	..			60	133
.. Bihar and Orissa	Colachel	..				425
Fruits and Vegetables.						
To Burma	Chief port	..		50		200
.. Other ports				
Glass and Glassware.						
To Bombay	Chief port	..		9,200		695
.. Sind	Karachi	..		50		650
.. Madras	Chief port	..		1,130		1,441
.. Other ports				43,927
.. Burma	Chief port	..		43,927		43,927
.. Other ports				
.. Bengal	All ports	..		18,765		53,215
.. Travancore	Alleppey	..		60		
.. Bihar and Orissa		23,445		22,507

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Foreign Merchandise.				
Hardware and Cutlery including agricultural imple- ments and plated ware:				
To Bombay	Chief port	42,510	...	13,305
" Suez	Karachi	3,000
" Madras	Chief port	20	...	33,335
" Bombay	Other ports	30,888	...	10,035
" Bengal	Chief port	3,611,237	...	273,658
" Pondicherry	Other ports	1,46,746	...	1,65,597
" Travancore	All ports	2,53,578	...	2,62,239
" Bihar and Orissa	Alleppey	2,282	...	6,229
" Quilon	...	458
" Cochin	...	78,288	...	96,292
" Calcutta	...	9,831
Instruments, Apparatus and Appliances, and parts thereof:				
To Bombay	Chief port	49,626	...	65,708
" Madras	Chief port	49,626	...	39,301
" Bombay	Other ports	2,225	...	2,05,776
" Bengal	Chief port	1,71,147	...	6,005
" Pondicherry	Other ports	21,689	...	16,081
" Travancore	All ports	12,142	...	25
" Bihar and Orissa	...	391	...	369
Jewellery and plate of gold and silver:				
To Bombay	Chief port	710	...	1,490
" Madras	Chief port	8,715	...	1,490
" Bombay	Other ports	1,000	...	1,490
" Bengal	All ports
Leather:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	All ports
Manufactures:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	All ports
Other worts (excluding beads and bone):				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	All ports
Liquors:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	All ports

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 1912-13 and 1913-14.

Articles and ports to which exported.	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Foreign Merchandise.				
Iron (rough):				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa
Spirits:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa
Wine:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa
Other sorts of Spirits:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa
Wine:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa
Other sorts of Liquors:				
To Bombay	Chief port
" Madras	Chief port
" Bombay	Other ports
" Bengal	Chief port
" Pondicherry	Other ports
" Travancore	All ports
" Bihar and Orissa

Articles and ports to which exported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Machinery and Engines—					
Steam engines with parts					
To Bombay	Chief port
Madras	Chief port	...	2,200	...	2,310
Birma	Chief port
Other ports	Other ports
To Burma	Chief port	...	1,500
Bengal	All ports	...	30
Other sorts of Machinery—					
To Bombay	Chief port
Sind	Kutch	32,047	30,296
Madras	Chief port	...	30,805	...	37,053
Birma	Chief port	...	16,257	...	21,010
Other ports	Other ports	...	35,011	...	1,00,950
Pondicherry	All ports	...	16,615	...	6,131
Bihar and Orissa	22,301	...	22,856
Calcutta	9,825	...	6,274
Gow	Aliphey	...	2,804
...	1,427	...	152
...	43
*Machines—					
To Bombay	Chief port
Madras	Chief port	...	34
Birma	Chief port	...	1,076	...	2,380
Bengal	Chief port	...	56,100	...	74,091
Bihar and Orissa	All ports	...	31,570	...	41,423
Meals—					
Bengal—					
Unwrought—
To Madras	Chief port
Birma	Chief port
Bengal	Chief port
Wrought—
To Bombay	Chief port
Madras	Chief port	...	50	...	3,206
Birma	Chief port
Bengal	Chief port	...	1,102	...	26
Bihar and Orissa	Chief port	...	88	...	101
Tatavarnum	All ports	...	185	...	7,706
Tatavarnum	Aliphey	...	80	...	2,000
Tatavarnum	Aliphey	...	1	...	75
Copper—					
Unwrought—					
To Madras	Chief port	...	130	...	109
Other ports	217
Wrought—					
To Madras	Chief port
Other ports

COASTING TRADE.
EXPORTS.

Foreign Mergers—						
Articles and ports to which exported.		1912-13.		1913-14.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Mexico (Chiefly)						
Wrought—						
To Bombay	Chief port	cwts.	632	38,330	927	52,748
" "	Other ports	"	—	—	1	71
" "	All ports	"	—	—	—	—
" "	Bombay and Orissa	"	1,130	35,801	1,115	13,290
" "	Poonmeherry	"	—	—	2	162
Wrought—						
To Bombay	Chief port	cwts.	150	9,365	225	14,268
" "	Other ports	"	22	3,339	1	79
" "	All ports	"	172	440	108	18,086
" "	Bombay and Orissa	"	22	18,433	1	13
" "	Poonmeherry	"	10	1,311	18	1,137
" "	All ports	"	56	605	21	2,740
" "	Bombay and Orissa	"	36	2,016	—	—
India						
Wrought—						
To Bombay	Chief port	cwts.	541	825	—	—
" "	Other ports	"	1	290	—	—
" "	All ports	"	542	1,115	—	—
" "	Bombay and Orissa	"	126	618	205	861
" "	Poonmeherry	"	26	142	—	—
Wrought—						
To Bombay	Chief port	cwts.	610	1,690	2,010	3,115
" "	Other ports	"	—	—	—	—
" "	All ports	"	2,186	3,479	103	427
" "	Bombay and Orissa	"	283	1,074	1,390	738
" "	Poonmeherry	"	—	—	—	—
Wrought—						
To Bombay	Chief port	cwts.	220	1,190	12	30
" "	Other ports	"	61	710	28	75
" "	All ports	"	333	392	111	182
" "	Bombay and Orissa	"	105	1,285	24	611
Wrought—						
To Bombay	Chief port	cwts.	100	1,057	228	2,121
" "	Other ports	"	2,176	20,714	317	2,438
" "	All ports	"	2,276	21,771	545	4,559
" "	Bombay and Orissa	"	6,426	25,398	1,890	14,038
" "	Poonmeherry	"	261	2,287	72	8,882
" "	All ports	"	6,687	1,439	929	8,435
" "	Bombay and Orissa	"	4	26	24	157
" "	Poonmeherry	"	—	—	—	—
Wrought—						
To Bombay	Chief port	cwts.	15	127	48	48
" "	Other ports	"	428	4,163	148	1,373
" "	All ports	"	69	521	196	1,421

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COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Contd.)				
Wrought—				
Bar—				
To Burma	Chief port cwt.	4,400 33,809	3,643	23,143
" Bengal	Other ports "	746 13,704	744	7,018
" All ports "		2,041 17,191	1,046	5,382
Hoop—				
To Bombay	Chief port cwt.
" Madras	Chief port "	41 309	15	36
" Bengal	Other ports "	126 1,040	52	462
" Travancore	Other ports "	27 448	21	49
" All ports "		8 80	12	133
" Collected		...	571	2,659
Nails, screws, rivets, washers—				
To Bombay	Chief port cwt.
" Madras	Chief port "	3 113	60	760
" Bengal	Other ports "	16 290	390	3,600
" Travancore	Chief port "	431 3,809	491	1,600
" All ports "		622 6,705	464	4,614
Sheets and plates—				
To Bombay	Chief port cwt.	300 3,328	79	921
" Madras	Chief port "	159 1,720	430	4,667
" Bengal	Other ports "	717 8,478	630	6,804
" Travancore	Chief port "	1,149 12,583	3,794	37,119
" All ports "		643 6,206	1,970	10,689
" Bihar and Orissa	Other ports "	3,338 35,020	18,028	1,20,009
" Pondicherry	Chief port "	85 850	226	2,318
Wire—				
To Madras	Chief port cwt.
" Bengal	Chief port "
" Bihar and Orissa	Other ports "	19 224
" All ports "		3 63	2	24
Other manufactures of wrought or cast iron or of iron mixed with steel—				
To Bombay	Chief port cwt.
" Sind	Chief port "	153 1,318	508	4,603
" Madras	Chief port "	3,680 29,262	1,073	9,517
" Bengal	Other ports "	458 2,167	446	4,426
" Travancore	Chief port "	8,011 84,222	10,811	1,00,303
" Bihar and Orissa	Other ports "	710 6,553	869	7,886
" Pondicherry	Chief port "	2,655 34,073	5,147	46,441
" All ports "		61 244	30	120
" Collected		...	7	194
Lead—				
To Bombay	Chief port cwt.
" Madras	Chief port "	1,269 20,681	1,384	22,119
" Bengal	Other ports "	3 78	116	2,881
" All ports "		...	110	2,277

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals (contd.)					
Lead—					
To Burma	Chief port	cwts.	38	815	1,318
" Bengal	Other ports	"	317	3,800	85
" Bihar and Orissa	All ports	"	708	14,568	498
" Collected		"	146	8,045	...
Gun-bulver—					
To Bombay	Chief port	lbs.
" Madras	Chief port	"	448
" Bengal	Other ports	"	1,008	1,030	...
" Travancore	Chief port	"	10,070	13,043	8,874
" Bihar and Orissa	Other ports	"
" Pondicherry	All ports	"	606	820	486
Steel—					
To Bombay	Chief port	cwts.	115	580	480
" Madras	Chief port	"	1,000	9,735	2,609
" Bengal	Other ports	"	172	2,086	455
" Travancore	Chief port	"	9,820	27,533	12,438
" Bihar and Orissa	Other ports	"	274	3,119	370
" Pondicherry	All ports	"	1,742	16,171	1,665
" Collected		"
" Gos		"	17	109	...
Tin—					
To Bombay	Chief port	cwts.
" Madras	Chief port	"
" Bengal	Other ports	"	938	3,208	1,117
" Travancore	Chief port	"	1,924	9,172	1,538
" Bihar and Orissa	Other ports	"	21	497	32
" Pondicherry	All ports	"	207	752	78
" Collected		"	352	29,000	177
Zinc or spelter—					
To Madras	Chief port	cwts.	18	490	10
" Bengal	Other ports	"	...	103	1,053
" Bihar and Orissa	Chief port	"	...	1,097	1,097
" Pondicherry	Other ports	"	44	1,312	68
" Collected	All ports	"	476	6,472	166
" Gos		"	2,303	41,013	1,472
Metals, unassorted—					
To Bombay	Chief port	cwts.	145	9,662	1,062
" Madras	Chief port	"
" Bengal	Other ports	"	20	12	...
" Travancore	Chief port	"	...	766	24
" Bihar and Orissa	Other ports	"	4	220	...
" Pondicherry	All ports	"	15	373	7
" Collected		"
Oil—					
Mineral—					
Kerosene—					
To Madras	Chief port	gals.
" Other ports	"	"	100	150	...

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign goods exported coastwise to India Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Oils—(contd.)				
Miscellaneous—				
To Burma	Chief port gals. 18	10	53,804	19,230
" Other ports
" Bengal	8,669	5,798	148,860	67,719
" Bihar and Orissa	35,022	19,129	7,442	5,983
Other kinds—				
To Bombay	Chief port ..	228	1,470	24,599
" Madras	Chief port ..	22,211	18,111	15,945
" Burma	Chief port ..	4,075	3,853	10,003
" Bengal	Chief port ..	26,214	35,101	69,963
" All ports	5,877	7,885
" All ports	19,114	16,836
Other sorts of oil—				
To Bombay	Chief port gals. 67	1,165
" Madras	Chief port ..	50	112	35,424
" Burma	Chief port ..	55	425	240
" Bengal	Chief port ..	105	163	789
Oil-cloth and Floor-cloth—				
To Bombay	Chief port Sq. yds. 821	415	240	390
" Madras	Chief port ..	1,500	2,163	1,769
" Burma	Chief port
" Bengal	Chief port
" Travancore	Chief port
" Pondicherry	Chief port
Paints and Colours (including painters' materials)—				
To Bombay	Chief port ..	4,665	...	7,073
" Madras	Chief port ..	6,170	...	3,647
" Burma	Chief port ..	908	...	4,055
" Bengal	Chief port ..	12,555	...	10,714
" Bihar and Orissa	Chief port ..	5,991	...	109
" Travancore	Chief port	5,448
" Pondicherry	Chief port ..	36,540	...	2,442
" Goa	Chief port ..	1,153	...	36,044
Paper and Pasteboard—				
To Bombay	Chief port ..	1,219	...	93
" Madras	Chief port
" Burma	Chief port ..	1,801	...	1,106
" Bengal	Chief port ..	925	...	5,592
" Bihar and Orissa	Chief port ..	13,652	...	6,562
" Bengal	Chief port ..	6,251	...	10,545
" All ports	19,808	10,148

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 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Perfumery—				
To Bombay	Chief port	2,600
" Madras	Chief port
" Bengal	Chief port ..	154
" Bihar and Orissa	Chief port ..	3.4
" All ports	2,514	740
" All ports	1,559	2,488
" All ports	169	38
Soap, Tar and Hammer—				
To Madras	Chief port cwts. 13	90	7	36
" Bengal	Chief port ..	218	1,139	2,201
" Bihar and Orissa	Chief port ..	188	688	513
" All ports	4,157	1,838
" All ports	123	34
" All ports	1,507	5,720
Printing & Lithographing materials (other than paper)—				
To Madras	Chief port	750	...
" Bengal	Chief port	1,296	...
" Bihar and Orissa	Chief port	3,591	6,698
" All ports	1,708	560
" All ports	2,510	3,380
Provisions—				
Fruits and vegetables, dried salted or preserved—				
To Bombay	Chief port cwts. 1	...	378	2,080
" Madras	Chief port
" Bengal	Chief port ..	1	32	513
" All ports	59	1,102
Other sorts—				
To Bombay	Chief port ..	56	600	...
" Madras	Chief port	6	...
" Bengal	Chief port ..	96	613	100
" Bihar and Orissa	Chief port	97	184
" All ports	2	209
" All ports	42	650
" All ports	1	20
Beams and Hammer—				
To Madras	Chief port lbs. 447	471
" Bengal	Chief port
" Bihar and Orissa	Chief port	412	385
" All ports	616	735
Butter—				
To Madras	Chief port ..	108	100	...
" Bengal	Chief port	45	...
" Bihar and Orissa	Chief port
" All ports
Cheese—				
To Bombay	Chief port lbs. 66	150
" Madras	Chief port
" Bengal	Chief port	308	190
" All ports

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Provisions (contd.)—					
Other ports—					
To Bombay	Chief port	52	1,500	122	2,140
.. Sind	Kanachi	3	500
.. Madras	Chief port	22	1,013	6	20
.. Other ports	Chief port	133	4,430	96	1,065
.. Burma	Chief port	1,506	29,396	3,404	44,000
.. Bengal	Chief port	1,286	63,000	1,538	70,980
.. Bihar and Orissa	Chief port	257	14,943	321	20,750
.. All ports	Chief port	60	845	1	2
Railway Plant and Rolling-stock—					
Other ports—					
To Bombay	Chief port	...	6,860	...	142
.. Sind	Kanachi
.. Madras	Chief port	...	18,765	...	33,228
.. Other ports	Chief port	...	3,498	...	4,021
.. Burma	Chief port	...	20,451	...	35,730
.. Bengal	Chief port	...	7,800	...	11,696
.. All ports	Chief port	...	576	...	1,467
Salt—					
To Bombay	Chief port
.. Madras	Chief port	15	608	25	1,228
.. Other ports	Chief port	4	508
.. Burma	Chief port	61	2,674	41	1,801
.. Bengal	Chief port	...	2,200	...	3,300
.. Bihar and Orissa	Chief port	...	1,483,147	376	16,032
.. All ports	Chief port	4,049	1,84,762	4,426	1,74,000
Ships, parts of—					
Other ports—					
To Bombay	Chief port
.. Madras	Chief port	...	1,050
.. Other ports	Chief port	...	1,083	...	2,239
.. Burma	Chief port	...	2,000	...	61
.. Bengal	Chief port	...	222
.. Bihar and Orissa	Chief port	1,170
.. All ports	Chief port	...	200
Silk—					
Manufactures—					
Piece-goods—					
Other ports—					
To Bombay	Chief port	...	1,520	1,300	...
.. Madras	Chief port	...	11,544	5,904	1,653
.. Burma	Chief port
.. Bengal	Chief port
Other ports—					
To Bombay	Chief port
.. Madras	Chief port
.. Burma	Chief port
.. Bengal	Chief port
.. Bihar and Orissa	Chief port
.. All ports	Chief port
Soap—					
To Bombay	Chief port	7,039	48,227
.. Madras	Chief port	3	100
.. Other ports	Chief port	...	1,030
.. Burma	Chief port	...	32
.. Bengal	Chief port	...	45	2,027	30
.. Bihar and Orissa	Chief port	...	201	8,212	888
.. All ports	Chief port	...	15	265	71

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India
Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.		Foreign Merchandise.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Spices—					
Indulgent—					
To Bombay	Chief port
.. Madras	Chief port	34,080	2,372
.. Burma	Chief port	1,894	175
.. Bengal	Chief port	112	69
Cereals—					
Other ports—					
To Bombay	Chief port	...	2,576	830	...
.. Madras	Chief port
.. Burma	Chief port	...	492	200	...
.. Bengal	Chief port	...	5	10	103
.. All ports	Chief port	31
Clives—					
Other ports—					
To Bombay	Chief port	...	1,680	700	...
.. Madras	Chief port	...	2,400	1,165	1,372
.. Burma	Chief port	...	112	80	238
.. Travancore	Chief port	336
.. All ports	Chief port	150
Nutmegs—					
Other ports—					
To Bombay	Chief port
.. Madras	Chief port
.. Burma	Chief port	...	108	100	224
.. All ports	Chief port	224
Pepper—					
Other ports—					
To Bombay	Chief port	...	112	76	1,568
.. Madras	Chief port	720
.. Burma	Chief port	...	1,024	765	3,976
.. Bengal	Chief port	...	4,088	1,227	1,715
.. All ports	Chief port
Other ports—					
To Bombay	Chief port
.. Madras	Chief port
.. Burma	Chief port	...	8,060	2,400	784
.. Bengal	Chief port	...	812	317	1,120
.. All ports	Chief port	...	446	56	940
Stationery (excluding paper)—					
Other ports—					
To Bombay	Chief port	985	4,365
.. Madras	Chief port	4,312	2,622
.. Burma	Chief port	975	490
.. Bengal	Chief port	46,087	28,074
.. Bihar and Orissa	Chief port	20,107	20,225
.. Travancore	Chief port	11,696	27,342
.. All ports	Chief port	21,202	27,774
Stone and Marble—					
Other ports—					
To Bombay	Chief port
.. Madras	Chief port
.. Bengal	Chief port
.. Bihar and Orissa	Chief port
.. Travancore	Chief port
.. All ports	Chief port

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods reported coastwise to Indian Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Stone and Marble—(continued.)				
To Burma	Chief port	2,206	15,803	2,706
.. Bihar and Orissa	Other ports	41	1,000	46
.. Bihar and Orissa	All ports	5	38	19
		134	522	36
Sugar—				
Refined or crystallized				
To Bombay	Chief port	...	257	238
.. Madras	Other ports	22	270	...
.. Bengal	Other ports	3,397	48,733	17,188
.. Bihar and Orissa	Other ports	710	8,242	340
.. Bihar and Orissa	All ports	1,869	18,476	1,151
Uncut				
To Madras	Other ports	...	30	100
.. Burma	Chief port	2,086	6,007	2,154
.. Bengal	Other ports	1,792	3,117	48
	All ports	36,788	31,224	1,157
Toys and requisites for games—				
To Bombay	Chief port	230
.. Madras	Chief port	...	80	...
.. Burma	Chief port	...	6,877	10,417
.. Bengal	Other ports	...	1,410	2,488
.. Bihar and Orissa	All ports	45
Umbrellas (including parasols and sunshades)				
To Bombay	Chief port	No.	72	108
.. Madras	Karachi
.. Burma	Other ports
.. Bengal	Other ports	14,364	11,875	880
	All ports	3,574	3,450	12,000
		360	180	48
Wood, timber—				
To Bombay	Chief port	...	113	11,827
.. Madras	Chief port	...	64	7,716
.. Burma	Other ports	9	946	25
.. Bengal	Chief port	3	345	146
	All ports	3	462	22
		7	722	189
Ornamental—				
To Burma	Chief port	200
	Other ports	210
Manufactures—				
To Bombay	Chief port	...	4,880	...
.. Madras	Karachi

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods reported coastwise to Indian Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Foreign Merchandise.					
Articles and ports to which exported.					
1912-13.					
		Quantity.	Value in Rupees.	1913-14.	
		Quantity.	Value in Rupees.		
Wool					
Manufactures (continued.)					
To Madras	Chief port	...	1,956
	Other ports	...	2,230	...	378
.. Burma	Chief port	...	6,116	...	6,399
	Other ports	...	398	...	41
.. Bengal	All ports	...	4,554	...	1,776
Woolen	Chief and Other ports
.. Madras	Chief port	...	530
.. Burma	Other ports	500	500
Manufactures					
To Bombay	Chief port	1,664	822
.. Madras	Chief port	...	3,003
	Other ports	28,428	29,710	28,011	28,728
.. Burma	Chief port	6,724	716	2,562	...
.. Bengal	All ports	1,200	810
To Bombay	Chief port	No.
.. Madras	Chief port	...	2,803	752	4,303
	Other ports	...	700	5,000	3,000
.. Burma	Chief port
	Other ports
To Bombay	Chief port
.. Madras	Chief port
	Other ports
.. Burma	Chief port
	Other ports
.. Bengal	All ports
Articles of merchandise—					
Manufactured					
To Bombay	Chief port	...	1,958	...	1,290
.. Madras	Chief port	...	1,736	...	373
	Other ports	...	3,000	...	412
.. Burma	Chief port	...	6,009	...	30
	Other ports	...	1,336	...	1,011
.. Bengal	All ports	...	4,230	...	300
Manufactures					
To Bombay	Chief port	...	10,008	...	16,491
.. Madras	Chief port	...	108	...	4,298
	Other ports	...	4,330	...	742
.. Burma	Chief port	...	56,447	...	83,008
	Other ports	...	4,271	...	4,278

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Foreign Goods exported coastwise to India Ports from the Bengal Presidency in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Foreign Merchandise.	
	1912-13.	1913-14.
	Quantity.	Value in Rupees.
All other Articles of Manufacture—		
Manufactured—		
To Bengal—		
.. All ports—	2,519	1,180
.. Travancore—	268	10
.. Bihar and Orissa—	867	10
Total Manufactures—		
To Bombay—		
.. Chief port—	3,497,410	3,32,662
.. Karachi—	15,822	3,885
.. Madras—	3,96,290	4,35,895
.. Other ports—	1,17,438	1,29,090
.. Burma—	28,61,315	2,60,341
.. Bengal—	18,60,041	22,36,990
.. Pondicherry—	16,01,328	21,67,922
.. All ports—	27,717	10,961
.. Travancore—	3,233	2,361
.. Goa—	296	—
.. Bihar and Orissa—	2,428	2,763
.. Kathiawar—	8,88,180	11,40,327
.. Pondicherry—	569	16
GRAND TOTAL OF MERCHANDISE	83,10,480	1,06,33,589

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Coasting Goods exported coastwise from the Bengal Presidency to Indian Ports in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.	
	1912-13.	1913-14.
	Quantity.	Value in Rupees.
Annual living—		
To Bombay—		
.. Chief port—	No.	1,000
.. Karachi—	1	200
.. Madras—	1	300
.. Burma—	26,610	174
.. Bengal—	1	2,000
.. All ports—	5	1,700
Other kinds—		
To Bombay—		
.. Chief port—	No.	—
.. Madras—	117,416	3,35,747
.. Burma—	1	10
.. Bengal—	3,137	7,000
.. Bihar and Orissa—	5	11
Apparel including drapery, haberdashery, millinery, &c.—		
To Bombay—		
.. Chief port—	75	810
.. Karachi—	1,130	1,825
.. Madras—	630	2,650
.. Other ports—	1,987	1,469
.. Burma—	1,06,403	1,78,101
.. Bengal—	8,563	11,182
.. All ports—	2,62,858	3,12,021
.. Kathiawar—	200	185
.. Pondicherry—	32,190	31,135
.. Cutch—	117	—
.. Mumbai—	—	—
Books and Stationery—		
To Bombay—		
.. Chief port—	900	250
.. Madras—	1	—
.. Other ports—	1	—
.. Burma—	31,208	1,01,290
.. Bengal—	2,048	10,096
.. Bihar and Orissa—	623	690
.. Travancore—	—	32
.. All ports—	33,880	1,12,086
Art works of—		
To Bombay—		
.. Chief port—	—	1,650
.. Karachi—	—	1,500
.. Madras—	—	—
.. Other ports—	—	—
.. Burma—	315	1,172
.. Bengal—	2,182	628
.. All ports—	—	—
Books and printed matter (including maps and charts)—		
To Bombay—		
.. Chief port—	310	2,310
.. Karachi—	—	11
.. Madras—	20	100
.. Other ports—	3,273	2,579
.. All ports—	3,583	4,990

Articles and ports to which exported.		Indian Produce and Manufactures.				
		1912-13.		1913-14.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Books and printed matter (including maps and charts—<i>(contd.)</i>						
	... Chief port	
	Bengal	...	138	14 478	148	14 130
	All ports	...	17	1,876	17	1,816
	Bihar and Orissa	...	1	...	1	...
	Pondicherry	...	29	1,150	5	40
	Travancore
	All ports
Building and Engineering Materials—						
Bricks and Tiles—						
	... Chief port	No.	5,600	350	7,616	
	Madras	...	1,360	111	...	
	Bengal	
	Bihar and Orissa	...	2,065,561	34,500	297,624	
	Pondicherry	...	29,707	922	55	
	All ports	...	3,856	541	16,119	
	All ports	...	1,892	265	...	
Clalk and lime—						
	... Chief port	cwts.	0	20	10	
	Madras	
	Bengal	...	901	2,011	80	
	Bihar and Orissa	
	Pondicherry	...	1,862	61	400	
	Travancore	...	4,346	6138	3,460	
	All ports	7	1	
Other ports—						
	... Chief port	...	2,380	...	1,900	
	Madras	662	...	
	Bengal	7,300	...	
	Bihar and Orissa	...	10,807	...	20,738	
	Pondicherry	
	Travancore	608	4,611	
	All ports	42	150	
Cabinet-ware and Furniture—						
	... Chief port	...	2,605	...	55	
	Madras	1,111	...	
	Bengal	49,570	63,224	
	Bihar and Orissa	...	8,501	...	578	
	Pondicherry	...	2,673	...	13,678	
	Travancore	...	1,887	
Cannals—						
	... Chief port	Bns.	62,905	30,328	107,382	
	Madras	...	1,300	4,653	31,707	
	Bengal	...	62	10	1,125	
	Bihar and Orissa	
	Pondicherry	...	6,300	10,720	21,622	
	Travancore	...	144	166	...	
	All ports	...	3,235	118,050	26,854	
	All ports	...	4,700	1,204	...	

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cases and Packages—					
To Bombay	Chief port
Madras	Other ports	...	4	40	...
Bombay	Chief port
Bombay	Other ports	5	...
Bombay	All ports	1,055	7,499	566	3,016
Carrriages and Carts (excluding railway entrriages, and carts therefrom)—					
To Bombay	Chief port	...	6,300	...	600
Madras	Chief port
Bombay	Chief port
Bombay	Other ports
Bombay	All ports	...	20,629	...	7,829
Bombay	Chief port	...	12,775	...	2,985
Bombay	All ports	...	4,923
Bihar and Orissa	Chief port	...	456	...	110
Ceramics—					
To Bombay	Chief port	...	1,997	5,303	7,000
Madras	Chief port
Bombay	Chief port	...	175	71	46
Bombay	Other ports	...	3,782	880	3,543
Bombay	All ports	5,810	20,629	4,820	11,677
Bihar and Orissa	Chief port	...	982	4,997	10,405
Saltpetre—					
To Bombay	Chief port	...	845	13,502	728
Madras	Chief port	...	875	10,173	251
Bombay	Chief port	...	20	321	...
Bombay	Other ports	...	169	200	...
Bombay	All ports	...	200	3,683	234
Bihar and Orissa	Chief port	4,636
Punjab	Chief port	...	25	46	10
Other articles—					
To Bombay	Chief port	278	1,207
Madras	Chief port
Bombay	Chief port	...	6,238	...	748
Bombay	Other ports
Bombay	All ports	...	24,721	...	36,876
Bombay	Chief port	...	1,820	...	4,537
Bombay	Other ports	...	6,174	...	8,077
Bombay	All ports	...	452
Bihar and Orissa	Chief port	...	216
Travancore	Chief port	...	119
Coal—					
To Bombay	Chief port	...	880,772	92,311	943,468
Madras	Chief port	...	373,138	30,048	329,178
Bombay	Chief port	...	107,657	90,448	116,553
Bombay	Other ports	...	226,469	23,338	250,808
Bombay	All ports	...	410,033	41,746	461,746
Bombay	Chief port	...	20,488	2,114	31,677
Bombay	Other ports	...	22,629	2,440	31,677
Bombay	All ports	...	43,117	4,554	63,354
Bihar and Orissa	Chief port	...	30,460	4,610	51,117

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 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cut (Cotton.)				
To Travancore
Bihar and Orissa
Kathiawar
Guz
Offo.				
To Bombay
Sind
Madras
Birma
Bengal
Civ. manufactured (excluding ropes)				
To Bihar and Orissa
Bengal
Cordage and rope of vegetable fibre (excluding jute)				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Other sorts.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Twist and Yarn.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Unmanufactured.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
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 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Cut (Cotton.)				
To Travancore
Bihar and Orissa
Kathiawar
Guz
Offo.				
To Bombay
Sind
Madras
Birma
Bengal
Civ. manufactured (excluding ropes)				
To Bihar and Orissa
Bengal
Cordage and rope of vegetable fibre (excluding jute)				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Other sorts.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Twist and Yarn.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
Pondicherry
Unmanufactured.				
To Bombay
Sind
Madras
Birma
Bengal
Bihar and Orissa
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 1912-13 and 1913-14.

Indian Produce and Manufactures.					
Articles and ports to which exported.	1912-13.		1913-14.		Value in Rupees
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Tobacco (Country).					
Unmanufactured—					
To Burma	Chief port ..	12,87,351	10,11,203	12,44,929	38,93,397
.. Bengal ..	Chief port ..	36,12,513	9,65,958	5,69,816	1,16,725
.. Bihar and Orissa ..	All ports ..	275,121	57,392	167,551	15,721
.. Madras ..	All ports ..	224,119	13,391	331,402	42,601
Manufactured.					
Cigars—					
To Bombay ..	Chief port ..	18,933	1,32,140	21,038	306,351
.. Madras ..	Chief port ..	2,255	3,997	5,277	630
.. Bengal ..	All ports ..	114	176	23	21
Other sorts—					
To Bombay ..	Chief port ..	2,910	2,597	990	695
.. Madras ..	Chief port ..	889	930	82	15
.. Bengal ..	Chief port ..	914	20	418	69
.. Bihar ..	Chief port ..	52,187	11,263	63,661	10,691
.. Madras ..	Chief port ..	220,129	63,986	377,178	92,539
.. Bengal ..	Chief port ..	133,176	10,624	18,399	3,882
.. Travancore ..	Chief port ..	252,911	1,868	22,736	4,887
.. Bihar and Orissa ..	All ports ..	1,886	250	246	47
.. Pondicherry ..	Chief port ..	27,792	2,198	17,611	1,106
.. Madras ..	Chief port ..	—	—	829	100
Dyeing and Tanning materials.					
Curc—					
To Bombay ..	Chief port ..	8	294	—	—
.. Madras ..	Chief port ..	3	135	1	30
.. Bengal ..	Chief port ..	76	4,484	87	6,101
.. Bihar ..	Chief port ..	3	95	5	170
.. Pondicherry ..	All ports ..	216	6,225	216	6,149
Indigo.					
To Bombay ..	Chief port ..	250	56,745	319	62,569
.. Madras ..	Chief port ..	261	10,250	281	15,367
.. Bengal ..	Chief port ..	1	250	—	69
.. Pondicherry ..	All ports ..	—	—	—	—
Turner—					
To Bombay ..	Chief port ..	72	304	8	73
.. Madras ..	Chief port ..	62	1,124	71	1,114
.. Bengal ..	All ports ..	1,967	13,171	1,567	15,767
Other sorts (including Islay).					
To Bombay ..	Chief port ..	62	110	111	2,969
.. Madras ..	Chief port ..	25	131	8	18
.. Bengal ..	Chief port ..	918	2,810	1,631	1,379
.. Bihar ..	Chief port ..	2,920	12,247	1,661	8,524
.. Pondicherry ..	Chief port ..	3	1,014	29	2,677
.. Bihar and Orissa ..	All ports ..	45	2,281	341	4,114
.. Pondicherry ..	Chief port ..	169	845	45	359

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 1912-13 and 1913-14.

Indian Produce and Manufactures.					
Articles and ports to which exported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Earthenware and Pottery (excluding earthenware pipes).					
To Bombay ..	Chief port	150	...	16
.. Madras ..	Chief port	1,985	...	9,910
.. Bengal ..	Chief port	7,580	...	5,279
.. Bihar ..	Chief port	4,814	...	2,883
.. Pondicherry ..	Chief port	1,325	...	20
Food, grain and cattle-feed (including hay and straw).					
To Bombay ..	Chief port
.. Madras ..	Chief port
.. Bengal ..	Chief port ..	190	255
.. Bihar ..	Chief port
.. Pondicherry ..	Chief port
.. Bihar and Orissa ..	Chief port
Grains.					
To Bombay ..	Chief port ..	52,917	1,72,340	23,514	7,757
.. Madras ..	Chief port ..	2,294	8,555	1,594	5,099
.. Bengal ..	Chief port ..	9,557	41,612	2,933	12,329
.. Bihar ..	Chief port ..	2,265	15,779	2,536	16,442
.. Pondicherry ..	Chief port ..	9,536	13,416	2,787	16,167
.. Bihar and Orissa ..	Chief port ..	67	227	28	214
Fruits and Vegetables.					
Guavas—					
To Bombay ..	Chief port ..	80,390	2,721
.. Madras ..	Chief port ..	2,000	200
.. Bengal ..	Chief port ..	1,760,555	83,196	4,190,716	1,95,953
.. Bihar ..	Chief port ..	211,390	10,775	191,625	5,913
.. Pondicherry ..	Chief port ..	2,690	1,175	35,901	1,451
.. Bihar and Orissa ..	Chief port ..	31,630	1,116	11,698	1,592
Other sorts.					
To Bombay ..	Chief port
.. Madras ..	Chief port
.. Bengal ..	Chief port	215	...	725
.. Bihar ..	Chief port	1,28,176	...	1,25,960
.. Pondicherry ..	Chief port	31,655	...	27,795
.. Bihar and Orissa ..	Chief port	87	...	8,777
Vegetables, fresh.					
To Bombay ..	Chief port	3,407	...	5,955
.. Madras ..	Chief port	11,63,668	...	9,27,605
.. Bengal ..	Chief port	1,00,036	...	1,03,288
.. Bihar ..	Chief port	53,929	...	75,588
.. Bihar and Orissa ..	Chief port	7,415	...	6,798

Industry Production and Markets, 1990

Articles and products exported	1912-13		1913-14	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Glass and Glassware				
To Bombay	Flat-top	—	—	—
— Madras	Flat-top	—	—	1,110
— Burma	Flat-top	—	—	30
— Bengal	Flat-top	—	9,200	31,330
— Bihar and Orissa	Flat-top	—	—	1,820
— All ports	Flat-top	—	2,920	1,070
Grain and Pulse				
Barley				
To Madras	Flat-top	175	1,980	2,022
— Burma	Flat-top	12,845	81,901	11,932
— Bengal	Flat-top	3	21	3
— Bihar and Orissa	Flat-top	—	—	—
— All ports	Flat-top	—	590	45
Grains				
To Bombay	Flat-top	—	—	—
— Madras	Flat-top	—	18	210
— Burma	Flat-top	2,275	82,314	23,594
— Bengal	Flat-top	11,429	61,618	2,352
— Bihar and Orissa	Flat-top	19,796	9,752	18,833
— All ports	Flat-top	12,625	29,652	7,140
Paddy				
To Madras	Flat-top	11,192	88,932	10,724
— Bengal	Flat-top	—	69	10
— Bihar and Orissa	Flat-top	—	—	567
— All ports	Flat-top	—	—	—
Grains				
To Bombay	Flat-top	—	—	—
— Madras	Flat-top	—	—	—
— Burma	Flat-top	—	—	—
— Bengal	Flat-top	22,295	1,58,230	18,411
— Bihar and Orissa	Flat-top	—	3	21
— All ports	Flat-top	—	15	3
Pulse				
To Bombay	Flat-top	—	—	—
— Madras	Flat-top	—	—	—
— Burma	Flat-top	16,604	49,429	108,771
— Bengal	Flat-top	19,952	68,797	2,50,957
— Bihar and Orissa	Flat-top	19,139	19,028	36,849
— All ports	Flat-top	71,091	1,53,317	23,062
— Bengal	Flat-top	21,091	1,46,238	2,50,957
— Bihar and Orissa	Flat-top	2,657	3,900	12,901
— All ports	Flat-top	1,290	29,126	11,900
Rice in the last 10 days				
To Bombay	Flat-top	2,294	3,528	—
— Madras	Flat-top	72,276	2,70,042	15,757
— Burma	Flat-top	14,528	71,899	93
— Bengal	Flat-top	1,125	15,757	55
— Bihar and Orissa	Flat-top	—	—	—
— All ports	Flat-top	25,135	29,921	18,705
— Bengal	Flat-top	8,613	1,62,526	—
— Bihar and Orissa	Flat-top	61	22,726	—
— All ports	Flat-top	2,657	1,06,352	—
— Bengal	Flat-top	1,235	12,706	—
— Bihar and Orissa	Flat-top	—	—	—

Indian Produce and Manufactures

		1912-13.		1913-14.			
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.		
Manufactures and Manufactures	China tea	...	229,556	13,191	116,181	933,952	
	Other tea	525	490
	China silk	...	472	3,345
	Other silk	...	269,974	28,146	33,754	247,782	...
	China cotton	...	1,271,151	331,561	147,659	127,681	...
	Other cotton	...	10,003	47,684	5,717
	China wool	...	10,125	72,996	1,201
	Other wool	...	7,576	122,063
	China opium	...	1,827	142,363	1,833	31,411	...
	Other opium	...	1,102	0,000
	China and Other	...	20	210	7,871	55,292	...
	China and Other
	China and Other	...	531	9,554	2,100
	China and Other	...	1,915	10,000
	China and Other
Wholesale	China tea	...	1,862	...	128	1,620	
	Other tea	
	China silk	...	74,452	1,000,153	92,462	5,566,797	
	Other silk	3,115	
	China cotton	...	17	110	836	...	
Wholesale	Other cotton	
	China wool	
	Other wool	
	China opium	
	Other opium	
Wholesale	China and Other	
	China and Other	
	China and Other	
	China and Other	
	China and Other	
Manufactures and Manufactures	China tea	...	25,158	101,388	2,070,426	17,613	
	Other tea	...	7,880	55,351	
	China silk	...	3,383,385	25,076,601	31,790,253	24,318,891	
	Other silk	...	3,143,142	2,272	2,311,828	2,910,161	
	China cotton	...	2,226,215	266,152	3,300,927	2,566,472	
	Other cotton	2,553	
	China wool	...	292,756	
	Other wool	...	168,830	10,298	65,514	5,885	
	China opium	
	Other opium	
	China and Other	
	China and Other	
	China and Other	
	China and Other	
	China and Other	
Wholesale	China tea	...	113	620	
	Other tea	...	183	690	
	China silk	...	576	2,761	
	Other silk	
	China cotton	...	186	1,006	276	1,788	
Wholesale	Other cotton	
	China wool	...	7	20	12	6	
	Other wool	
	China opium	
	Other opium	
Manufactures and Manufactures	China tea	3,052	...	9,811	
	Other tea	
	China silk	20,029	...	37,781	
	Other silk	21,351	
	China cotton	...	4,553,799	3,759,529	
	Other cotton	57,419	
	China wool	...	17,100	1,110,000	
	Other wool	
	China opium	
	Other opium	
	China and Other	
	China and Other	
	China and Other	
	China and Other	
	China and Other	
Wholesale	China and Other	
	China and Other	
	China and Other	

Indian Engineer and Manufacturer

Articles and parts to which exported.		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Hemp, raw.					
To Benares	1 Unit part
" Buxa	1 Unit part	...	172	1,215	381
" Bengal	1 Unit part	7,000
" Madras	All ports	...	1,172	25,050	729
Manufactures of hemp.					
" Cord	1 Unit part	1,430
" Net	1 Unit part
" Mats	1 Unit part
" Broom	1 Unit part	...	1,28,614	...	5,05,325
" Bengal	All ports	150	1,000
Hides and Skins.					
Hides, raw					
To Benares	1 Unit part
" Buxa	1 Unit part
" Bengal	1 Unit part	...	772	25,808	5
" Madras	1 Unit part	...	11	1,070	...
" Buxa	All ports	82
" Bengal and Orissa	All ports	...	3,382	77,765	6,000
" Bengal	All ports	35	2,580
Hides, dressed or tanned					
To Benares	1 Unit part	...	60	7,085	7
" Bengal	1 Unit part	1,110
" Bengal	All ports
Skins, raw					
To Benares	1 Unit part
" Buxa	1 Unit part	...	1,282	30,190	1,081
" Bengal	1 Unit part	...	16	250	1,30,500
" Madras	1 Unit part	962	15
" Bengal	All ports	...	1	150	1,100
" Pondicherry	All ports	...	67	6,745	101
Skins, dressed or tanned					
To Benares	1 Unit part
" Madras	1 Unit part	...	129	10,300	1
" Burma	1 Unit part	...	9	1,005	2
Horn and Horned					
To Benares	1 Unit part
" Madras	1 Unit part	...	95	2,265	167
" Bengal	All ports	5,287
" Bengal	1 Unit part
Instrument, Apparatus & Appliances & parts thereof					
To Benares	1 Unit part
" Madras	1 Unit part	97,580	71,195
" Bengal	1 Unit part	6,730	10,320
" Bengal	1 Unit part
" Burma	1 Unit part
" Bengal	1 Unit part
" Bengal	All ports	1,180	1,182
" Pondicherry	All ports	2,015	1,011
" Madras	All ports	30,000	...

Indian Produce and Manufactures

Air, Sea, and ports to which exported.		1913-14.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Burye—					
To Europe	Chief port	100	100	100	100
To Russia	Chief port	100	100	100	100
As—					
To Europe	Chief port	67	791	227	2,880
To Russia	Chief port	—	—	29	428
To India	Chief port	—	—	52	99
To China	Chief port	11	340	—	—
To Japan	Chief port	1,110	15,884	—	—
To Persia	Chief port	—	—	651	65
To Ceylon	All ports	1,615	21,899	18,903	2,613
To Australia	Chief port	—	—	406	20
To New Zealand	Chief port	—	—	—	—
Manila, China—					
To Europe	Chief port	No.	17,341,466	25,88,321	35,000,083
To Russia	Chief port	No.	1,794,625	2,006,931	2,894,943
To India	Chief port	No.	1,472,019	1,85,500	1,756,201
To China	Chief port	No.	1,801,620	1,500,931	1,600,929
To Japan	Chief port	No.	2,120,100	1,907,987	2,042,922
To Persia	Chief port	No.	6,228,800	1,531,098	6,188,420
To Ceylon	All ports	No.	10,000,000	1,100,000	22,750,000
To Australia	Chief port	No.	1,000,000	5,00,000	1,100,000
To New Zealand	Chief port	No.	100,000	50,000	100,000
Manila and Orissa—					
To Europe	Chief port	No.	300,112	18,000	11,240
China, China—					
To Europe	Chief port	yds.	9,357,522	11,541,092	10,000,000
To Russia	Chief port	yds.	1,770,000	1,40,000	1,200,000
To India	Chief port	yds.	1,252,522	2,111,092	892,000
To China	Chief port	yds.	1,111,138	1,97,012	800,000
To Japan	Chief port	yds.	17,500	80,000	60,000
To Persia	Chief port	yds.	15,000	2,167	11,554
To Ceylon	Chief port	yds.	222,000	387,019	200,000
To Australia	Chief port	yds.	5,000	800	200
To New Zealand	Chief port	yds.	1,000	15,67	15,000
Europe and Tunis—					
To Europe	Chief port	mts.	33,806	6,001,828	40,720
To Russia	Chief port	mts.	1,000	1,000,000	1,000,000
To India	Chief port	mts.	8,125	11,05,072	7,500
To China	Chief port	mts.	1,000	1,000,000	1,000,000
To Japan	Chief port	mts.	9,613	1,88,633	11,743
To Persia	Chief port	mts.	100	7,110	—
To Ceylon	Chief port	mts.	152	2,507	760
To Australia	Chief port	mts.	100	1,100	100
To New Zealand	Chief port	mts.	117	2,121	100
To Persia	Chief port	mts.	100	100	100
Manila and Orissa—					
To Europe	Chief port	mts.	91	1,918	100

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Coasting Goods exported transhipped from the Royal Prceeding to Indian Ports in the official years 1912-13 and 1913-14.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Iron—(Contd.)					
Manufactures—					
Other kinds—					
To Bombay	Chief port	cwts.	22	252	40
" Madras	Chief port		18	620	371
" Burma	Chief port		677	8,352	651
" Bengal	Chief port				196
" Bihar and Orissa	All ports				
" Pondicherry	Chief port		1	151	
Iron—					
Stick—					
To Bombay	Chief port	cwts.	16	2,217	10
" Madras	Chief port				2,230
" Burma	Chief port			8	155
Other kinds—					
To Bombay	Chief port	cwts.	50	2,061	1
" Madras	Chief port				3
" Burma	Chief port				173
" Bengal	Chief port				
" Eastern Bengal and Assam	Chief port				
" Bihar and Orissa	Chief port			127	3,880
" Pondicherry	All ports				
Leather—					
Unwrought—					
To Bombay	Chief port	cwts.			
" Madras	Chief port			2,800	
" Burma	Chief port			25	
" Bengal	Chief port		291	81,557	682
" Eastern Bengal and Assam	Chief port		15	1,062	1,080
" Bihar and Orissa	All ports			5	
Manufactures—					
Saddlery and Harness—					
To Bombay	Chief port				
" Madras	Chief port				
" Burma	Chief port			12,935	175
" Bengal	Chief port				11,200
" Eastern Bengal and Assam	All ports			1,701	1,883
" Bihar and Orissa	Chief port				5
Other sorts (excluding beads and shells)—					
To Bombay	Chief port				
" Madras	Chief port				1,391
" Burma	Chief port				120
" Bengal	Chief port			19,608	14,915
" Eastern Bengal and Assam	All ports			1,060	1,063
" Bihar and Orissa	Chief port				33
Liquors—					
Spirit—					
To Bombay	Chief port	gals.	10,211	10,211	2,300
" Madras	Chief port				3,450
" Burma	Chief port			715	1,072
" Bengal	Chief port		95	117	50
" Eastern Bengal and Assam	All ports			750	270
" Bihar and Orissa	Chief port				1,063

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Coasting Goods exported transhipped from the Royal Prceeding to Indian Ports in the official years 1912-13 and 1913-14.

Articles and ports to which exported.		Indian Produce and Manufactures.			
		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Liquors—					
Spirit—					
To Bombay	Chief port	gals.	717	2,175	...
" Madras	Chief port			102	...
" Burma	All ports			80	2,58
Manufactures—					
Other kinds—					
To Bombay	Chief port		1,099		7,87
" Madras	Chief port		9,04		11,00
" Burma	Chief port		21,01		87,3
" Bengal	Chief port		13,81		23,5
" Bihar and Orissa	Chief port		4,28		7,1
" Pondicherry	All ports				...
" Travancore	All ports			25	...
Iron—					
To Bombay	Chief port	Tons.	1	169	1
" Madras	Kanchari	"	1	128	2
" Burma	Chief port	"			
" Bengal	Chief port	"	119	11,24	136
" Bihar and Orissa	Chief port	"			13,2
" Pondicherry	Chief port	"			...
" Travancore	All ports	"	125	388	1
" Madras and Orissa	All ports	"			...
Metals—					
Unwrought—					
To Bombay	Chief port	sq. yds.	21	45	...
" Madras	Chief port	"	29	79	787
" Burma	Chief port	"	2,76	21,456	4,710
" Bengal	Chief port	"	9,61	1,459	7,012
" Bihar and Orissa	All ports	"	185,190	20,010	20,010
Metals—					
Unwrought—					
To Bombay	All ports	cwts.			25
" Madras	All ports	cwts.			2
Wrought—					
To Bombay	Chief port	cwts.	188	9,616	98
" Madras	Kanchari	"	29	1,542	17
" Burma	Chief port	"	6,046	47,948	5,309
" Bengal	Chief port	"	1,20	1,200	1,200
" Bihar and Orissa	Chief port	"	1,243	10,492	1,258
" Pondicherry	Chief port	"	75	1,775	297
" Madras and Orissa	Alleppey	"		240	...
" Travancore	Quilon	"		30	...
Copper—					
Unwrought—					
To Bombay	Chief port	cwts.	117	10,350	200
" Madras	Kanchari	"	1	105	20
" Burma	Chief port	"	47	4,460	45

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Coasting Goods reported coastwise from the Bengal Presidency to Indian Ports in the official years 1912-13 and 1913-14.

Indian Produce and Manufactures.						
Articles and ports to which exported.		1912-13.		1913-14.		
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Metals—(Coastal.)						
Copper						
Wrought						
.. Burma	Chief port	cwts.	1,000	50,963	913	88,261
.. Bengal	Other ports	..	86	2,640	120	11,282
.. Travancore	All ports	..	17	1,178	19	1,091
..	Quilon	..	1	15
Iron						
Cast (pig)						
.. To Bombay	Chief port	cwts.	31,829	788,42	102,831	2,631,027
.. Madras	Other ports	..	11	25,183	5,765	18,769
.. Burma	Chief port	..	1,000	60,000	1,120	11,250
.. Bengal	Other ports	..	25,887	65,183	35,517	95,659
..	All ports	..	437	1,352	41	253
Wrought						
.. To Bombay	Chief port	cwts.	1	11
.. Madras	Other ports	..	2	15	433	3,335
.. Burma	Chief port	..	45	552	626	16,230
.. Bengal	Other ports	..	767	1,335	3,183	25,308
.. Travancore	All ports	..	121	1,331	102	1,226
..	Alleppey	..	151	6,118	190	6,631
Other wares						
.. To Bombay	Chief port	cwts.	1,005	16,650	256	2,180
.. Madras	Other ports	..	5,525	21,080	791	4,166
.. Burma	Chief port	..	88	720	950	7,755
.. Bengal and Orissa	Other ports	..	1,820	11,115	7,130	53,655
.. Travancore	All ports	..	111	4,728	117	805
..	Alleppey	..	27	32
..	Alleppey	..	298	2,456	196	1,041
Unmanufactured						
.. To Bombay	Chief port	cwts.	167	5,820	160	4,100
.. Madras	Other ports	101	4,500
.. Burma	Chief port	..	51	1,475	38	4,355
.. Bengal	Other ports	..	2	257	7	300
..	All ports	..	216	8,281	177	7,145
Other						
Animal						
.. To Burma	Chief port	gals.	49	6
.. To Bombay	Other ports	5	10
.. Sind	Chief port	gals.	12	201	907	21,280
.. Madras	Other ports	..	109	7,733
.. Burma	Chief port	..	228	5,355	124	3,150
.. Bengal	Other ports	..	8	100	178	305
..	All ports	..	1,051	10,851	1,074	16,809
..	Alleppey	..	362	1,212	1,067	7,500
..	All ports	..	2	20	126	244

COASTING TRADE. EXPORTS.

Statement showing the quantity and value of Coasting Goods reported coastwise from the Bengal Presidency to Indian Ports in the official years 1912-13 and 1913-14.

Indian Produce and Manufactures.						
1912-13.			1913-14.			
Articles and ports to which exported.			Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Metals—(Coastal.)						
Copper						
Wrought						
.. To Bombay	Chief port	gals.
.. Madras	Other ports	..	20,816	9,217	33,851	16,725
.. Bengal	Other ports	..	1,981	3,223	38,174	20,203
.. Travancore	All ports	..	278,210	1,27,127	119,200	67,739
Iron						
Cast (pig)						
.. To Bombay	Chief port	cwts.	1	150
.. Madras	Other ports	..	1,206	3,023
.. Bengal	Other ports	..	228	322	397	450
.. Travancore	All ports	..	20,803	19,311	24,750	26,389
Wrought						
.. To Bombay	Chief port	gals.	16	150
.. Madras	Other ports
.. Bengal	Other ports
.. Travancore	All ports
Other wares						
.. To Bombay	Chief port	gals.
.. Madras	Other ports
.. Bengal	Other ports
.. Travancore	All ports
Unmanufactured						
.. To Bombay	Chief port	gals.
.. Madras	Other ports
.. Bengal	Other ports
.. Travancore	All ports
Other						
Animal						
.. To Burma	Chief port	gals.
.. To Bombay	Other ports
.. Sind	Chief port	gals.
.. Madras	Other ports
.. Burma	Chief port
.. Bengal	Other ports
..	Alleppey
..	All ports

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the
Several Presidencies to Indian Ports in the official years 1912-13 and 1913-14.

Indian Produce and Manufactures.					
Articles and ports to which exported.	1912-1913.		1913-1914.		Value in Rupees.
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Other (Cassia).					
To Bombay	Chief part
" Madras	Chief part
" Burma	Chief part
" Bengal	Chief part	131,740	2,50,223	142,628	2,63,337
" Bihar and Orissa	Chief part	28,495	58,962	39,701	80,844
	...	153,864	3,62,200	145,293	3,25,012
Til or dandi.					
To Madras	Chief part
" Burma	Chief part	2	20
" Bengal	Chief part	131	210	212	675
Other seeds.					
To Bombay	Chief part
" Madras	Chief part
" Burma	Chief part	80	2,136	30	801
" Bengal	Chief part	77	1,280	5,141	5,293
" Bihar and Orissa	Chief part	633	1,263	4,120	1,920
	...	13,569	19,113	7,170	12,620
Paints and colours, including putty, materials.					
To Bombay	Chief part
" Madras	Chief part	2,67,321	...	1,55,239	...
" Burma	Chief part	1,497	...
" Bengal	Chief part	41,765	...	85,286	...
" Bihar and Orissa	Chief part	18,131	...	13,570	...
" Travancore	Chief part	1,84,642	...	1,00,000	...
" Alleppey	Chief part	2,017	...	3,230	...
" Pondicherry	Chief part	37,800	...	27,542	...
" Goa	Chief part	8,365	...	12,432	...
" Bihar and Orissa	Chief part	778	...	3,483	...
	101	...
Paper and Pictboard - Printing Paper.					
To Bombay	Chief part
" Madras	Chief part	7,044	1,27,190	6,822	1,41,612
" Burma	Chief part
" Bengal	Chief part	7,046	1,41,900	4,912	1,00,000
" Bihar and Orissa	Chief part	4,857	1,01,000	1,791	52,522
" Travancore	Chief part	22,406	4,42,800	15,226	3,00,014
" Alleppey	Chief part	274	1,210	201	4,866
" Pondicherry	Chief part	218	1,888	327	3,773
" Goa	Chief part	197	1,426	165	3,483
" Bihar and Orissa	Chief part	34	210	45	450
	7	88
Writing Paper and Envelopes.					
To Bombay	Chief part
" Madras	Chief part
" Burma	Chief part
" Bengal	Chief part
" Bihar and Orissa	Chief part
" Travancore	Chief part
" Alleppey	Chief part

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of Country Goods exported coastwise from the
Several Presidencies to Indian Ports in the official years 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.				
	1912-1913.		1913-1914.		
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.	
Paper and Pictboard - (continued).					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	12	308	307	5,514
" Bengal	Chief part	107	1,604	26	813
" Bihar and Orissa	Chief part	242	1,425	125	762
		118	1,285
Reed, board, millboard and card-board of all kinds.					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	187	2,138	91	820
" Bengal	Chief part	15	160	1	65
Belting.					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	
" Bengal	Chief part	
" Travancore	Chief part	
" Alleppey	Chief part	
" Pondicherry	Chief part	
" Goa	Chief part	
" Bihar and Orissa	Chief part	
	
Pick, Tar and Hammer.					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	
" Bengal	Chief part	
" Bihar and Orissa	Chief part	
" Travancore	Chief part	
" Alleppey	Chief part	
" Pondicherry	Chief part	
" Goa	Chief part	
" Bihar and Orissa	Chief part	
	
Provisions.					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	
" Bengal	Chief part	
" Bihar and Orissa	Chief part	
" Travancore	Chief part	
" Alleppey	Chief part	
" Pondicherry	Chief part	
" Goa	Chief part	
" Bihar and Orissa	Chief part	
	
Fish and Fish-dried.					
To Bombay	Chief part	
" Madras	Chief part	
" Burma	Chief part	
" Bengal	Chief part	
" Bihar and Orissa	Chief part	
" Travancore	Chief part	
" Alleppey	Chief part	
" Pondicherry	Chief part	
" Goa	Chief part	
" Bihar and Orissa	Chief part	
	

Indian Produce and Manufactures

Articles and parts taken as captured		1902-13		1902-14	
		Quantity	Value in rupees	Quantity	Value in rupees
Provisions—continued					
Fish, dried (continued)					
.. Bombay	100 lbs. part	Rs.	60.14	11.209	41.838
.. Bengal	100 lbs. part		78.83	13.120	43.120
.. All parts			138.97	24.329	84.958
Fruits and vegetables—continued					
.. Bombay	100 lbs. part	Rs.	45	399	1,495
.. Madras	100 lbs. part		17	263	338
.. Bengal	100 lbs. part		10	629	1,567
.. Burma	100 lbs. part		74.90	74.10	1,792
.. All parts			166.97	5,534	8,209
.. Bombay and Bengal	All parts		1,062	7,442	1,241
.. All parts			307	3,753	1,160
Tea					
.. Madras	100 lbs. part	Rs.	1,568	1,000	2,788
.. Bengal	100 lbs. part		124	231	—
.. All parts			2,875	1,231	18,266
.. Bengal	100 lbs. part		112.14	27,785	1,679
.. Burma	100 lbs. part		11.24	2,767	16,206
.. Bihar and Orissa	All parts		255.99	1,874.12	27,974
.. All parts			480	422	—
Other sorts of provisions—continued					
.. Bombay	100 lbs. part	Rs.	108	1,965	1,431
.. Madras	100 lbs. part		5	230	16
.. Bengal	100 lbs. part		80	3,748	10
.. Burma	100 lbs. part		256.60	23,344	283
.. All parts			449	15,737	50
.. Bengal	100 lbs. part		1,012	20,662	3,320
.. Bihar and Orissa	All parts		7,880	37,428	7,824
.. All parts			9,892	58,415	27,011
Rees and other materials for making paper					
.. Bombay	100 lbs. part	Rs.	—	—	—
.. Madras	100 lbs. part		—	—	—
.. Bengal	100 lbs. part		—	100	—
.. Burma	100 lbs. part		—	1	56
.. All parts			—	101	56
.. All parts			—	5	25
Raffia, palm and rolling stock					
.. Bombay	100 lbs. part	Rs.	—	—	—
.. Madras	100 lbs. part		31.20	228	3,090
.. Bengal	100 lbs. part		2,065	—	—
.. Burma	100 lbs. part		—	—	—
.. All parts			2,096	228	3,090
.. All parts			2,096	5	209
Salt—					
.. Bombay	100 lbs. part	Rs.	7	36	—
.. Madras	100 lbs. part		10	25	—
.. Bengal	100 lbs. part		278	112	272
.. Burma	100 lbs. part		7	36	327
.. All parts			311	399	2,801
.. Bihar and Orissa	All parts		12,282	16,602	16,602

Indian Produce and Manufactures

		1912-13.		1913-14.	
		Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Said					
Export					
To Bombay	Chief port	285	1,260	109	1,080
	Other ports	1,210	10,653	511	7,780
To Madras	Chief port	1,112	13,154	726	7,047
	Other ports	3,625	65,452	6,583	1,10,455
To Burma	Chief port	561	9,465	680	11,411
	Other ports	187	2,120	106	6,745
To Calcutta	All ports	28	110	15	55
To Rangoon and Othera	All ports	28	110	15	78
To Hongkong	All ports	6	78
Import					
From Bombay	Chief port	12,118	96,410	1,317	5,968
	Other ports	500	3,890	112	2,392
From Madras	Chief port	1,590	6,000
	Other ports	6,401	35,552	18,260	40,165
Export					
To Bombay	Chief port	136	80	1	16
	Other ports	27	300	1	16
To Madras	Chief port	397	3,404	40	262
	Other ports	288	2,312	282	2,033
To Burma	All ports	15	180
To Rangoon and Othera	All ports
Import					
From Bombay	Chief port
	Other ports
From Madras	Chief port
	Other ports	90	9,71,428	127	1,300
From Burma	Chief port
	Other ports
From Rangoon	All ports
Export					
To Bombay	Chief port
	Other ports
To Madras	Chief port
	Other ports	2,111	22,295	962	6,055
To Burma	Chief port
	Other ports	27	270	51	489
To Rangoon	All ports	775	5,160	1,300	8,824
Import					
From Bombay	Chief port
	Other ports
From Madras	Chief port	1,499	4,495	2,330	...
	Other ports
From Burma	Chief port
	Other ports
From Rangoon	All ports
Export					
To Bombay	Chief port	1,087	10,130
	Other ports	1,654	5,324	2,631	23,349
To Madras	Chief port	1,052	11,110
	Other ports	29,341	7,26,247	30,103	3,77,590
To Burma	Chief port	1,121	2,000	45	...
	Other ports	3	30	40,000	49,000
To Rangoon	All ports
Import					
From Bombay	Chief port	38	100	75	62
	Other ports	803	64,720	550	45,200
From Madras	Chief port	...	1,000	...	3,200
	Other ports	967	10,586	1,183	15,311
From Burma	Chief port	1,12	1,125	28	40
	Other ports	2,103	5,578	610	16,600
From Rangoon	All ports

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 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Ships, parts of				
To Bombay	Chief port
" Madras	Chief port
" Other ports	1,400
" Burma	Chief port	35,120
" Other ports	250
" Bengal	All ports	625
Silk				
Raw	Chief port
" Madras	Chief port	100
" Burma	Chief port	300
" Other ports	150
" Bengal	All ports ..	6,376	1,38,285	15,810
Manufactures				
Dye-woods	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports ..	6,376	1,38,285	15,810
Other goods				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
Other ports				
To Burma	Chief port
" Other ports
" Bengal	All ports
Soap				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Spices				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Bechamons				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Carbanoms				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports

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 1912-13 and 1913-14.

Articles and ports to which exported.	Indian Produce and Manufactures.			
	1912-13.		1913-14.	
	Quantity.	Value in Rupees.	Quantity.	Value in Rupees.
Ships, parts of				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
Silk				
Raw	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
Manufactures				
Dye-woods	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
Other goods				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
Other ports				
To Burma	Chief port
" Other ports
" Bengal	All ports
Soap				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Spices				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Bechamons				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports
Carbanoms				
To Bombay	Chief port
" Madras	Chief port
" Other ports
" Burma	Chief port
" Other ports
" Bengal	All ports
" Bihar and Orissa	All ports

COASTING TRADE.—(contd.)

EXPORTS

Statement showing the quantities and value of Country goods exported coastwise from the Bengal Presidency to Indian Ports in the fiscal years 1912-13 and 1913-14.

Indian Produce and Manufactures.

Articles and port to which exported	1912-13		1913-14	
	Quantity	Value in Rupees	Quantity	Value in Rupees
Wool (raw only)				
To Bombay				
Madras	100 lbs post	2,500	3,305	
Pondicherry	100 lbs post	—	—	
Barnes	100 lbs post	—	—	
Bengal	100 lbs post	21,571	18,526	
All ports	100 lbs post	2,500	1,865	
All other articles of merchandise				
Cottons—raw				
To Bombay				
Sind	100 lbs post	1,181	1,759	
Madras	100 lbs post	90,235	90,320	
Barnes	100 lbs post	25	250	
Bengal	100 lbs post	5,08,496	5,08,722	
Bihar and Orissa	100 lbs post	2,282	1,500	
All ports	100 lbs post	1,57,061	2,57,960	
Manufactured				
To Bombay				
Sind	100 lbs post	9,217	3,141	
Madras	100 lbs post	97,759	6,300	
Barnes	100 lbs post	1,106	40,056	
Bengal	100 lbs post	21,828	21,141	
Bihar and Orissa	100 lbs post	1,008,24	1,12,244	
All ports	100 lbs post	10,120	3,000	
To Calcutta				
Sind	100 lbs post	17,620	1,898	
Madras	100 lbs post	—	1,625	
Barnes	100 lbs post	2,610	3,082	
Bengal	100 lbs post	—	—	
Bihar and Orissa	100 lbs post	—	—	
All ports	100 lbs post	—	—	
Total Merchandise				
To Bombay				
Sind	100 lbs post	2,522,914	2,17,73,805	
Madras	100 lbs post	90,235	90,320	
Barnes	100 lbs post	25	250	
Bengal	100 lbs post	5,08,496	5,08,722	
Bihar and Orissa	100 lbs post	2,282	1,500	
All ports	100 lbs post	1,57,061	2,57,960	
To Calcutta				
Sind	100 lbs post	17,620	1,898	
Madras	100 lbs post	—	1,625	
Barnes	100 lbs post	2,610	3,082	
Bengal	100 lbs post	—	—	
Bihar and Orissa	100 lbs post	—	—	
All ports	100 lbs post	—	—	
Grand Total of Merchandise				
		2,31,32,400	2,31,32,400	

INTERNAL TRADE.

IMPORTS

Statement showing the quantities and value of the Calcutta Trade Block by all routes, viz., River, Road and Sea (including and forwarding) during the year 1913-14, as compared with the figures of the two previous years.

Articles	Quantity	Value in Rupees				
		1911-12	1912-13	1913-14	1912-13	1913-14
Wool—raw						
To Bombay						
Madras	100 lbs post	10,000	10,000	10,000	10,000	10,000
Barnes	100 lbs post	10,000	10,000	10,000	10,000	10,000
Bengal	100 lbs post	10,000	10,000	10,000	10,000	10,000
All ports	100 lbs post	10,000	10,000	10,000	10,000	10,000
Manufactured						
To Bombay						
Sind	100 lbs post	10,000	10,000	10,000	10,000	10,000
Madras	100 lbs post	10,000	10,000	10,000	10,000	10,000
Barnes	100 lbs post	10,000	10,000	10,000	10,000	10,000
Bengal	100 lbs post	10,000	10,000	10,000	10,000	10,000
Bihar and Orissa	100 lbs post	10,000	10,000	10,000	10,000	10,000
All ports	100 lbs post	10,000	10,000	10,000	10,000	10,000
To Calcutta						
Sind	100 lbs post	10,000	10,000	10,000	10,000	10,000
Madras	100 lbs post	10,000	10,000	10,000	10,000	10,000
Barnes	100 lbs post	10,000	10,000	10,000	10,000	10,000
Bengal	100 lbs post	10,000	10,000	10,000	10,000	10,000
Bihar and Orissa	100 lbs post	10,000	10,000	10,000	10,000	10,000
All ports	100 lbs post	10,000	10,000	10,000	10,000	10,000
Grand Total of Merchandise						
		2,31,32,400	2,31,32,400	2,31,32,400	2,31,32,400	2,31,32,400

INTERNAL TRADE. IMPORTS.

Statement showing the articles imported into the Calcutta Trade Block by all routes—Rail, River, Road and Sea (excluding and foreign) during the year 1913-14, as compared with the figures for the ten previous years.

		Quantity.					Value in Rupees.				
		1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.
Cotton.	1. Raw cotton.	2,550,554	2,700,214	2,547,874	1,852,284	3,145,615	3,02,80,000	3,14,50,000	2,54,78,740	1,85,22,840	2,54,78,740
	2. Yarn.	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
Wool.	1. Raw wool.	—	—	—	—	—	—	—	—	—	—
	2. Yarn.	—	—	—	—	—	—	—	—	—	—
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	—	—	—	—	—	—	—	—	—	—
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
Woolen.	1. Raw wool.	—	—	—	—	—	—	—	—	—	—
	2. Yarn.	—	—	—	—	—	—	—	—	—	—
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	—	—	—	—	—	—	—	—	—	—
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—

INTERNAL TRADE. EXPORTS.

Statement showing the articles exported from Calcutta Trade Block, by all routes—Rail, River, Road and Sea (excluding and foreign) during the year 1913-14, as compared with the figures for the ten previous years.

		Quantity.					Value in Rupees.				
		1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.
Cotton.	1. Raw cotton.	2,550,554	2,700,214	2,547,874	1,852,284	3,145,615	3,02,80,000	3,14,50,000	2,54,78,740	1,85,22,840	2,54,78,740
	2. Yarn.	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250	175,250
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
Wool.	1. Raw wool.	—	—	—	—	—	—	—	—	—	—
	2. Yarn.	—	—	—	—	—	—	—	—	—	—
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	—	—	—	—	—	—	—	—	—	—
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
Woolen.	1. Raw wool.	—	—	—	—	—	—	—	—	—	—
	2. Yarn.	—	—	—	—	—	—	—	—	—	—
	3. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	4. Cotton.	—	—	—	—	—	—	—	—	—	—
	5. Woollen.	—	—	—	—	—	—	—	—	—	—
	6. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	7. Woollen.	—	—	—	—	—	—	—	—	—	—
	8. Woollen and tape.	—	—	—	—	—	—	—	—	—	—
	9. Woollen.	—	—	—	—	—	—	—	—	—	—
	10. Woollen and tape.	—	—	—	—	—	—	—	—	—	—

* Not separately recorded prior to 1st April 1911.

Statement showing the quantity and value of Minerals produced in British India during 29 years, from 1891 to 1919.

Year	Coal			Crude			Manufacture Obs.			Manufacture			Production			Sales			Tax Rate
	Quantity	Value	Trans.	Quantity	Value	Trans.	Quantity	Value	Trans.	Quantity	Value	Trans.	Quantity	Value	Trans.	Quantity	Value	Trans.	
1981	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1982	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1983	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1984	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1985	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1986	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1987	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1988	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1989	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1990	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1991	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1992	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1993	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1994	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1995	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1996	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1997	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1998	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
1999	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
2000	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	
2001	104	14,262.5	1,414.74	1,274	16,582	15,436	21,403	100	100	100	100	100	100	100	100	100	100	100	

* Figures prior to 1970 represent exports in each official year.

* Figures for Coal represent India from 1910.

MINERAL PRODUCTION IN BRITISH INDIA.-(*Contd.*)

Statement showing the number and value of Minerals received in British India during the years from 1891 to 1912

[illegible]

^a These figures represent estimates by a statistician in each of the years.

^a These figures for Calculated and Modified Moders relate to official years from 1991. The figures of value from that year have been calculated on the wholesale price of sugar at 40 p/cwt.

COAL PRODUCTION IN INDIA.

... determine the quantity of Coal produced in each province, in 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2

Year	Assets		Borrowed ¹		Banks and Other		Mortgage Payable		Central		Capital		Treasury		Bills		N.W.F.		R.R.		Bonds	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1881	106,141	1,045,033	...	1,337	60,862	140,405	132,857	940,523	
1882	106,141	1,045,033	72,005	140,405	132,857	940,523	
1883	117,220	1,310,712	74,005	140,405	132,857	940,523	
1884	130,818	1,507,069	74,005	140,405	132,857	940,523	
1885	130,818	1,507,069	87,255	140,405	132,857	940,523	
1886	216,226	1,975,492	87,255	140,405	132,857	940,523	
1887	216,226	1,975,492	87,255	140,405	132,857	940,523	
1888	216,226	1,975,492	87,255	140,405	132,857	940,523	
1889	216,226	1,975,492	87,255	140,405	132,857	940,523	
1890	216,226	1,975,492	87,255	140,405	132,857	940,523	
1891	216,226	1,975,492	87,255	140,405	132,857	940,523	
1892	216,226	1,975,492	87,255	140,405	132,857	940,523	
1893	216,226	1,975,492	87,255	140,405	132,857	940,523	
1894	216,226	1,975,492	87,255	140,405	132,857	940,523	
1895	216,226	1,975,492	87,255	140,405	132,857	940,523	
1896	216,226	1,975,492	87,255	140,405	132,857	940,523	
1897	216,226	1,975,492	87,255	140,405	132,857	940,523	
1898	216,226	1,975,492	87,255	140,405	132,857	940,523	
1899	216,226	1,975,492	87,255	140,405	132,857	940,523	
1900	216,226	1,975,492	87,255	140,405	132,857	940,523	
1901	216,226	1,975,492	87,255	140,405	132,857	940,523	

Y. I. P. of Area and Cells.

(a) Polybutene 18.74% was converted into coke.

[illegible]

Year	Population	Population	Population
1990	100	100	100
2000	100	100	100
2010	100	100	100
2020	100	100	100
2030	100	100	100
2040	100	100	100
2050	100	100	100
2060	100	100	100
2070	100	100	100
2080	100	100	100
2090	100	100	100
2100	100	100	100

COAL IMPORTS INTO BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) imported into India from Foreign Countries, showing the share of each Province during 20 years from 1891-92 to 1911-12.

[illegible]

COAL EXPORTS FROM BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) exported to Foreign Countries from India, during the years 1897-98 to 1911-12.

[illegible]

Blouses marked with * are Cokes only.

BOMBAY COTTON GOODS TRADE.
Exports of Bombay Manufactured Piece-Goods and Yarns from Bombay Port only.
1910-1911.

EXPORTED TO	LENGTH AND WEIGHT				VALUE			
	Percentage Yarns.		Percentage Goods.	Total	Percentage Yarns.		Percentage Goods.	Total
	Value, Rs.	Weight, Lbs.	Value, Rs.	Weight, Lbs.	Value, Rs.	Weight, Lbs.	Value, Rs.	Weight, Lbs.
Foreign Ports.	7239	14,722	471,900	29,957	8213	165,828	61,312	121,141
Indian Ports.	1795	36,568	29,721	6024	1795	36,568	29,721	6024
Interior by Rail.	1690	35,121	28,811	5824	1690	35,121	28,811	5824
Total India.	3485	71,689	58,532	11848	3485	71,689	58,532	11848
Grand Total.	10724	218,911	530,432	41805	11708	237,417	120,844	132,989

* Assuming 1 pound to be the equivalent of 1 lb. and 16 oz. only.
† Piece-goods only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
‡ Inclusive of yarns, Rs. 71,471 lakhs, or.
§ Estimated Government of having determined the production of the values of Indian manufactured goods due to Bombay only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
|| Inclusive of yarns, Rs. 71,471 lakhs, or.

1911-1912

Foreign Ports.	7239	14,722	471,900	29,957	8213	165,828	61,312	121,141
Indian Ports.	1795	36,568	29,721	6024	1795	36,568	29,721	6024
Interior by Rail.	1690	35,121	28,811	5824	1690	35,121	28,811	5824
Total India.	3485	71,689	58,532	11848	3485	71,689	58,532	11848
Grand Total.	10724	218,911	530,432	41805	11708	237,417	120,844	132,989

* Assuming 1 pound to be the equivalent of 1 lb. and 16 oz. only.
† Piece-goods only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
‡ Inclusive of yarns, Rs. 71,471 lakhs, or.
§ Estimated Government of having determined the production of the values of Indian manufactured goods due to Bombay only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
|| Inclusive of yarns, Rs. 71,471 lakhs, or.

1912-1913

Foreign Ports.	7239	14,722	471,900	29,957	8213	165,828	61,312	121,141
Indian Ports.	1795	36,568	29,721	6024	1795	36,568	29,721	6024
Interior by Rail.	1690	35,121	28,811	5824	1690	35,121	28,811	5824
Total India.	3485	71,689	58,532	11848	3485	71,689	58,532	11848
Grand Total.	10724	218,911	530,432	41805	11708	237,417	120,844	132,989

* Assuming 1 pound to be the equivalent of 1 lb. and 16 oz. only.
† Piece-goods only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
‡ Inclusive of yarns, Rs. 71,471 lakhs, or.
§ Estimated Government of having determined the production of the values of Indian manufactured goods due to Bombay only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
|| Inclusive of yarns, Rs. 71,471 lakhs, or.

1913-1914

Foreign Ports.	7239	14,722	471,900	29,957	8213	165,828	61,312	121,141
Indian Ports.	1795	36,568	29,721	6024	1795	36,568	29,721	6024
Interior by Rail.	1690	35,121	28,811	5824	1690	35,121	28,811	5824
Total India.	3485	71,689	58,532	11848	3485	71,689	58,532	11848
Grand Total.	10724	218,911	530,432	41805	11708	237,417	120,844	132,989

* Assuming 1 pound to be the equivalent of 1 lb. and 16 oz. only.
† Piece-goods only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
‡ Inclusive of yarns, Rs. 71,471 lakhs, or.
§ Estimated Government of having determined the production of the values of Indian manufactured goods due to Bombay only, value including all other sorts. Handkerchiefs, Hosiery, Ac., Rs. 1,2993 lakhs, or.
|| Inclusive of yarns, Rs. 71,471 lakhs, or.

TRADE OF BRITISH INDIA.

Table showing the total value of exports and imports of British India, including the value of re-exports from India, for the years 1910-1911, 1911-1912, 1912-1913, and 1913-1914.

Year.	Total value of exports and imports in million of rupees.	Merchandise.				Passengers.			
		Exports.		Imports.		Exports.		Imports.	
		Value, Rs.	Percentage of total exports.	Value, Rs.	Percentage of total imports.	Value, Rs.	Percentage of total exports.	Value, Rs.	Percentage of total imports.
1910-1911.	13,827	6,500,121	47.0	10,238,267	74.2	1,100,000	7.9	1,100,000	7.9
1911-1912.	12,808	6,082,857	47.5	10,050,000	78.1	1,100,000	8.6	1,100,000	8.6
1912-1913.	12,500	5,910,000	47.3	9,950,000	79.6	1,100,000	8.8	1,100,000	8.8
1913-1914.	12,500	5,910,000	47.3	9,950,000	79.6	1,100,000	8.8	1,100,000	8.8

* Figure for calendar year. From 1913-14 financial year.

TRADE OF BRITISH INDIA—(Contd.)
Value of total Indian Imports and Exports of Government Stores and Treasuries from and to Foreign Countries during 20 years in case of Imports from 1889-90 to 1910-11.

Year.	Imports.			Exports of Government Stores.			Treasure			Surplus in parts.		
	Rs.	Exports of Country	Rs.	Rs.	Imports	Exports	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1888-89	18,48,326	...	2,567,286
1889-90	10,669	...	2,588,844
1890-91	39,470	...	2,441,530
1891-92	2,660,421	...	2,000,788
1892-93	2,891,255	...	1,876,776
1893-94	4,784,651	...	1,116,159
1894-95	6,67,790	...	1,116,159
1895-96	7,25,766	...	1,116,159
1896-97	3,211,187	...	1,116,159
1897-98	4,016,704	...	1,116,159
1898-99	10,154	...	1,116,159
1899-00	49,412	...	1,116,159
1900-01	2,78,979	...	1,116,159
1901-02	3,012,751	...	1,116,159
1902-03	4,042,552	...	1,116,159
1903-04	5,36,882	...	1,116,159
1904-05	7,28,841	...	1,116,159
1905-06	1,68,555	...	1,116,159
1906-07	5,69,055	...	1,116,159
1907-08	2,00,720	...	1,116,159
1908-09	1,00,000	...	1,116,159
1909-10	1,00,000	...	1,116,159
1910-11	1,00,000	...	1,116,159
1911-12	1,00,000	...	1,116,159
1912-13	1,00,000	...	1,116,159
1913-14	1,00,000	...	1,116,159

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TRADE OF BRITISH INDIA—(Contd.)
Value of the total Indian Imports and Exports of Government Stores and Treasuries from and to Foreign Countries during 20 years in case of Exports from 1889-90 to 1910-11.

Year.	Imports.			Exports of Government Stores.			Treasure			Surplus in parts.		
	Rs.	Exports of Country	Rs.	Rs.	Imports	Exports	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1888-89	18,48,326	...	2,567,286
1889-90	10,669	...	2,588,844
1890-91	39,470	...	2,441,530
1891-92	2,660,421	...	2,000,788
1892-93	2,891,255	...	1,876,776
1893-94	4,784,651	...	1,116,159
1894-95	6,67,790	...	1,116,159
1895-96	7,25,766	...	1,116,159
1896-97	3,211,187	...	1,116,159
1897-98	4,016,704	...	1,116,159
1898-99	10,154	...	1,116,159
1899-00	49,412	...	1,116,159
1900-01	2,78,979	...	1,116,159
1901-02	3,012,751	...	1,116,159
1902-03	4,042,552	...	1,116,159
1903-04	5,36,882	...	1,116,159
1904-05	7,28,841	...	1,116,159
1905-06	1,68,555	...	1,116,159
1906-07	5,69,055	...	1,116,159
1907-08	2,00,720	...	1,116,159
1908-09	1,00,000	...	1,116,159
1909-10	1,00,000	...	1,116,159
1910-11	1,00,000	...	1,116,159
1911-12	1,00,000	...	1,116,159
1912-13	1,00,000	...	1,116,159
1913-14	1,00,000	...	1,116,159

* From 1913-14 and onwards.

TRADE BALANCE

*Statement of Trade Balances for 20 years. Total values of Merchandise and Treasures are given
Government Stores and Treasures are included.*

[illegible]

SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number of passengers of S.T.C. M.V.s, etc., employed in 1941, by Port of origin and to Foreign countries at Port of British India from 1941-2 to 1941-3.

Description.	STAMENS EXTERIOR.											
	Without anthers.				In bud.				In full.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1901-1902.	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.
105	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
106	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
107	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
108	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
109	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
110	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
111	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
112	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
113	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
114	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
115	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
116	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
117	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
118	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
119	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
120	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
121	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
122	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
123	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
124	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
125	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
126	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
127	1,244,048	261	1,307,575	428	1,370,728	721	967,507	729	2,549,299	249	2,549,299	249
128	1,244,048	261	1,307,575	428	1,370,728	721						

THEORY (75%)

[illegible]

* Figures prior to April 1912 are inclusive of Bihar and Orissa.
† Separately recorded from April 1912.

* Figures prior to April 1912 are inclusive.

SHIPPING TRADE OF BRITISH INDIA—(Contd.)

Table showing the total number and tonnage of SAILING VESSELS entered and cleared with Companies and in Ballast from and to Foreign Countries or Ports in British India from 1911-12 to 1941-42.

Periodicity	White-flags						E. Ind. flags					
	1911-1912			1912-1913			1911-1912			1912-1913		
	No.	Tonn.	No.	No.	Tonn.	No.	No.	Tonn.	No.	Tonn.	No.	Tonn.
Bombay	6	528	8	4,041	2	425	169	1	177	2	181	3
Bombay	104	30,007	102	22,136	257	16,534	131	31	172	352	2	26,847
Bombay	135	11,525	162	15,157	118	15,584	13	310	112	1,652	11	5,710
Bombay	1	62	1	1	1	250	8	2,015	29	2,689	20	5,710
Bombay & Orissa	799	74,163	735	71,154	767	59,250	167	31,126	374	29,407	330	32,129
Total R. I.
Bombay	126	13,326	121	16,292	18	1,446	169	2	175	2	132	...
Bombay	7	1,528	691	37,155	650	32,778	1,029	60	6,325	71	3,198	...
Bombay	22	3,115	34	4,340	42	5,370	65	2	101
Bombay & Orissa	1,129	98,313	962	92,831	1,022	88,211	76	1,801	71	6,591	71	5,559
Total R. I.

* Separately recorded from April 1912.

TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS.

(Figures given are for the official years, from 1st April to 31st March.)

[illegible]

IMPORTS.		COUNTRIES WHENCE IMPORTED.								PEP.
		1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	
Countries to Hong Kong and Manchou										
Africa, South										
China										
India										
Russia										
Siam										
British Settlements										
Other British Possessions										
China-Hong Kong	6,390,143	5,724,134	713,000	1,502,738	2,251,324	1,974,720	2,019,849	1,438,257		
British India										
Siam	47,906	7,227	6,250	7,003	106	25,410	15,535	17,658		
Manchou										
Other British Possessions										
Other Foreign Countries										
Germany	13,475	3,962	2,656	2,550	1,500	7,118	16,970	38,241		
Denmark and Fynbo										
Certains and Dependencies	25,275									
Peru										
Arabia	9									
Japan	11	1,572	224							
Other British Possessions										
Other Foreign Countries										
Total	6,438,050	5,731,110	1,427,433	4,004,232	2,973,149	2,042,363	1,630,546	1,476,151		

[illegible][illegible]

Imports.

COUNTRIES WHERE IMPORTED		1953-54	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	SUGAR 1961-62
		1953-54	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62
Japan									
Argentina									
Indonesia and Malaya				13				47	195
South America		52	55	77	66	140	210	117	
Spain		28	20	28	28	28	28	28	
Europe			54				65		
France								206	
Other Western Dependents		152,899	795,200	177,701	19,219	299,591	366,721		
East Asia, Australia				56	89				
Other Western Dependents									
Western and Southern									
South America									
Other British Possessions									
Other Commonwealth									
Other Foreign Countries									
Total		194,118	795,200	177,701	20,306	312,000	412,500	335	195

SUGAR

(UNREFINED --15 DUTCH STANDARD AND BELOW)

1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
100.00	98.330	240.958	101.808	556.292	736.828	224.228	152.551	140.718	109.202	97.172		
15	98	185	1.065	55	36	78	826	66				
10	91	100	1.065	55	36	78	826	66				
5	84	91	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66				
5	85	90	1.065	55	36	78	826	66				
25	97	102	1.065	55	36	78	826	66				
20	94	99	1.065	55	36	78	826	66				
15	91	96	1.065	55	36	78	826	66				
10	88	93	1.065	55	36	78	826	66</				

Imports

COUNTRIES WHERE IMPORTED,	1938-39									
	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939	1938-39, 1938, 1939
Austria										
Belgium and Netherlands										
France										
Germany										
Italy										
Japan										
United States of America										
Other Countries										
Exports to Europe										
United States of America										
China										
France										
Spain										
Other Countries										
Exports to Asia										
China										
Other Countries										
Exports to Africa										
Other Countries										
Exports to Oceania										
Other Countries										
Exports to Europe										
Other Countries										
Exports to Asia										
Other Countries										
Exports to Africa										
Other Countries										
Exports to Oceania										
Other Countries										
Exports to Europe										
Other Countries										
Exports to Asia										
Other Countries										
Exports to Africa										
Other Countries										
Exports to Oceania										
Other Countries										
Exports to Europe										
Other Countries										
Exports to Asia										
Other Countries										
Exports to Africa										
Other Countries										
Exports to Oceania										
Other Countries										
Exports to Europe										
Other Countries										
Exports to Asia										
Other Countries										
Exports to Africa										
Other Countries										
Exports to Oceania										
Other Countries										
Exports to Europe										
Other Countries										
Exports to Asia										
Other Countries										
Exports to Africa										

SUGAR

(REFINED—16 DUTCH STANDARD AND ABOVE)

	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985
1970	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1971	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1972	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1973	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1974	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1975	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1976	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1978	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1979	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1980	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1981	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1982	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1983	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1984	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1985	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1986	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1987	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1988	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1989	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1990	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1991	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1992	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1994	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1995	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1996	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1997	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1998	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2001	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2007	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2008	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2009	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

IMPORTS.

COUNTRIES WHERE ORIGINATED	1926. Pcs.	1927. Pcs.	1928. Pcs.	1929. Pcs.	1930. Pcs.	1931. Pcs.	1932. Pcs.
Other British Possessions	1,332	100	2,560
Mauritius and Dependencies
China - Hong Kong	615,542	722,565	561,471	775,257	222,479	186,328	177,924
Canton	100,120	167,977	577,891	1,314,537	1,250,031	1,698,347	2,361,018
Shanghai	112,147	209,792	131,672	190,635	178,499	142,479	108,288
Other	15,716	12,248	38,560	19,066	31,712	30,159	22,301
France
Canton
Shanghai
Other
Germany
Canton
Shanghai
Other
Italy
Canton
Shanghai
Other
Japan
Canton
Shanghai
Other
United States of America
Canton
Shanghai
Other
Other Foreign Countries
Canton
Shanghai
Other
TOTAL	6,281,427	7,075,617	5,781,822	7,515,013	3,629,123	2,611,111	4,910,633

TEA

(BLACK & GREEN).

COUNTRIES WHERE ORIGINATED	1926. Pcs.	1927. Pcs.	1928. Pcs.	1929. Pcs.	1930. Pcs.	1931. Pcs.	1932. Pcs.
Other British Possessions
Mauritius and Dependencies
China - Hong Kong
Canton
Shanghai
Other
France
Canton
Shanghai
Other
Germany
Canton
Shanghai
Other
Italy
Canton
Shanghai
Other
Japan
Canton
Shanghai
Other
United States of America
Canton
Shanghai
Other
Other Foreign Countries
Canton
Shanghai
Other
TOTAL	3,672,833	3,731,579	3,799,472	2,633,873	3,910,711	4,147,506	3,670,987

A.R. - Black and Green from 1931-4.

IMPORTS.

COUNTRIES WHERE ORIGINATED	1926. Pcs.	1927. Pcs.	1928. Pcs.	1929. Pcs.	1930. Pcs.	1931. Pcs.	1932. Pcs.
Other Foreign Countries
United Kingdom
Australia
Strait Settlements
China - Hong Kong
Canton
Shanghai
Other
France
Canton
Shanghai
Other
Germany
Canton
Shanghai
Other
Italy
Canton
Shanghai
Other
Japan
Canton
Shanghai
Other
United States of America
Canton
Shanghai
Other
Other Foreign Countries
Canton
Shanghai
Other
TOTAL	9,225	18,855	65,285	57,568	21,738	8,211	21,567

COPPER

EXHIBITION - (TILES, INGOTS, CAKES, BRICKS AND SLABS).

COUNTRIES WHERE ORIGINATED	1926. Pcs.	1927. Pcs.	1928. Pcs.	1929. Pcs.	1930. Pcs.	1931. Pcs.	1932. Pcs.
Other Foreign Countries
United Kingdom
Australia
Strait Settlements
China - Hong Kong
Canton
Shanghai
Other
France
Canton
Shanghai
Other
Germany
Canton
Shanghai
Other
Italy
Canton
Shanghai
Other
Japan
Canton
Shanghai
Other
United States of America
Canton
Shanghai
Other
Other Foreign Countries
Canton
Shanghai
Other
TOTAL	88,211	101,089	68,336	20,161	12,661	55,758	49,592

IMPORTS.

COUNTRIES WHERE IMPORTED	1910. CWT.	1911. CWT.	1912. CWT.	1913. CWT.	1914. CWT.	1915. CWT.	1916. CWT.	1917. CWT.	1918. CWT.
United Kingdom	152	220	4	6	7	2	4	21	
China Hong-Kong									
Straits Settlements									
France	2		3						
Germany	901	629	622	146	232	880	706	1,147	
Netherlands and Dependencies	492	174	157	68	68	40	42		
Ceylon	12	7	36	72	13				
Madagascar Ports									
Aden and Dependencies									
Italy									
Spain	39	81	58	75	16		13	74	
Belgium	1,518	2,138	1,693	2,187	2,611	2,736	1,384		
East Africa	1		2						
Sweden									
Denmark									
Cochin-China	6								
Other Countries									
Total	2,846	3,211	2,908	2,997	3,117	3,692	2,841	3,667	

COPPER.

WROUGHT (LAMETTA*)—(BRAZIER AND SHEETS FROM 1912-13).

COUNTRIES WHERE IMPORTED	1910. CWT.	1911. CWT.	1912. CWT.	1913. CWT.	1914. CWT.	1915. CWT.	1916. CWT.	1917. CWT.	1918. CWT.	1919. CWT.	1920. CWT.	1921. CWT.	1922. CWT.	1923. CWT.	1924. CWT.	1925. CWT.
United Kingdom	85	123	75	4	1	30	2	4	4	175	42,306	120,833				
France	1,188	1,137	1,119	978	1,233	1,541	1,994	1,549	2,623	2,127	6,672	41,886				
Germany	120	57	253	238	619	896	846	622	461	2,315	17,474	29,971				
Netherlands and Dependencies																
Ceylon																
Madagascar Ports																
Aden and Dependencies																
Italy																
Spain																
Belgium	1,006	1,733	2,016	1,213	611	319	337	455	1,077	363						
East Africa																
Sweden																
Denmark																
Cochin-China																
Other Countries																
Total	3,116	3,570	3,765	2,174	2,522	2,827	4,655	3,479	4,514	8,011	67,105	215,208				

* Discontinued from 1912-13.

IMPORTS.

COUNTRIES WHERE IMPORTED	1910. CWT.	1911. CWT.	1912. CWT.	1913. CWT.	1914. CWT.	1915. CWT.	1916. CWT.	1917. CWT.	1918. CWT.
Austria-Hungary	135								
United Kingdom	177,426	215,628	199,557	154,166	120,728	50,185	83,373	93,328	
Straits Settlements	4		2	29				76	
Ceylon									
Netherlands and Dependencies	25	106	74		12			68	
Australia	1,049								
Cape of Good Hope									
Perth									
Beaufort									
Java									
France									
Germany	129	879	2,240	1,113	3,133	987	5,188	4,967	
United States of America									
Italy									
East Africa (British)	3	1			159	156	1,377	747	
Aden and Dependencies	116		36	58				88	
Arabia	2							114	
South America	424			83				42	
Natal									
Turkey in Asia	50	54	84						
Madagascar									
Belgium	800	8,928	3,117	1,361	3,711	276	775	1,350	
Cape Colony	63	50	35	84				100	
Japan									
Other Countries									
Other Foreign Countries									
Other British Possessions									
Total	179,201	226,716	199,551	169,225	137,780	51,487	90,988	100,641	

YELLOW.

METAL (FOR SHEATHING).

IMPORTS.

COUNTRIES WHERE IMPORTED	1910. CWT.	1911. CWT.	1912. CWT.	1913. CWT.	1914. CWT.	1915. CWT.	1916. CWT.	1917. CWT.	1918. CWT.	1919. CWT.	1920. CWT.	1921. CWT.	1922. CWT.	1923. CWT.	1924. CWT.	1925. CWT.
United Kingdom	18,114	177,415	214,822	111,655	58	503										
France	16															
Germany	81	498														
Netherlands and Dependencies																
Ceylon																
Madagascar Ports																
Aden and Dependencies																
Italy																
Spain																
Belgium	1,518	12,177	21,043	14,977	60,815	42,281	26,968	114,351	151,216	131,144	169,800	202,449				
East Africa	9,09	551	1,563	387	732	726	1,417	150	801	876	942	1,703				
Aden and Dependencies	113	33	58	8	7											
Arabia	28	204	39	49												
South America																
Natal																
Turkey in Asia																
Madagascar																
Belgium	1,310	1,695	2,157	1,912	85	331	1,659	1,075	1,772	1,689	50	1,632				
Cape Colony																
Japan																
Other Countries																
Other Foreign Countries																
Other British Possessions																
Total	19,652	192,628	246,184	161,735	138,373	149,888	285,021	284,412	386,705	311,012	355,829	407,405				

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.
United Kingdom	156,928	190,425	69,817	244,415	233,182	210,452	178,401	238,622
Ceylon	5,406
Madagascar	...	26	123	...	42
Belgium
Austria-Hungary
United States of America	3,000	3,000	3,000
Aden and Dependencies	1,800	6,000	16,500
China—Hong-Kong
Germany	800	62,000	...
Cape Colony
Turkey in Asia
Natal
Strait Settlements	3,000
Other Foreign Countries
Other British Possessions
Total	158,738	201,047	200,808	247,415	244,221	213,352	195,600	290,422

IRON.

(CAST—Pig.).

COUNTRIES WHENCE IMPORTED.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.
United Kingdom	50,001	50,012	417,584	628,639	667,329	613,393	603,977	310,092
Ceylon
Madagascar	...	1,000
Belgium
Austria-Hungary
United States of America
Aden and Dependencies
China—Hong-Kong
Germany	10,267	28,880	23,800	7,380	...	8,120	13,400	...
Cape Colony	8,200	1,500	20
Turkey in Asia	...	3	217	491
Natal
Strait Settlements
Other Foreign Countries
Other British Possessions
Total	69,267	81,052	471,787	636,023	667,285	623,513	617,419	310,612

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.
United Kingdom	517,375	244,492	184,867	281,497	157,272	225,849	154,769	170,962
Austria-Hungary	...	5
Sweden	7,025	16,320	27,553	22,775	29,013	12,912	4,414	21,521
Ceylon	...	3	31	...	2	141	...	1,720
Madagascar
Strait Settlements
Natal
Norway
Germany	...	250	...	907	3,000	600
France	40,750	19,717	23,086	11,614	16,912	6,477	11,107	41,208
United States of America
Persia
Belgium	337,065	531,504	296,728	280,068	327,673	253,548	474,220	618,010
Italy
Aden and Dependencies
East Africa, British
East Africa, German
Cape Colony
Japan
Armenia
Siam
China—Treaty Ports
Other Countries
Turkey in Asia
Other Foreign Countries
Other British Possessions
Total	513,015	505,426	338,627	338,003	333,257	409,078	616,102	835,100

IRON.

(WROUGHT—BARS AND CHANNEL).

COUNTRIES WHENCE IMPORTED.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.
United Kingdom	161,291	182,582	173,800	214,265	175,210	163,287	539	111,583
Austria-Hungary
Sweden	13,100	21,511	17,183	13,894	37,360	26,882	73,913	14,417
Ceylon
Madagascar
Strait Settlements
Natal
Norway
Germany
France	22,591	37,065	25,884	60,306	33,932	31,323	49,705	39,363
United States of America
Persia
Belgium
Italy
Aden and Dependencies
East Africa, British
East Africa, German
Cape Colony
Japan
Armenia
Siam
China—Treaty Ports
Other Countries
Turkey in Asia
Other Foreign Countries
Other British Possessions
Total	212,861	230,465	208,612	281,260	209,691	277,609	281,165	331,813

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1931-35. cwt.	1935-36. cwt.	1936-37. cwt.	1937-38. cwt.	1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.
Austria-Hungary
Belgium
United Kingdom
United States
Other Countries
Total

ZINC OR SPELTER.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1931-35. cwt.	1935-36. cwt.	1936-37. cwt.	1937-38. cwt.	1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.
Belgium
United Kingdom
United States
Other Countries
Total

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1931-35. Gals.	1935-36. Gals.	1936-37. Gals.	1937-38. Gals.	1938-39. Gals.	1939-40. Gals.	1940-41. Gals.	1941-42. Gals.	1942-43. Gals.
China
United Kingdom
United States
Other Countries
Total

UNWROUGHT.

COUNTRIES WHENCE IMPORTED.	1931-35. cwt.	1935-36. cwt.	1936-37. cwt.	1937-38. cwt.	1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.
Belgium
United Kingdom
United States
Other Countries
Total

WROUGHT OR MANUFACTURED.

COUNTRIES WHENCE IMPORTED.	1931-35. cwt.	1935-36. cwt.	1936-37. cwt.	1937-38. cwt.	1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.
Belgium
United Kingdom
United States
Other Countries
Total

KERO.

COUNTRIES WHENCE IMPORTED.	1931-35. Gals.	1935-36. Gals.	1936-37. Gals.	1937-38. Gals.	1938-39. Gals.	1939-40. Gals.	1940-41. Gals.	1941-42. Gals.	1942-43. Gals.
China
United Kingdom
United States
Other Countries
Total

IMPORTS.

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	COTTON									
	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.
Denmark
Switzerland
United Kingdom
Italy
Ceylon
Aden-Singapore
Holland
Spain
Strait Settlements
France
Other Foreign Countries
Algeria
Bahian Island
China (Hong-Kong)
Turkey in Europe
Turkey in Asia
Other British Possessions
TOTAL

COTTON

TWIST AND YARN (ALL KINDS).

COUNTRIES WHENCE IMPORTED.	COTTON									
	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.
Denmark
Switzerland
United Kingdom
Italy
Ceylon
Aden-Singapore
Holland
Spain
Strait Settlements
France
Other Foreign Countries
Algeria
Bahian Island
China (Hong-Kong)
Turkey in Europe
Turkey in Asia
Other British Possessions
TOTAL

IMPORTS.

IMPORTS.

COTTON PIECE.

COUNTRIES WHENCE IMPORTED.	COTTON									
	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.
Denmark
Switzerland
United Kingdom
Italy
Ceylon
Aden-Singapore
Holland
Spain
Strait Settlements
France
Other Foreign Countries
Algeria
Bahian Island
China (Hong-Kong)
Turkey in Europe
Turkey in Asia
Other British Possessions
TOTAL

GOODS, GREY—(UNBLEACHED), ALL KINDS.

COUNTRIES WHENCE IMPORTED.	COTTON									
	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.
Denmark
Switzerland
United Kingdom
Italy
Ceylon
Aden-Singapore
Holland
Spain
Strait Settlements
France
Other Foreign Countries
Algeria
Bahian Island
China (Hong-Kong)
Turkey in Europe
Turkey in Asia
Other British Possessions
TOTAL

IMPORTS.

IMPORTS.

COUNTRY ORIGIN	1901-02, yards.	1902-03, yards.	1903-04, yards.	1904-05, yards.	1905-06, yards.	1906-07, yards.	1907-08, yards.	1908-09, yards.	1909-10, yards.
Sweden
Denmark
Finland
Poland
Belgium
France
Italy
Spain
Austria
Portugal
Switzerland
Germany
United Kingdom
United States
Japan
China
India
Other British Possessions
Other Foreign Countries
Total	407,332,307	333,723,395	313,113,300	302,732,312	313,809,296	311,536,792	307,462,927	300,086,771	300,029,216

COTTON PIECE.

GOODS (WHITE, BLEACHED) ALL KINDS.

COUNTRY ORIGIN	1901-02, yards.	1902-03, yards.	1903-04, yards.	1904-05, yards.	1905-06, yards.	1906-07, yards.	1907-08, yards.	1908-09, yards.	1909-10, yards.
Sweden
Denmark
Finland
Poland
Belgium
France
Italy
Spain
Austria
Portugal
Switzerland
Germany
United Kingdom
United States
Japan
China
India
Other British Possessions
Other Foreign Countries
Total	407,332,307	333,723,395	313,113,300	302,732,312	313,809,296	311,536,792	307,462,927	300,086,771	300,029,216

IMPORTS.

IMPORTS.

COUNTRY ORIGIN	1901-02, yards.	1902-03, yards.	1903-04, yards.	1904-05, yards.	1905-06, yards.	1906-07, yards.	1907-08, yards.	1908-09, yards.	1909-10, yards.
Sweden
Denmark
Finland
Poland
Belgium
France
Italy
Spain
Austria
Portugal
Switzerland
Germany
United Kingdom
United States
Japan
China
India
Other British Possessions
Other Foreign Countries
Total	407,332,307	333,723,395	313,113,300	302,732,312	313,809,296	311,536,792	307,462,927	300,086,771	300,029,216

COTTON PIECE.

GOODS (COLOURED, PRINTED OR DYED) ALL KINDS.

COUNTRY ORIGIN	1901-02, yards.	1902-03, yards.	1903-04, yards.	1904-05, yards.	1905-06, yards.	1906-07, yards.	1907-08, yards.	1908-09, yards.	1909-10, yards.
Sweden
Denmark
Finland
Poland
Belgium
France
Italy
Spain
Austria
Portugal
Switzerland
Germany
United Kingdom
United States
Japan
China
India
Other British Possessions
Other Foreign Countries
Total	407,332,307	333,723,395	313,113,300	302,732,312	313,809,296	311,536,792	307,462,927	300,086,771	300,029,216

IMPORTS.

IMPORTS

[illegible]

COTTON

Imports.

[illegible]

COTTON

HANDKERCHIEFS AND SHAWLS IN THE PIECE

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	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	22
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IMPORTS

THREAD, SEWING.

[illegible]

IMPORTS.

IMPORTS

COUNTRIES WHERE EXPORTED	1900-01										1901-02
	1901-05, lbs.	1905-06, lbs.	1906-07, lbs.	1907-08, lbs.	1908-09, lbs.	1909-10, lbs.	1910-11, lbs.	1911-12, lbs.	1912-13, lbs.		
Other Foreign Countries (including 17 of Twenty Five)	1,517,424	1,215,300	1,241,972	1,399,321	1,101,613	1,091,900	991	72	100	72	
Spain	77,729	82,042	203,467	207,327	288,572	402,391	1,072,923	1,000,000	1,000,000	1,000,000	
Italy	1,439,695	1,133,258	1,038,505	1,191,994	813,041	689,509	1,091,900	1,000,000	1,000,000	1,000,000	
Portugal	11,258	23,003	20,065	37,761	8,155	8,155	8,155	8,155	8,155	8,155	
France	1,000	39,318	10,261	6,306	3,787	1	10,396	3,686	10,396	3,686	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Italy	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Portugal	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
France	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Belgium	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Austria	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Germany	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Sweden	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Denmark	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Poland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Switzerland	1,000	236	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
Spain	1,000	236	1,000	1,000							

SILK

RAW.

[illegible]

Imports.

Imports

COUNTRY WHERE EXPORTED	1910-15	1915-20	1920-25	1925-30	1930-35	1935-40	1940-45	1945-50
Belgium	324	1,096,236	3,761,221	3,101,407	2,678,192	1,750	12,580	32,000
China (Hong Kong)	4,790,716	2,072,149	2,205,614	1,400,527	1,225,441	1,099,131	1,068,878	1,248,114
France (French Indo-China)	1,625,274	2,066,172	2,205,614	1,400,527	1,225,441	1,099,131	1,068,878	1,248,114
Germany	1,062,072	2,042,942	1,913,131	1,713,131	1,713,131	1,713,131	1,713,131	1,713,131
Spain	1,062,072	2,042,942	1,913,131	1,713,131	1,713,131	1,713,131	1,713,131	1,713,131
United States	1,062,072	2,042,942	1,913,131	1,713,131	1,713,131	1,713,131	1,713,131	1,713,131
United States of America	1,062,072	2,042,942	1,913,131	1,713,131	1,713,131	1,713,131	1,713,131	1,713,131
Latin America	372,810	160,800	150,810	30,132	66,712	31,774	21,788	70,141
Asia	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
Europe	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
North America	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
South America	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
Asia	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
Europe	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
North America	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
South America	85,271	85,271	85,271	21,190	10,120	6,040	25,120	10,120
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60	—	—
Trading in North America	1,852	1,023	296	45	1,089	60	—	—
Trading in South America	1,852	1,023	296	45	1,089	60	—	—
Trading in Asia	1,852	1,023	296	45	1,089	60	—	—
Trading in Europe	1,852	1,023	296	45	1,089	60		

SILK

PIECE-GOODS

[illegible]

Imports.

DIUTY FREE IMPORTS REPORTED.	1914-15, pounds.	1915-16, pounds.	1916-17, pounds.	1917-18, pounds.	1918-19, pounds.	1919-20, pounds.	1920-21, pounds.	1921-22, pounds.
Supplies								
East Africa Countries								
Kenya	1,300,212	2,113,685	2,271,552	2,344,407	1,608,560	602,000	815,500	81,300
Tanganyika	108,833	22,248	17,112	26,216	20,000	28,555	300,100	—
Other Parts of America	—	—	—	—	—	—	—	—
Home Countries	—	928,754	—	—	1,900,402	1,165,400	500,100	1,000,100
Twenty Five	—	4,000	—	—	—	—	—	—
South America	51,970	114,820	1,675,462	1,622	11,478	—	—	10,100
Spain	—	—	—	—	—	—	—	—
Germany	—	120,206	—	201,214	155,000	152,515	91,721	—
Belgium	—	—	—	—	—	—	—	—
Holland	104,833	285,002	211,248	—	229,204	335,416	182,028	—
France	10,000	20,000	—	—	—	—	—	—
Portugal	—	—	—	—	—	—	—	—
Maritime & Dependencies	—	1,001	—	3,700	—	3,002	17,125	—
China	—	—	—	—	—	—	—	—
Japan	1,270	100	—	—	—	—	—	—
Made in Asia	—	—	—	—	—	—	—	—
Russia	21,300	—	—	—	—	—	—	—
Belgium, Holland, Spain	—	800,125	500,000	302,100	67,452	71,947	308,100	—
East Africa—								
Kenya	—	—	—	—	—	—	—	200,000
Zanzibar	1,200	—	—	—	—	—	—	—
Asia & Dependencies	—	—	366	551	—	30	2,523	—
Africa	—	1,453	—	—	0 00	—	—	—
Russia	—	—	—	—	—	246,417	13,000	—
Made in Asia	1,267	10,111	2,137	1,186	—	—	—	—
China	—	—	—	—	—	—	—	—
Japan	—	—	—	—	—	—	—	—
Made in Europe	—	—	—	—	—	—	—	—
Other British Possessions	—	—	—	—	—	26	10	—
TOTAL	0,012,272	5,010,282	5,035,314	4,012,652	3,035,494	2,054,288	3,250,310	1,870,000

Imports

[illegible]

SILK

MIXED WITH OTHER MATERIALS.

[illegible]

Ray

Imports

[illegible]

IMPORTS

[illegible]

IMPORTS

COUNTRIES WHERE IMPORTED.	1924-25.									
	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.
Other British Possessions										
United Kingdom	224,257	225,671	223,140	199,708	211,889	220,801	225,600	224,000	224,000	224,000
China—										
Home-Ports										
Beiping										
Kowloon	1,462	1,462	750	233	12					
Italy			2,128	1,520	12,281					
Guangchow	224,257	225,671	223,140	199,708	211,889	220,801	225,600	224,000	224,000	224,000
Arabia										
Austria-Hungary			223,140	211,889	220,801	225,600	224,000	224,000	224,000	224,000
Holland	589									
France in Europe										
Belgium	71	2,225	2,000	2,101	3,125	11,225	70,300	4,371		
Spain										
Morocco & Dependencies	224,257	225,671	223,140	199,708	211,889	220,801	225,600	224,000	224,000	224,000
Austria & Dependencies										
Russia										
Australia	9		413		61					
Turkey in Asia										
Ceylon	499	507	511	502	511	511	511	511	511	511
Czechoslovakia—Zanzibar										
Other Foreign Countries										
Switzerland										
Sweden										
TOTAL.	224,257	225,671	223,140	199,708	211,889	220,801	225,600	224,000	224,000	224,000

PIECE-GOODS.

1953- yards.	1955- yards.	1956- yards.	1957- yards.	1958- yards.	1959- yards.	1960- yards.	1961- yards.	1962- yards.	1963- yards.
1,017,214	1,018,067	1,250,000	1,278,450	1,028,977	11,100,881	12,028,011	31,203,265	37,707,000	41,103,215
1,017,214	1,018,067	1,250,000	1,278,450	1,028,977	11,100,881	12,028,011	31,203,265	37,707,000	41,103,215
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300	10,350	10,400	10,450	10,500	10,550	10,600	10,650
99,490	112,000	131,917	131,917	91,200	91,200	91,200	91,200	91,200	91,200
215	216	415	75	470	7,335	5,415	4,185	1,675	1,830
8,940	9,240	9,300	9,350	9,400	9,450	9,500	9,550	9,600	9,650
9,940	10,240	10,300							

SHAWLS

[illegible]

IMPORTS.

COUNTRY WHENCE IMPORTED.		PAPEE.								
		1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-1900. cwt.	1900-01. cwt.	1901-02. cwt.	
Other Foreign Countries										
United Kingdom		51,201	51,112	52,913	53,131	58,765	59,216	58,337	58,116	
France		11	1	1	1	1	1	1	1	
United States of America		31	4	27	1,007	1,466	199	199	181	
China		1	1	1	1	1	1	1	1	
Japan		2	2,814	10,016	12,306	5,023	7,415	1,297	3,411	
Belgium		1	1	1	1	1	1	1	1	
Sweden		1	1	1	1	1	1	1	1	
Holland		30	28	18	18	18	18	18	18	
Spain		1	1	1	1	1	1	1	1	
Italy		1	1	1	1	1	1	1	1	
America & Dependencies		1	1	1	1	1	1	1	1	
Ceylon		1	1	1	1	1	1	1	1	
British Empire		67,282	67,282	67,282	67,282	67,282	67,282	67,282	67,282	
India		1	1	1	1	1	1	1	1	
China		1	1	1	1	1	1	1	1	
Japan		1	1	1	1	1	1	1	1	
Peru		1	1	1	1	1	1	1	1	
Chile		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador		1	1	1	1	1	1	1	1	
Honduras		1	1	1	1	1	1	1	1	
Nicaragua		1	1	1	1	1	1	1	1	
Panama		1	1	1	1	1	1	1	1	
Colombia		1	1	1	1	1	1	1	1	
Guatemala		1	1	1	1	1	1	1	1	
Costa Rica		1	1	1	1	1	1	1	1	
San Salvador		1	1	1	1	1	1	1	1	
El Salvador										

PAPER

PRINTING.

	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04
19.87	63.74	74.90	74.18	82.81	155.95	111.89	157.91	152.50	144.19	167.10	172.61	
154		1,135							1,405			
1.01	5.01	6.01	5.01	11.01	25.01	15.01	16.01	17.01	18.01	2,001	4.01	
				0.01							7.36	1.52
2.01					31	10	10	110	50.01			
1.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01	20.01
1.01	1.21	32.01	37.01	67.21	91.01	112.01	112.01	63.01	61.01	61.01	61.01	
		1.21	3.21	5.21	8.21	12.01	13.01	13.01	13.01	13.01	13.01	
1.01	0.01	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	
11.01	113.01	109.01	100.71	121.71	254.42	214.63	256.65	285.71	215.00	215.00	215.00	

IMPORTS

Imports

[illegible]

MATCHES

LUCIFER, AND OTHER SORTS

1975-8.	1979-8.	1982-5.	1982-6.	1982-7.	1987-8.	1987-9.	1989-8.	1989-9.	1992-10.	1993-11.	1993-12.	2003-15. Open to 2004	2014-16. Open to 2015
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
620,807	1,656,713	1,264,313	811,041	671,425	857,000	857,000	9,711,560	790,900	652,650	652,650	652,650	8,000	4,000
620,807	1,656,713	1,264,313	811,041	671,425	857,000	857,000	9,711,560	790,900	652,650	652,650	652,650	8,000	4,000
18,500,000	22,000,000	23,000,000	18,000,000	15,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000
18,500,000	22,000,000	23,000,000	18,000,000	15,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000	18,000,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120	1,722,000	1,425,300	1,425,300	1,425,300	20,000	10,000
1,264,614	3,313,427	2,528,626	1,930,877	1,582,849	2,000,000	2,000,000	21,423,120</						

Imports

Imports

[illegible]

EXPORTS

COUNTRIES TO WHICH EXPORTED.	1894-95. 1,000 tons.	1895-96. 1,000 tons.	1896-97. 1,000 tons.	1897-98. 1,000 tons.	1898-99. 1,000 tons.	1899-1900. 1,000 tons.	1900-1. 1,000 tons.	1901-2. 1,000 tons.	1902-3. 1,000 tons.
Fiji Islands	6	...
New Zealand	7,200	...
Samoa	13,188	10,747
Oceania	6,109,744	6,482,770	5,621,888	7,329,844	6,920,225	7,873,711	8,780,730	7,808,741	9,104,181
Strait Settlements	5,002,642	5,131,420	5,102,028	6,048,285	6,009,927	8,700,918	15,886,782	13,868,683	15,608,068
Arabia	100,078	125,641	51,677	1,085,175	...
Aden	1,514
Aden & Dependencies	209,453	1,751,232	1,619,698
Algeria	206,289	453,033	34,350	34,948	224,672	1,817,778	2,444,397	3,012,743	2,749,622
Austria-Hungary	1,729	11,026	67,845	165,200	111,071	...
Australia	770,608	1,100,269	641,610	653,035	523,429	634,782	600,195	540,200	640,000
British Colonies
Belgium
Bombay	311,083	199,810	212,776	156,004	450,317	310,646	379,000	943,174	633,101
Spain-Gibraltar	180
Canton	4,900
Czechoslovakia
United States of America	970	9,563	10,094	42,226	38,334	136,709	150,012	51,832	500
France	2,100
Russia
Peru	442,535	609,818	647,583	...	229,916	338,907	623,642	341,353	223,316
British Portugal Portugal French Somali	383,031	457,120	308,038	400,541	424,106	200,892	25,168	92,925	67,850
East Africa
East Africa-Italian	109,020	165,407	87,390	4,200	13,812	20,897	165,379	71,608	103,829
Algeria	71,258	108,165	58,417	75,189	183,718	...	103,711	101,461	40,486
Samoa	...	10,008	722	...	1,008	2,467	14,816	12,168	...
Siam	...	4,003	19,800	1,114	18,950	20,760	120,107	121,901	297,693
Siam	6,455	9,059	2,565
Mauritius & Dependencies	38,774	46,609	65,770	78,744	83,734	98,554	182,007	108,132	221,000
Australia	10,420	420	314	1,651	...	40	1,320	680	...
France	28,839	680	290	6,888	...	49	2,345	74,400	84,858
Other British Possessions	117,167	285,723	164,174	104,914	200,677	118,018	687,544	391,280	374,700
Philippines	13,200	6,602	100	8,320
Poland	7,641	1,811	...
Rumania	32,445	38,294	14,877	41,428	...	60,000
Japan	5,000	400	14,110	30,026	43,941
Cape Colony	107
China	...	1,780	2,061	2,092	60,830	628	5,700	15,800	...
China-Hong Kong
Other Treaty Ports	4,480	40,029	27,200	11,800	9,400	16,300	200
Other Foreign Countries
British India	106	2,880	91
Bahamas Islands
Zanzibar and Pemba
Seychelles
F. Malay States
Albania
British Borneo
TOTAL	10,064,658	15,630,403	14,734,612	16,731,025	16,711,044	22,965,200	30,330,255	35,381,772	30,009,341

COLOURED. PRINTED OR DYED

[illegible]

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	JUTE.									
	1901-02, cwt.	1902-03, cwt.	1903-04, cwt.	1904-05, cwt.	1905-06, cwt.	1906-07, cwt.	1907-08, cwt.	1908-09, cwt.	1909-10, cwt.	1910-11, cwt.
United Kingdom	6,842,802	7,531,009	6,210,000	8,123,171	1,008,451	4,305,652	5,339,100	6,297,010	6,297,010	6,297,010
United States of America	2,160,228	1,577,327	1,572,896	5,124,653	1,092,550	1,714,231	1,279,251	2,000,000	2,000,000	2,000,000
France	332,330	344,818	571,282	722,380	654,151	614,417	1,215,241	1,299,002	1,299,002	1,299,002
Ceylon	55	8	18	7	112	225	1	2	2	2
Holland
Germany	5,229,957	1,234,765	1,845,140	2,390,541	2,211,900	1,883,850	5,511,620	5,507,611	5,507,611	5,507,611
Strait Settlements
China (Hong-Kong)	31,931	27,851	30,500	39,892	46,612	52,698	34,100	32,000	32,000	32,000
Twenty Ports
Australia	3,580	7,211	7,150	7,100	11,618	5,283	7,222	10,200	10,200	10,200
Austria-Hungary	439,255	373,500	336,315	330,002	319,732	199,517	700,108	698,082	698,082	698,082
Italy	302,000	314,311	331,000	311,177	315,001	309,400	198,650	116,100	116,100	116,100
Spain	139,361	186,111	108,254	...	315,500	78,002	49,203	531,200	516,000	516,000
Egypt
Belgium
Japan
Denmark	38,368	21,618	5,092	3,370	4,631	3,700	895	4,000	4,000	4,000
Arabia
Russia
West Indies
Aden & Dependencies
East Africa (British)
Peru
Siam
West Africa
New Zealand
Other British Possessions
Other Foreign Countries
Argentina Republic
Chile
Brazil
Uruguay
Orisco
Turkey in Europe
Other Countries
TOTAL	11,000,000	12,200,000	11,000,000	13,000,000	10,000,000	12,000,000	13,000,000	14,000,000	14,000,000	14,000,000

RAW.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	JUTE.									
	1901-02, cwt.	1902-03, cwt.	1903-04, cwt.	1904-05, cwt.	1905-06, cwt.	1906-07, cwt.	1907-08, cwt.	1908-09, cwt.	1909-10, cwt.	1910-11, cwt.
United Kingdom	2,115,221	2,007,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
United States of America	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
France	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Ceylon
Holland
Germany
Strait Settlements
China (Hong-Kong)
Twenty Ports
Australia
Austria-Hungary
Italy
Spain
Egypt
Belgium
Japan
Denmark
Arabia
Russia
West Indies
Aden & Dependencies
East Africa (British)
Peru
Siam
West Africa
New Zealand
Other British Possessions
Other Foreign Countries
Argentina Republic
Chile
Brazil
Uruguay
Orisco
Turkey in Europe
Other Countries
TOTAL	11,000,000	12,200,000	11,000,000	13,000,000	10,000,000	12,000,000	13,000,000	14,000,000	14,000,000	14,000,000

EXPORT

	1970-71	1969-70	1968-69	1967-68	1966-67	1965-66	1964-65	1963-64	1962-63	1961-62	1960-61	1959-60	1958-59	1957-58	1956-57	1955-56	1954-55	1953-54	1952-53	1951-52	1950-51	1949-50	1948-49	1947-48	1946-47	1945-46	1944-45	1943-44	1942-43	1941-42	1940-41	1939-40	1938-39	1937-38	1936-37	1935-36	1934-35	1933-34	1932-33	1931-32	1930-31	1929-30	1928-29	1927-28	1926-27	1925-26	1924-25	1923-24	1922-23	1921-22	1920-21	1919-20	1918-19	1917-18	1916-17	1915-16	1914-15	1913-14	1912-13	1911-12	1910-11	1909-10	1908-09	1907-08	1906-07	1905-06	1904-05	1903-04	1902-03	1901-02	1900-01	1899-00	1898-99	1897-98	1896-97	1895-96	1894-95	1893-94	1892-93	1891-92	1890-91	1889-90	1888-89	1887-88	1886-87	1885-86	1884-85	1883-84	1882-83	1881-82	1880-81	1879-80	1878-79	1877-78	1876-77	1875-76	1874-75	1873-74	1872-73	1871-72	1870-71	1869-70	1868-69	1867-68	1866-67	1865-66	1864-65	1863-64	1862-63	1861-62	1860-61	1859-60	1858-59	1857-58	1856-57	1855-56	1854-55	1853-54	1852-53	1851-52	1850-51	1849-50	1848-49	1847-48	1846-47	1845-46	1844-45	1843-44	1842-43	1841-42	1840-41	1839-40	1838-39	1837-38	1836-37	1835-36	1834-35	1833-34	1832-33	1831-32	1830-31	1829-30	1828-29	1827-28	1826-27	1825-26	1824-25	1823-24	1822-23	1821-22	1820-21	1819-20	1818-19	1817-18	1816-17	1815-16	1814-15	1813-14	1812-13	1811-12	1810-11	1809-10	1808-09	1807-08	1806-07	1805-06	1804-05	1803-04	1802-03	1801-02	1800-01	1799-00	1798-99	1797-98	1796-97	1795-96	1794-95	1793-94	1792-93	1791-92	1790-91	1789-90	1788-89	1787-88	1786-87	1785-86	1784-85	1783-84	1782-83	1781-82	1780-81	1779-80	1778-79	1777-78	1776-77	1775-76	1774-75	1773-74	1772-73	1771-72	1770-71	1769-70	1768-69	1767-68	1766-67	1765-66	1764-65	1763-64	1762-63	1761-62	1760-61	1759-60	1758-59	1757-58	1756-57	1755-56	1754-55	1753-54	1752-53	1751-52	1750-51	1749-50	1748-49	1747-48	1746-47	1745-46	1744-45	1743-44	1742-43	1741-42	1740-41	1739-40	1738-39	1737-38	1736-37	1735-36	1734-35	1733-34	1732-33	1731-32	1730-31	1729-30	1728-29	1727-28	1726-27	1725-26	1724-25	1723-24	1722-23	1721-22	1720-21	1719-20	1718-19	1717-18	1716-17	1715-16	1714-15	1713-14	1712-13	1711-12	1710-11	1709-10	1708-09	1707-08	1706-07	1705-06	1704-05	1703-04	1702-03	1701-02	1700-01	1699-00	1698-99	1697-98	1696-97	1695-96	1694-95	1693-94	1692-93	1691-92	1690-91	1689-90	1688-89	1687-88	1686-87	1685-86	1684-85	1683-84	1682-83	1681-82	1680-81	1679-80	1678-79	1677-78	1676-77	1675-76	1674-75	1673-74	1672-73	1671-72	1670-71	1669-70	1668-69	1667-68	1666-67	1665-66	1664-65	1663-64	1662-63	1661-62	1660-61	1659-60	1658-59	1657-58	1656-57	1655-56	1654-55	1653-54	1652-53	1651-52	1650-51	1649-50	1648-49	1647-48	1646-47	1645-46	1644-45	1643-44	1642-43	1641-42	1640-41	1639-40	1638-39	1637-38	1636-37	1635-36	1634-35	1633-34	1632-33	1631-32
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GUSSEY 1998

	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	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92
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Exports

	1988-91	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	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	2966-67	2967-68	2968-69	2969-70	2970-71	2971-72	2972-73	2973-74	2974-75	2975-76	2976-77	2977-78	2978-79	2979-80	2980-81	2981-82	2982-83	2983-84	2984-85	2985-86	2986-87	2987-88	2988-89	2989-90	2990-91	2991-92	2992-93	2993-94	2994-95	2995-96	2996-97	2997-98	2998-99	2999-00	3000-01	3001-02	3002-03	3003-04	3004-05	3005-06	3006-07	3007-08	3008-09	3009-10	3010-11	3011-12	3012-13	3013-14	3014-15	3015-16	3016-17	3017-18	3018-19	3019-20	30
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Exports

[illegible]

EXPORTS.

CONTRIBUTE TO WHICH COUNTRY	1953-54 \$100,000	1954-55 \$100,000	1955-56 \$100,000	1956-57 \$100,000	1957-58 \$100,000	1958-59 \$100,000	1959-60 \$100,000	1960-61 \$100,000	1961-62 \$100,000
United Kingdom	25,000	23,200	181,800	200,000	182,500	207,200	227,000	210,000	214,000
Italy	25,000	27,600	60,800	50,000	480,000	340,000	325,000	370,000	373,000
France				200				19,000	170,000
Belgium									
United States of America									
Canada									
Spain	400								
Portugal									
Sweden									
Finland									
Denmark									
Netherlands									
Germany									
France									
China - Hong Kong									
Japan									
South Korea									
Other Foreign Countries									
Other British Colonies									
TOTAL	25,000	23,200	181,800	200,000	182,500	207,200	227,000	210,000	214,000

DATE } CLASS CLERK

[illegible]

Ryu, -(FUSILLODONT) TASSAR MUNGIA, ERI AND OTHER WILD SILK.

	1961 Jan.	1962 Jan.	1963 Jan.	1964 Jan.	1965 Jan.	1966 Jan.	1967 Jan.	1968 Jan.	1969 Jan.	1970 Jan.	1971 Jan.	1972 Jan.	1973 Jan.	1974 Jan.	1975 Jan.
10000	11.878	21.654	39.680	49.461	59.721	69.891	79.871	89.71	99.51	109.31	119.11	128.91	138.71	148.51	158.31
5000	22.151	32.015	41.880	51.741	61.601	71.461	81.321	91.181	101.041	110.901	120.761	130.621	140.481	150.341	160.201
1000	32.321	42.181	52.041	61.901	71.761	81.621	91.481	101.341	111.201	121.061	130.921	140.781	150.641	160.501	170.361
500	42.481	52.341	62.201	72.061	81.921	91.781	101.641	111.501	121.361	131.221	141.081	150.941	160.801	170.661	180.521
100	52.641	62.501	72.361	82.221	92.081	101.941	111.801	121.661	131.521	141.381	151.241	161.101	170.961	180.821	190.681
50	62.801	72.661	82.521	92.381	102.241	112.101	121.961	131.821	141.681	151.541	161.401	171.261	181.121	190.981	200.841
10	72.961	82.821	92.681	102.541	112.401	122.261	132.121	141.981	151.841	161.701	171.561	181.421	191.281	201.141	211.001
5	83.121	92.981	102.841	112.701	122.561	132.421	142.281	152.141	162.001	171.861	181.721	191.581	201.441	211.301	221.161
1	93.281	103.141	113.001	122.861	132.721	142.581	152.441	162.301	172.161	182.021	191.881	201.741	211.601	221.461	231.321
0.1	103.441	113.301	123.161	133.021	142.881	152.741	162.601	172.461	182.321	192.181	202.041	211.901	221.761	231.621	241.481
0.01	113.601	123.461	133.321	143.181	153.041	162.901	172.761	182.621	192.481	202.341	212.201	222.061	231.921	241.781	251.641
0.001	123.761	133.621	143.481	153.341	163.201	173.061	182.921	192.781	202.641	212.501	222.361	232.221	242.081	251.941	261.801
0.0001	133.921	143.781	153.641	163.501	173.361	183.221	193.081	202.941	212.801	222.661	232.521	242.381	252.241	262.101	271.961
0.00001	144.081	153.941	163.801	173.661	183.521	193.381	203.241	213.101	222.961	232.821	242.681	252.541	262.401	272.261	282.121
0.000001	154.241	164.101	173.961	183.821	193.681	203.541	213.401	223.261	233.121	242.981	252.841	262.701	272.561	282.421	292.281
0.0000001	164.401	174.261	184.121	193.981	203.841	213.701	223.561	233.421	243.281	253.141	263.001	272.861	282.721	292.581	302.441
0.00000001	174.561	184.421	194.281	204.141	214.001	223.861	233.721	243.581	253.441	263.301	273.161	283.021	292.881	302.741	312.601
0.000000001	184.721	194.581	204.441	214.301	224.161	234.021	243.881	253.741	263.601	273.461	283.321	293.181	303.041	312.901	322.761
0.0000000001	194.881	204.741	214.601	224.461	234.321	244.181	254.041	263.901	273.761	283.621	293.481	303.341	313.201	323.061	332.921
0.000															

CHALLENGE OF WASTE AND OPTIONS

1961-62 Rs.	1962-63 Rs.	1963-64 Rs.	1964-65 Rs.	1965-66 Rs.	1966-67 Rs.	1967-68 Rs.	1968-69 Rs.	1969-70 Rs.	1970-71 Rs.	1971-72 Rs.	1972-73 Rs.	1973-74 Rs.
109.75	109.26	8,39.99	235.12	398.74	489.04	806.25	352.98	348.25	328.56	328.56	328.56	328.56
1,002.49	1,002.49	1,002.49	8.32	35.75	30.24	111.83	252.98	252.98	252.98	252.98	252.98	252.98
1,112.24		3,000		45					1,536			58
			1,281	22,195	1,800			63			8,941	7
6.52	2,654	2,654		2,650			21					
1,028.25	475.30	1,248.98	8,102.24	1,221.50	1,225.02	1,229.17	1,254.51	1,265.28	1,265.50	1,265.50	1,265.50	1,265.50

EXPORTS

COUNTRY TO WHICH EXPORTED	WOOL						
	1897-98.	1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.
France	96	40
United Kingdom	1,730	1919	206	260	301	382	530
Texas	229	...	200	180	360
Madagascar	100	100
Ceylon	219	51,052	11,523	4,428	10,091	1,218	2,966
United States	90	55	304	420	...	353	...
Manitoba Dependencies	124	...	30	2,410	18
Alaska Dependencies	712	278	111	518	287	800	301
Hong Kong	16
China (Treaty Ports)	1,000	26	...
Strait Settlements	112	170	...	102	430	1,403	15,051
South America
Italy
Egypt	181	743
India	172	745	1,611	...
Australia	...	75	...	215	328
Malta	323	301
Turkey in Asia
Do. in Europe	60
East Africa (British Possessions)	3,420	8,600	182	228	207	928	613
Amoy-Hongkong
Spain-Gibraltar	200	18
Algeria	53	75
Senegal
Cape Colony
Philippines
Java
Japan
Germany
Other British Possessions
Other Foreign Countries
Other Countries
Total	4,305	24,402	15,612	6,525	32,714	67,115	12,425

WOOL

PIECE GOODS

COUNTRY TO WHICH EXPORTED	PIECE GOODS													
	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.
France
United Kingdom	10,711	248	56	7,422	5,231	574	1,284	3,084	382	10,425
Texas	203	30	902	...	78	...	86
Madagascar
Ceylon	27,430	706	330	3,950	3,085	1,892	3,887	1,121	2,020	2,678	600	255
United States	50	25	945	2,632	75	...	131	1,665	704
Manitoba Dependencies
Alaska Dependencies	711	961	...	1,297	1,017
Hong Kong	2,801	410	...	80	...	20	1,800
China (Treaty Ports)	2,200	973	1,914	1,300
Strait Settlements
South America
Italy
Egypt
India
Australia
Malta
Turkey in Asia
Do. in Europe
East Africa (British Possessions)
Amoy-Hongkong
Spain-Gibraltar
Algeria
Senegal
Cape Colony
Philippines
Java
Japan
Germany
Other British Possessions
Other Foreign Countries
Other Countries
Total	71,158	10,805	63,677	19,479	13,606	10,325	17,430	9,446	16,135	27,428	21,990	11,667

EXPORTS.

[illegible]

CAT

[illegible]

Exports

EXPORTS

[illegible]

1816

NOT IN THE HUSB.

	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	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22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	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	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12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	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												

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Exports

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Exports

1912-13.	1913-14.
£.	CRS.
5,582	284,84
1,871	1,075,56
3,148	1,977,32
179	20
1,032	105,43
2,217	1,165,92
1,663	25,40
1,253	27,143
	4,520
606	11,000
2,000	2
	...
102	631
	...
131	211
	...
	...
643	1,000
125	...
2	2
1,548	4,150,10

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1901-02, CENTS.	1902-03, CENTS.	1903-04, CENTS.	1904-05, CENTS.	1905-06, CENTS.	1906-07, CENTS.	1907-08, CENTS.	1908-09, CENTS.	1909-10, CENTS.	TOTAL, CENTS.
Denmark	1,422,541	1,452,101	942,794	1,008,804	1,025,390	1,108,695	946,501	1,283,891	1,283,891	10,000,000
France	591	1	2,023	1	1,125	10,300	1	1	1	10,300
Germany	155,261	60,942	220,075	57,104	362,651	337,848	294,425	243,117	243,117	1,000,000
Italy	119	37	55	18	33	1	1	1	1	100
Japan	13,000	5,508	11,000	6,545	20,125	10,310	1	1	1	100,000
Spain	1	1	1	1	1	1	1	1	1	100
Sweden	1,000	1	1	1	1	1	1	1	1	100
Switzerland	1,000	1	1	1	1	1	1	1	1	100
United States	1,000	1	1	1	1	1	1	1	1	100
United Kingdom	1,000	1	1	1	1	1	1	1	1	100
Other Countries	1,000	1	1	1	1	1	1	1	1	100
Other British Possessions	1,000	1	1	1	1	1	1	1	1	100
Other Foreign Countries	1,000	1	1	1	1	1	1	1	1	100
TOTAL	3,312,790	2,461,103	1,506,200	1,040,114	1,408,945	1,449,100	1,247,118	1,247,118	1,247,118	10,000,000

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1901-02, CENTS.	1902-03, CENTS.	1903-04, CENTS.	1904-05, CENTS.	1905-06, CENTS.	1906-07, CENTS.	1907-08, CENTS.	1908-09, CENTS.	1909-10, CENTS.	TOTAL, CENTS.
United Kingdom	255,022	300,682	1,009,514	167,870	320,000	528,132	218,720	100,211	100,211	10,000,000
France	11,343	13,275	11,850	15,911	15,012	11,109	710	1	1	100,000
Germany	10	1	1	1	1	1	1	1	1	100
Italy	10	1	1	1	1	1	1	1	1	100
Japan	10	1	1	1	1	1	1	1	1	100
Spain	10	1	1	1	1	1	1	1	1	100
Sweden	10	1	1	1	1	1	1	1	1	100
Switzerland	10	1	1	1	1	1	1	1	1	100
United States	10	1	1	1	1	1	1	1	1	100
United Kingdom	10	1	1	1	1	1	1	1	1	100
Other Countries	10	1	1	1	1	1	1	1	1	100
Other British Possessions	10	1	1	1	1	1	1	1	1	100
Other Foreign Countries	10	1	1	1	1	1	1	1	1	100
TOTAL	306,480	324,969	1,021,386	184,882	336,013	539,242	219,531	101,212	101,212	10,000,000

OR GINSEY SEED.

COUNTRIES TO WHICH EXPORTED.	1901-02, CENTS.	1902-03, CENTS.	1903-04, CENTS.	1904-05, CENTS.	1905-06, CENTS.	1906-07, CENTS.	1907-08, CENTS.	1908-09, CENTS.	1909-10, CENTS.	TOTAL, CENTS.
Denmark	1,422,541	1,452,101	942,794	1,008,804	1,025,390	1,108,695	946,501	1,283,891	1,283,891	10,000,000
France	591	1	2,023	1	1,125	10,300	1	1	1	10,300
Germany	155,261	60,942	220,075	57,104	362,651	337,848	294,425	243,117	243,117	1,000,000
Italy	119	37	55	18	33	1	1	1	1	100
Japan	13,000	5,508	11,000	6,545	20,125	10,310	1	1	1	100,000
Spain	1	1	1	1	1	1	1	1	1	100
Sweden	1,000	1	1	1	1	1	1	1	1	100
Switzerland	1,000	1	1	1	1	1	1	1	1	100
United States	1,000	1	1	1	1	1	1	1	1	100
United Kingdom	1,000	1	1	1	1	1	1	1	1	100
Other Countries	1,000	1	1	1	1	1	1	1	1	100
Other British Possessions	1,000	1	1	1	1	1	1	1	1	100
Other Foreign Countries	1,000	1	1	1	1	1	1	1	1	100
TOTAL	3,312,790	2,461,103	1,506,200	1,040,114	1,408,945	1,449,100	1,247,118	1,247,118	1,247,118	10,000,000

(U. S. DUTY STANDARD AND BELOW).

COUNTRIES TO WHICH EXPORTED.	1901-02, CENTS.	1902-03, CENTS.	1903-04, CENTS.	1904-05, CENTS.	1905-06, CENTS.	1906-07, CENTS.	1907-08, CENTS.	1908-09, CENTS.	1909-10, CENTS.	TOTAL, CENTS.
Denmark	1,422,541	1,452,101	942,794	1,008,804	1,025,390	1,108,695	946,501	1,283,891	1,283,891	10,000,000
France	591	1	2,023	1	1,125	10,300	1	1	1	10,300
Germany	155,261	60,942	220,075	57,104	362,651	337,848	294,425	243,117	243,117	1,000,000
Italy	119	37	55	18	33	1	1	1	1	100
Japan	13,000	5,508	11,000	6,545	20,125	10,310	1	1	1	100,000
Spain	1	1	1	1	1	1	1	1	1	100
Sweden	1,000	1	1	1	1	1	1	1	1	100
Switzerland	1,000	1	1	1	1	1	1	1	1	100
United States	1,000	1	1	1	1	1	1	1	1	100
United Kingdom	1,000	1	1	1	1	1	1	1	1	100
Other Countries	1,000	1	1	1	1	1	1	1	1	100
Other British Possessions	1,000	1	1	1	1	1	1	1	1	100
Other Foreign Countries	1,000	1	1	1	1	1	1	1	1	100
TOTAL	3,312,790	2,461,103	1,506,200	1,040,114	1,408,945	1,449,100	1,247,118	1,247,118	1,247,118	10,000,000

16 DUTCH STANDARD AND ABOVE.

EXPORTS.

EXPORTS TO WHICH EXCLUDED.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.
Zanzibar and Pemba
United Kingdom	15,390	1,101	28,474	73	1	2	75	...
Germany	5
Ceylon	33,048	27,555	23,164	27,451	28,263	22,551	11,731	...
Arabia	2,500	4,092	1,288	1,010	1,123	1,233	1,351	...
Aden and Dependencies	3,552	2,259	2,270	2,943	3,827	2,012	1,383	...
United States of America
South America	...	4
Turkey in Asia	1,089	1,882	1,830	2,032	2,328	2,429	1,301	...
Maldives	456	492	512	369	60	362	168	...
Peria	1,853	1,918	983	1,238	2,943	1,801	2,281	...
Bahrain Islands
East Africa ^{(British} Portuguese Other Ports	1,477	1,477	1,609	1,966	3,107	2,990	2,903	111
						347	241	241
						316
East Africa—Italian	97	303	258	130
Mekran and Somali	118	93	90	115	51	112	153	...
South West Africa—German	253	...
Abyssinia
Austria-Hungary
France	1
Australia	1	1
Straits Settlements	67	70	2,204	3	2	06	226	...
Mauritius and Dependencies	30	46	23	17	33	17	13	...
China—Hong Kong	1	2
Russia in Europe
Egypt	32	13	19	8	28
Natal	19	52	104	44	48
Cape Colony	...	20
Siam
Madagascar	22	86	90	16
Other British Possessions	35	41	...
Other Countries
Other Foreign Countries	5
TOTAL	60,179	41,354	62,963	37,887	41,955	33,586	29,227	...

[illegible]

EXPORTS

410

COUNTRY OR GROUP	COCOA													
	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
United Kingdom
United States of America
France
Germany
Italy
Spain
Portugal
Belgium
Sweden
Denmark
Other European Countries
Other Foreign Countries
Total	2,240,000	2,240,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000	1,937,000

EXPORTS

COUNTRY OR GROUP	CINCHONA													
	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
United Kingdom
United States of America
France
Germany
Italy
Spain
Portugal
Belgium
Sweden
Denmark
Other European Countries
Other Foreign Countries
Total	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000

CINCHONA

BARK

COUNTRY OR GROUP	BARK													
	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
United Kingdom
United States of America
France
Germany
Italy
Spain
Portugal
Belgium
Sweden
Denmark
Other European Countries
Other Foreign Countries
Total	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000	1,730,000

62A

EXPORTS.

[illegible]

EXPORTS

[illegible][illegible]

RAW.

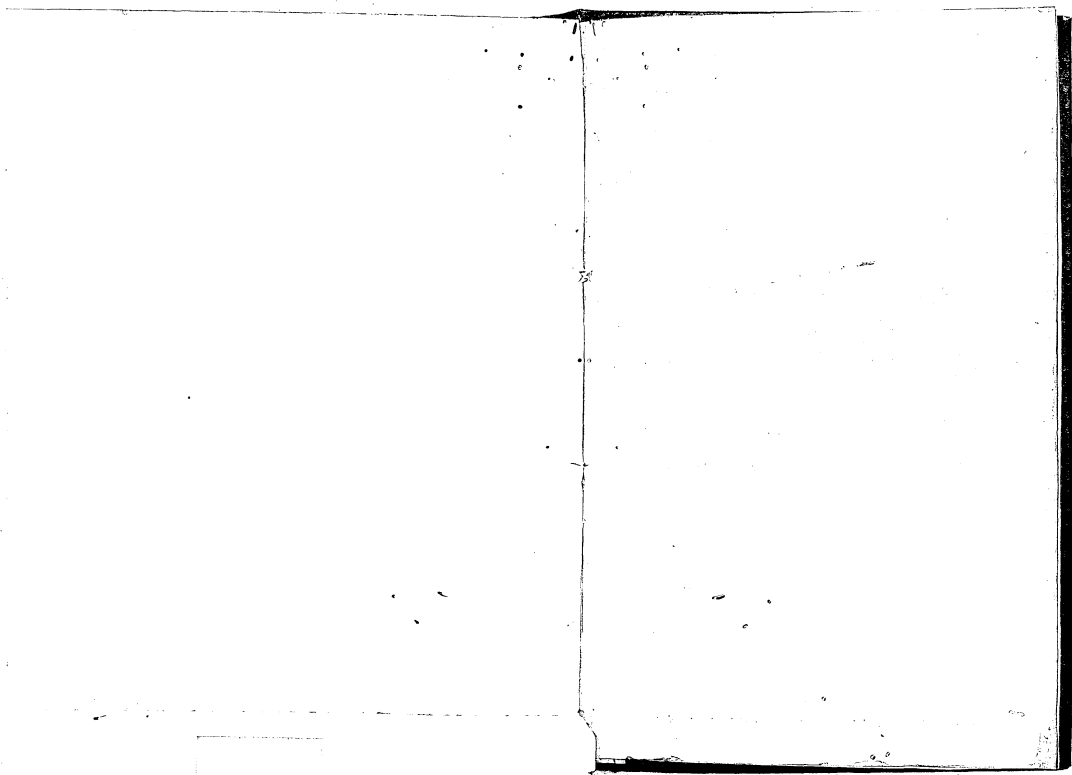
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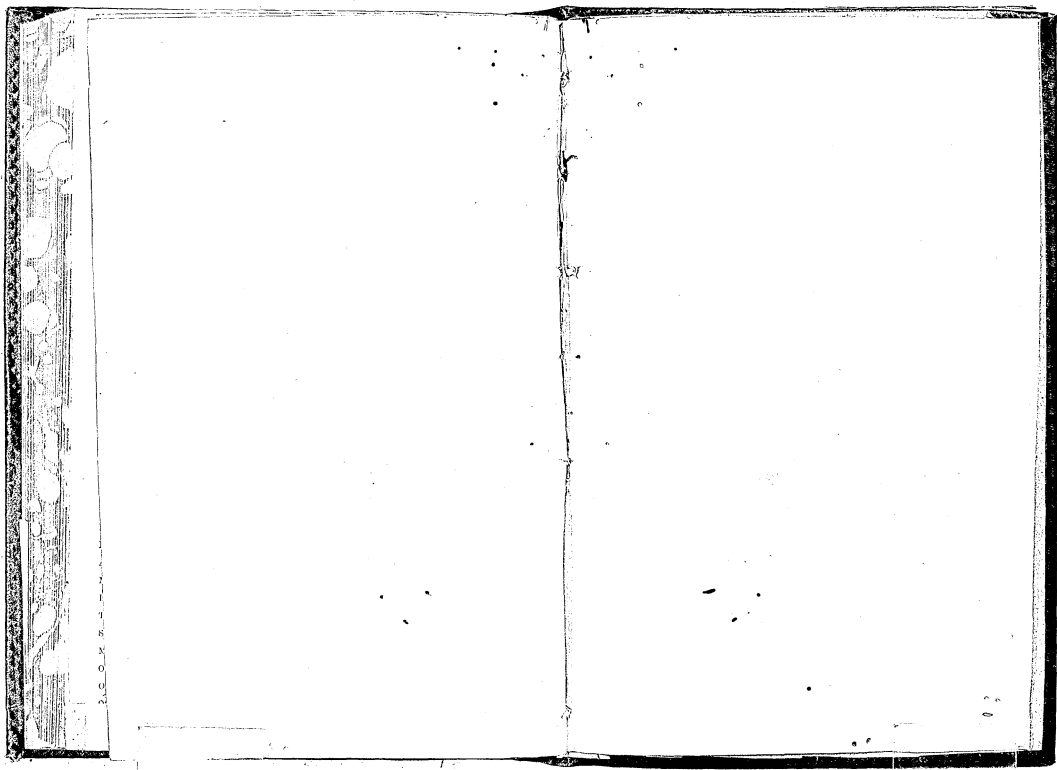
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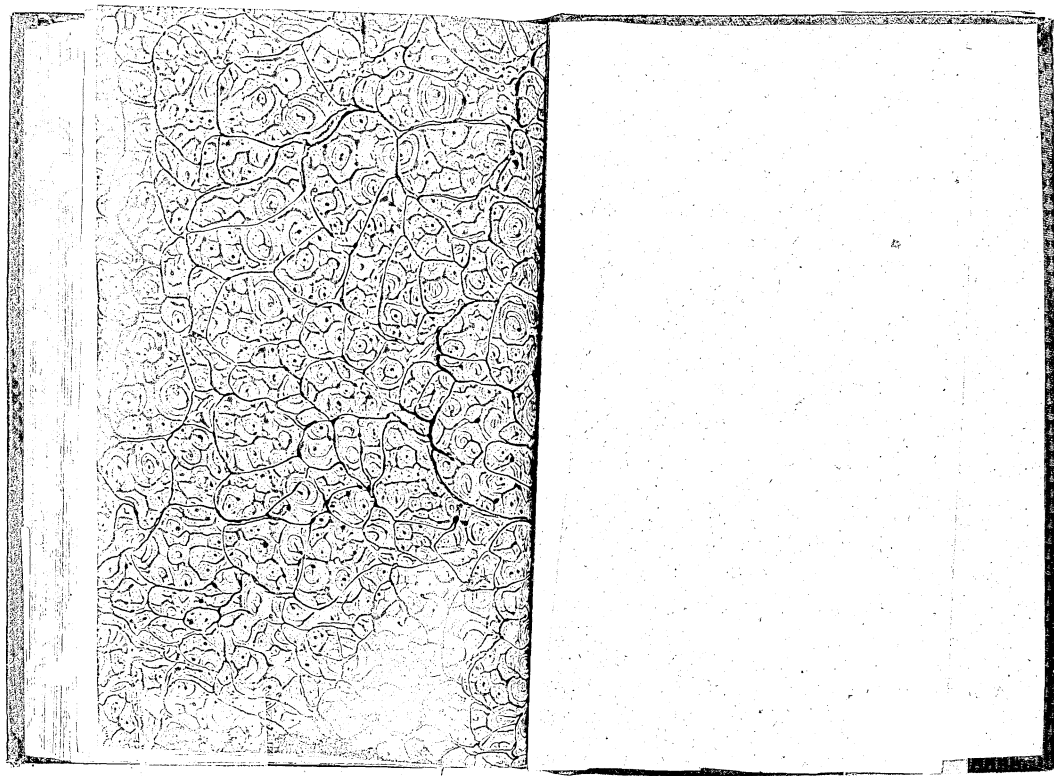
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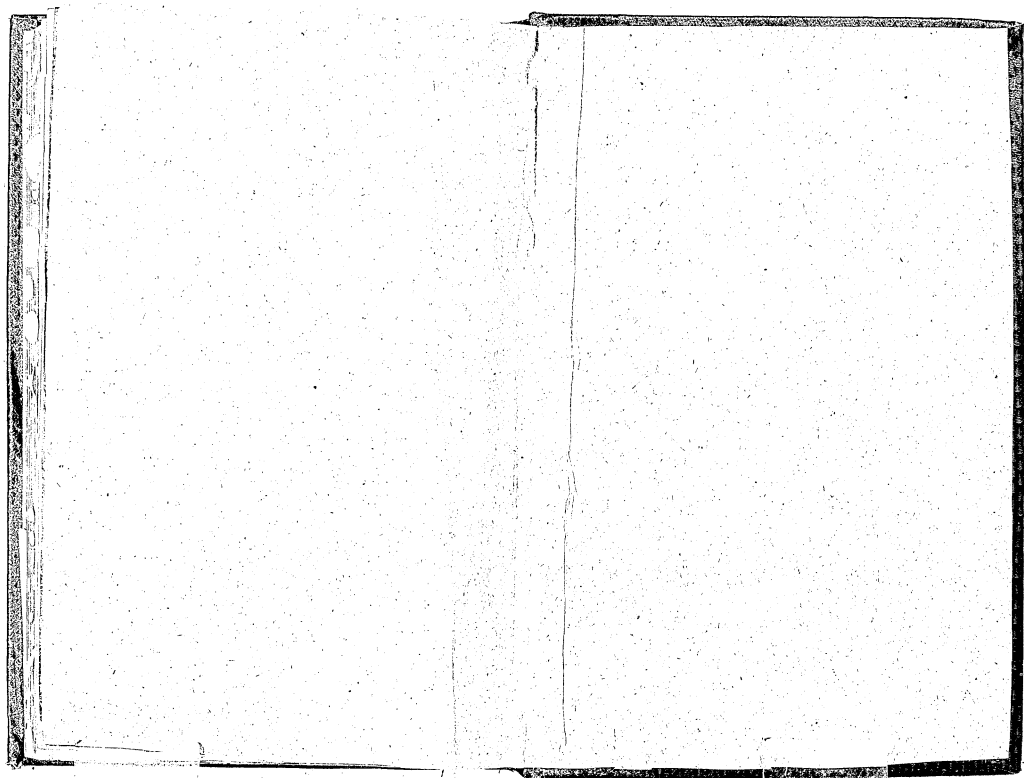
PETRE

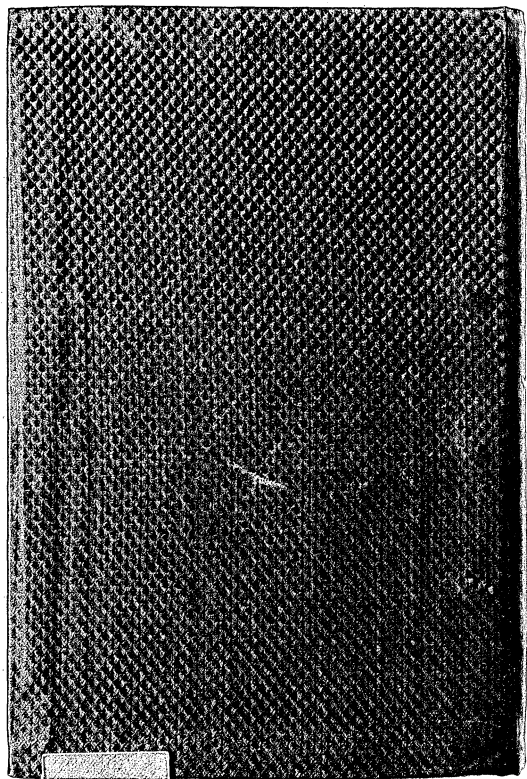
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