REPORT

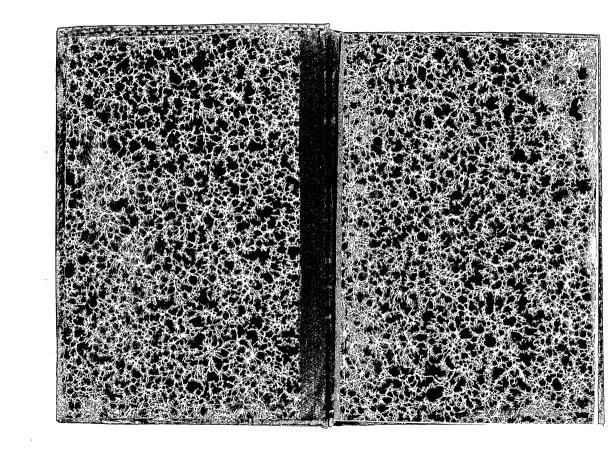
OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE FOR THE YEAR 1983

APPENDICES



# REPORT

# THE COMMITTEE

OF THE

# BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1933.

APPENDICES.

(183)

CALCUTTA:

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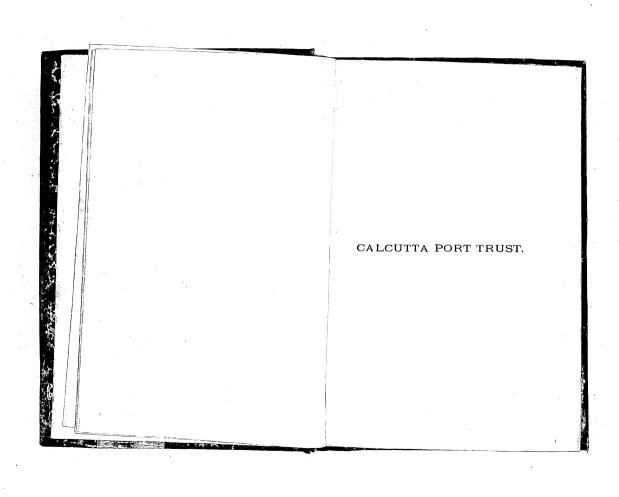
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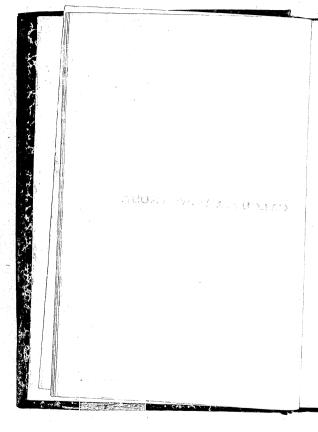
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#### CALCUTTA PORT TRUST

#### PORT BOUNDARIES.

NOTIFICATION No. 13-MARINE.

The 14th February 1929.

In exercise of the power conferred by section 5 of the Indian Ports Act, 1908 (XV of 1908) the Governor in Council is pleased to make the following alteration in the limits of the Port of Calcutta as defined in this department notification No. 155-Marine, dated the 27th December 1996:—

#### ALTERATION.

All lands comprised in the area occupied by the King George's Dock and the adjoining works constructed for the purposes of such dock shall be included in the limits of the Port of Calcutta.

2. The Governor in Council is also pleased to declare in exercise of the power conferred by sub-section (2) of the said section that the presse extent of the limits of the port of Calentía and of the navigable river and channels leading to the said port in which the said Act is in force, shall be as follows:—

#### PORT OF CALCUTTA.

On the North.—A line drawn due east across the river Hooghly from a pillar at the southern boundary of Department of Market and Company's Chemical Works and Statisticry at Konnagar in the District of Hooghly on the right bank of the river to a pillar on the left bank of the river to a plantait in the District of the 24-Pargana.

On the South.—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge khal to a pillar on the right bank (Howrah side) of the river Hooghly bearing north-west of the first named pills

The limits of the Port include to the east and west of the river Hooghly—  $\,$ 

(a) so much of the river Hooghly and the shores thereof as are within 50 yards of high water mark at spring tides; (c) all lands comprised in the area occupied by the King George's Dock and the adjoining works constructed for the purposes of such dock;

(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 depôt at Budge-Budge including all lands, sheds, railway sidings and other works appertaining to it.

## THE NAVIGABLE RIVER AND CHANNELS LEADING TO THE PORT OF CALCUTTA.

On the North.—A line drawn across the river Hooghly from a masonry pillar near the Mission House at Kalna on the right bank of the river in the district of Burdwan to a masonry pillar on the left bank of the river.

On the South.—A line drawn cast and west of the river Hooghly from the Eastern Channel Floating Light-

The limits of the said river and channels include all parts of the navigable channels called the Eastern and Western channels and the river Hooghly between the northern and southern limits and below high water mank at spring tides.

3. In exercise of the power conferred by section 7 of the said Act in supersession of all previous orders on the subject, the Governor in Council is also pleased to appoint the Commissioners and of the navigable river and channels leading to that port within the said limits.

 This notification shall take effect from the 14th February 1929 from which date notification No. 155-Marine, dated the 27th December 1926, shall be cancelled.

> A. Cassells, Secretary to the Govt. of Bengal.

NOTIFICATION No. 74.

The 24th May 1929.—The Commissioners for the Port of Calcutts hereby declure under section 97(1) of the Calcutta Port An 280 of the Calcutta Port Ander Ander May 280 of the Calcutta Port Ander Ander May 280 of the Calcutta Port Ander May 280 of th

By order of the Commissioners, C. W. T. Hook, (Offg.) Secretary.

#### PORT FEES.

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

#### PORT RULES.

#### NOTIFICATION No. 96-MARINE.

The 5th Oxiober 1591.—Under the powers confured upon him by section 6, sub-section (1) of the Indian Ports Act, 1319, a amended by Act V of 1891, and in supersession of the existing rules for the port of Calcutta, under section 7 of Act XII of 1875, the Lieutenant-Governor has been pleased to make the following revised rules.

- 1. In these rules the word "Commissioners" shall be understood Definition of "Commissioners." to mean "The Commissioners for the Port of Calcutta," as constituted by Act III (B. C.) of 1890.
- 2. In these rules the words "Howrah Bridge" shall be understood

  Definition of "Howrah Bridge" 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-Definition of "day., break" and "dark." an-hour before sunrise, and the word "dark" to mean half-an-hour after sunset.

(2) Vessels of the burthen of under 200 tons may move (2) Yessels of the outside of ander 200 tons may move from one place to another within the port between dark and day.

#### Provided that-

- (a) they earry lights as described in Notification No. 116-Mnc. of 19th November 1910; and
- (b) they do not move between Panchpara and Takta Chat on the flood tide, unless in tow of a steamer or steam-launch duly exempted under sub-rule

\* Provided also that inland vessels, of whatever burthen, already rrovided also that inland vessels, of whatever pursion, already within the port shall, subject to the bye-laws framed by the Comwithin sic pore snar, singless to the oye-news named by the Commissioners in that behalf under sections 6 & 13 of the Howard Bridge Act, IX (B. C.) of 1871, and issued under Government of Bengal Notification No. 86 Marine of 4th August 1906, be allowed, Derigal Notineation No. 00-marine of the Langues 1000, or anowa, without the special permission of the Commissioners to avail themselves of such openings of the Hownh Bridge as are made between

- 5. Steam-tugs having no vessel in tow shall be permitted to enter Exception in favour the port after dark at their own risk, but they shall not proceed above Chandpal Ghat. Steam-tugs shall to occani-tags.

  The proceed above Chanapar Chat. Decam-tags sman be held liable for any damage which they may cause by moving at
- $\dagger$  6. No vessel of the burthen of 200 tons or upwards shall steam, Vessel not formore sail or be towed up on the flood or down on the flower on the clib. down on the ebb. the special permission of the Commissioners; and in cases where such permission is granted, the officers in charge shall be cases where such permission is granted, the omeers in enarge snail be held strictly responsible for accidents which may occur in consequence neus strouy nespousine ne accatents winch may occur in consequences of their taking the vessels up or down at a greater speet than is absolutely necessary in order to keep them under command; and, in assumedy necessary in order to keep men under command; and, in every case where such permission is granted, the speed of the vessels

Masters is published for general information;—
"Assistant Hullmoor Masters are probable, without a special order from the Hurbour Master's Office
to turn outward-bound vanish until they are below the Lower College Stand huny,"

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 Speed of vessels at a speed greater than four miles an hour over the restricted ground.
- 8. Vessels may at all times drop up or down the port above Garden House with their anchors on the ground, Vessels dropping 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 Vessels anchored can best be seen, but at a height not exceeding or under weigh in 20 feet above the hull of the vessel, a white light the port to show lights between dark in a globular lantern of 8 inches in diameter, and and day-break. 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, bhurs, budgerows, up-country 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 Free channel of kept for vessels moving up or down the river in the 200 yards to be kept. port, and also free passages to piers, jetties, landingplaces, wharves, quays, docks and moorings; and all vessels shall move when ordered to clear such channel or passage.
- \* 10A. No person shall anchor, fasten or moor any vessel in any portion of the port of Calcutta or its approaches in which such anchoring, fastening or mooring has been prohibited by the Commissioners or in any manner other than that prescribed by the Commissioners.
- † 10B. The navigable channel between the College Sand lower buoy and the Panchpara Flat upper buoy shall be kept clear at all times for the passage and manceuvring of inward and outward bound occan-going vessels. The river between these eastern and western limits, from low-water mark on the north bank to the outer line of mooring buoys on the south bank, shall be kept clear for outward bound ocean-going vessels turning on the cbb tide. Lighters may lie ashore

Fue a semicinten Ao, 32 Mas, of 25-1-1997.

With reference It Rule No. 6, the following instruction for the guidance of Assistant Harbour is published for general information:

<sup>\*</sup> Vide Notification No. 89-Mnc. of 11-9-22.

<sup>+28</sup>th January 1929.

- 11. The river between the lower buoy of the College Sand and Tunsing passes to Mettenbrooj Ghat shall be kept clear for turning inselections of the control of the control
- \*11A. The river between the north end of the Cooly Lines of the Fort Gloster Jute Mills on the north and the boundary pillar on the south, shall be kept clear for turning inward or outward-bound vessels and no inland vessels shall ancher or lio at swinging moorings within these limits.
- 12. Vessels entering the port at neap tides during the freshets

  Vessels entering the port at neap are permitted to proceed above Garden House at tides.

  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 River steamers are permitted to move up on the flood or down on exempted.

  to keep them under command; but in no case shall hour through the water.
- 14. No steam vessel shall proceed at a greater rate of speed speed of tassers. Than four miles an hour through the water when inside meetings, inside meetings, and not steam vessel shall be recovered as greater rate of speed than four miles an hour through the water mywhere within the port above Gardan House after dark without the presidency of the landing passengers shall be under weigh after dark between the limits of the landing stages at Hastings on the south and Aherecoldah on
- 15. Special permission may be given by the Commissioners to may be exempted as a permission may be given by the Commissioners to move in the port, otherwise than down as to place and hours of plying and special in each case.
- 16. Inland steamers and flast lying above the Howrah Bridge on the last quarter of the obb,
  - Vide Notification No. 100-Mnc. of 8-10-20.

 $\uparrow$  16A. No flush-decked country boat or cargo dinghee shall enter the dock for the loading and unloading of cargo.

17. All vessels within the port shall take up such bertha as may causal tab lest the pappinted for them by the Commissioners or the control of the control o

Moorings not to be used without Commissioners' permission.

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 moorAssistant Harbour interpersonally or by letter, to the Harbour to the Harbo

Vessels not to move without Harbour Master's permission.

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

\* 20.A. No vessel shall be moved within the port of Calcutta unless

Towing of vessels by steam tugs.

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

21. All vessels lying at swinging moorings shall, during the Vessels at swinging freshets, 5th June to 31st October, in addition to their bower chain, have the end of a good hawser their bower being for the moorings.

Vessels in the stream 22. All v. to keep a clear hawse. a clear hawse.

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

- 23. Vessels lying in the stream, or at the moorings, shall at all Vessels to have an itimes have at least one anchor at the bow, with a andror at the bow, with a cable bent and ranged ready to let go. In cases where the vessels have no spare haves pipe, the towing hawser is to be bent on over all in lieu of the chain cable.
- 24. No vessel shall lie at single anchor in the port unless Lying at single a Pilot or Assistant Harbour Master is on anchor prohibited. board,
- 25. All vessels placed in the moorings on the ebb tide shall stem fastenings during spring tides, when bores are expected, have in time of bores. their best hawsers passed from each quarter pipe abaft the main mast, and made fast to the stern moorings, if possible,

\* Vide Notification No. 124-Mno. of 16-9-1895 † Vide Notification No. 1-Mnc. of 5-1-1931 otherwise to their own chains close to the moorings, and hove taut with sufficient strain to relieve the jerk on the chains and bits when the bores come up.

26. Steam vessels occupying moorings shall not turn their screws Steamers occupying or paddles without giving sufficient warning of their intention to do so to boats in the vicinity; they screws or paddles 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 Vessels to remove projections from House shall have any anchor or spar, or other substance likely to cause damage, projecting from her side.

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

29. From the 1st day of May until the 30th day of June, and Rules for regulat- from 1st day of October to the 15th day of ing striking of yards November, all sailing vessels in port shall have their royal and top-gallant yards on deck, and mast ropes rove in readiness to send the top-gallant masts down at short notice, rove in readiness to send the top-gallant masts down at snort 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-gallaut masts and yards aloft, pore between one access, naving top-gamma mastes and yards anois, 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 day signal No. X, consisting of a double triangle joined Additional precautogether vertex to vertex with a vertical bar below approach of bad and in vertical line with the double triangle will be hoisted during daylight from the flagstaff on the roof of the Commissioners' office, Kollaghat, another similar signal from the flagstaff on the clock tower at the entrance to the Kidderpore Docks, and another on the flagstaff on the Assistant Harbour Master's house at Budge-Budge. During the night, under similar circumstances two red lights with a white light between them, all in a vertical line, will be exhibited from the same flagstaffs. When these signals are displayed, masters of vessels shall immediately take every precaution in their power to make their vessels snug

\* Vide Notification No. 71-Mnc. of 19-6-1916.

and secure, by having awnings furled, and the lower and ton sailvards counter-braced or pointed to the wind, as seems best. Heavy hawsers shall be bent to both bower anchors ready for use.

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

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

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

Exceptions.—Tugs and river steamers, when not towing or propelling other vessels, may drop through the ship opening, under steam, head to tide.

River flats may be dropped or warped through the ship opening or through the 60 feet openings when the speed of the current at the opening does not exceed one knot.

Vessels not to pass each other in the opening.

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

Not more than two cargo boats to be towed through the opening.

\*35. When proceeding through any bridge opening with the tide, no steam vessel shall have more than one cargo boat abreast or more than two cargo boats astern.

\*35A. When proceeding through any bridge opening against the tide, no steam vessel shall have more than one cargo boat abreast and the cargo boats in tow astern shall not be more than two abreast.

Inland steam ves-sels of over 30 feet heam not to proceed through 60 feet openings of bridge except against the tide.

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

\* Vide Notification No. 92-Mne, of 28-7-1919

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

No steam vessel, within port limits, shall sound her whistle or siren when lying at moorings, at a ghaut or at anchor. The tying down of the lever of the steam whistle and allowing it to go on sounding continuously is prohibited.

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

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

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

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

\* 40A—The use of fireworks is prohibited on all vessels within the limits of the port of Calcutta,

41. With a view to the extinction of fires, all vessels in port shall Vessels to be pro. be provided with three buckets for every hundred vided with fire bucktons of registered measurement up to 600 tons, and two additional buckets for every 100 tons above 600: provided that the total number of buckets shall not be required to exceed 50 in any vessel. One-half of the number of such buckets shall be left constantly hanging up on the quarter-deck or other

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

\* Vide Notification No. 101-Mnc. of 13th November 1925.

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

44. When cargo is being loaded into, or unloaded from, a Hatch covers and deck, or below, the longitudinal (fore and after) and cross pieces to be removed or slung. athwartship beams and hatchway covers of such hatchways shall be secured in such a manner as will ensure their not falling into the hold.

45. Masters of vessels requiring work to be performed in bilges, Precautions to be boilers, and double bottoms, shall take precautions to ensure that working in such places is free from in bilges, &c. all danger before the men are sent into them.

+46. No boats or flats shall proceed alongside any ocean-going vessel for the purpose of taking in or discharging Boats going along-side of vessels for passengers or cargo until the vessel has hoisted embarking or diseminternational code flag "A" on the triatic stay: barking passengers. such flag will be hoisted by order of the Assistant Harbour Master in charge after the vessel has been moored and its engines finished with.

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 Employment of day of April to the 31st day of October, inclusive, seamen during cer-tain hours in the hot employ or cause to be employed, any European season prohibited. seaman or apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M., necessitating the direct exposure of such seaman or apprentice to the rays of the sun.

\* From the 1st day of April to the 31st day of October inclusive double awnings and side screens, to be fitted over all exposed iron and steel decks and ship's sides in the way of all crew spaces.

Double awnings and side screens to be also fitted, so as to protect the officers working at the hatchways. Such double awnings and side screens are required between the hours of 7 A.M. and 5 P.M.

48. No vessel of more than 10 tons burthen shall, without such license as hereinafter is mentioned, be afloat within A sufficient crew the port without having on board thereof a crew to be maintained on board vessels lying of not less than the number set forth in the first in port. schodula harata

<sup>\*</sup> For the better security of vessels against damage or loss by fire, a steam floating + For the better security of vessels against stanage or loss by fire, a steam flasting free engine has been provided and is always begin under steam, restly to preced at some to sury place where feer services may be required. The engine station is at Fort free the surface of the standard of the services of the standard of the standard of the free breaks out in beard a vessel, notice should at once be sent to the fire-engine station.

<sup>\*</sup> Fide Notification No. 13-Mne. of 1,2,1898.

<sup>†</sup> Fide Notification No. 1-Mne. of 4-1-1932.

\* 48A-Notwithstanding the provisions of rule 48 and the 48A—Notwithssanding one provisions of rule 45 and the first schedule referred to therein, one member of the crew as provided arse schedule leterred to salerein, one member of the crew as provided in rule 60, but no more, may be absent from any loaded cargo boat in rule ou, out no more, may be absent from any loaden cargo boat within port limits, provided that when such boats are under weigh or within port innits, provided time when such courts are under weight waiting outside the Kidderpero or King George's Dock a full crew waiting outside she Kauderpore or King George's Dock, a min crew must be retained on board. In the case of empty hoats within port must be retained on board. In one case of empty noats within port limits which are under weigh, waiting outside the docks or any units which are under weigh, waiting outside the docks or any moorings laid for ocean-going vessels, a full crew must be retained on moorings and for occan-going vessels, a thir even inter or resamed on board. When such boats are moored outside the deep ship channel where they cannot cause obstruction to navigation a minimum of two where shey cannot cause obstruction to navigation a minimum of men must be always on board irrespective of the boat's tonnage.

Boats definitely laid up need retain a watchman only.

49. Whenever it shall appear to the Commissioners that any vessel Power to grant ex. may, without danger to other vessels, be affoat withemption from main-taining erew on out such crew as is set forth in the first schedule hereto out such crew as as section in the mass account to the being maintained thereon, it shall be lawful to the board particular

Commissioners, if they shall think fit, to grant under their hand a license in the Form A in the second schedule heroto, which license may be made determinable on the breach scaedule merolo, which meetise may be made determinable on the oreach of any conditions therein contained; and during the continuance of or any congress the provisions of Rule 48 shall not apply to such vessel.

- 50. It shall be lawful for the Commissioners by any writing under Power to revoke their hand, in the Form B in the second schedule exemptions. Increase, to rovoke such needs and from and after the publication of such reveation, 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 gauted. hereto, to revoke such license and from and after
- 51. Whenever it shall appear to the Commissioners that any Powertomakeor: creek, river, or dock is so situated that vessels creek, river, or dock is so similated that vessels without any crew therein may remain affont 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 th any part of the port, it shall be sawnil for the Commissioners to make an order in the Form C in the second schedule hereto, and 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 from some so some, it stay some some to, so revoke or amend some order provided always that every such order, amendment and revocation order provided always that every such order, amendment and revocation shall be published in the Calcutta Gazette, and that no such order shall be published in the Countain Gazette, and that no such order amendment and revocation shall have any force or effect until it shall
- 52. During such time as any such order shall remain in force, such time as any such order shall remain in lorce, the provisions of Rule 48 shall not apply to any During continu-ance of order vessels vessel lying or being within the limits of any such to be exempted from vessel lying or being within the minus of any such creek, river, or dock, as the same shall be defined necessity of main-taining crews.
  - Vide Notification No. 33-Mnc. of 28-3-1929.

Rules 53 to 56 are superseded by Health Regulations for the port of Calcutta (vide Notification Nos. 16 and 76-Mnc. of 6-3-17 and 23-7-18 respectively).

### Rules for licensing and regulating of 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 manifhee, serang 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
- 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 beat 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 freeboard of the beat or flat when fully leaded;
  - (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

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

in the case of boats and flats of class I-

- by 009 for flush-decked, square-built and open cargo boats
- .008 for bazar boats when the brake forward and aft does
- by '007 for bazar boats when the brake forward and aft

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

- '009 for open country boats known as jolly boats and
- '0064 for open country boats, such as dinghees and
- by '0083 for open country boats known as hollahs;
- by '008 for bhurs and pansways;
- by '0063 for open country boats known as chotes.

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

The foregoing formulæ shall be used in measuring boats and flats The foregoing forming snan be used in measuring objects and most of class I, up to a burden of 50 tons, but the measurement of boats or of class 1, up to a purden of buttons, but the measurement of boars of flats of that class exceeding 50 tons shall be made under the Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners Supplied Act, provided that the Doat Surveyor of the Commissioners may measure boats or flats of class I of any size under the Merchant may measure posts or nats of class 1 or any size under the algorithms. Shipping Act, when the owners show that the measurements made Suppling Act, when the owners show that the intensificant according to the above formulæ are inaccurate or oppressive.

Having ascertained the tonnage of a boat or flat by the foregoing Having ascertained the tonnage of a boat or nat by the loragoing formulas, the Boat Surveyor of the Commissioners shall, by a conspicformulas, the Deat Surveyor of the Commissioners shall, by a conspicuous mark on the side of the boat or flat, indicate for every boat or tious mark on the state of the posts of that, inducate for every toward flat exceeding 10 tons the freeboard or greatest depth to which she

# 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" 3.70, 3.-6, 10.-0, 10.-6, 11.-0, 11.-6, 15.70, 15.-6, 13.-0, 13.-6, 13.-0, 13.-6, 10.-

Length in feet of boat or flat 55' 60' 65' 70' 75' 80' 85' 90' 95' 100'

Freeboard in inches for decked boats or flats of iron and steel 81° board in menes for decked boats or flats of iron and steel  $8\frac{1}{2}$ °  $9\frac{1}{2}$ °  $10\frac{1}{2}$ °  $11\frac{1}{2}$ °  $12\frac{1}{2}$ °  $13\frac{1}{2}$ °  $14\frac{1}{2}$ °  $15\frac{1}{2}$ °  $16\frac{1}{2}$ °  $17\frac{1}{2}$ ″  $18\frac{1}{2}$ ″  $19\frac{1}{2}$ °  $21\frac{1}{2}$ ″  $23\frac{1}{2}$ °  $25\frac{1}{2}$ ° For open boats or flats of iron and steel 114" 122" 14" 154" 162" 18" 191" 203" 22" 231" 243" 26" 28" 30" 311" 331" 351" 361"

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 AND CLASS II.

- 1. Boats of not more than 40 tons ... 3 Dandees and 1 manii.
- 2. Boats of above 40 tons and not above 4 Dandees and 60 tons. 1 manji.
- 3. Boats of above 60 tons and not above 5 Dandees and 80 tons. 1 manii.
- Boats of above 80 tons ... 6 Dandees and 1 manii.

Each boat shall have on board its full erew when in tow.

- †60a. (1) No Cargo boat shall be employed for the conveyance of Carbide of Calcium within the limits of the port of Calcutta unless covered by a special license issued by the Port Commissioners.
- (2). Such license shall only be issued to cargo boats classified in Class I of Rule 60 which have no copper or brass in their construction and are provided with a tarpaulin which in the opinion of the Port Commissioners' Boat Surveyor will completely cover the hold and protect its contents from moisture.
- (3) It shall be certified in the license that the conditions in sub-rules (1) and (2) have been fulfilled. Every license shall be renewed at intervals of not more than six calendar months,
- 61. The number of every licensed boat or flat shall be branded 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
  - \* Vide Notification No. 33-Mne. of 28-3-29.
  - † Vide Notification No. 101-Mne. of 8-7 1921.

to be leaded 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 unbest of crew stated in the license. The boat or flat must be leading to the license of the license of the line beat of the must be spainted under the provisions of the provisions who, and be provided with a pump, lights, ground tackle, and flatings 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, ditions of the license or the por 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 Commission.
- 65. No cargo boat or flat shall obstruct the free marigation of the port, or the approaches to wharves, jettics or landing-stages, and no cargo boat or flat shall be moved, or land or ship goods at any battling ghat.
- 66. Cargo boats or flats, when under weigh within the port shall be under onto 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 portwhen proceeding to or from vessels occupying fixed moorings, shall keep as close as possible to lein or fixed moorings. Other cargo boats or flats moving up or down shall keep to the west of the line of savinging moorings.
- 68. Any vessel which has made fast to a mooring buoy shall cast off when required by an officer duly authorized by the Commissioners,
- 69. Every cargo boat or flat shall be provided with an iron caboase or fireplace, to be kept on deck, or in such other part of the boat or flat as the Boat Surveyor of the Commissioners may direct and no fire shall be permitted in any other part of the beat or flat.
- 70. The Commissioners may, if they think fit at anytime, order have carge heat or flat to be re-surveyed without any charge to the owners, and they may also recoke at any time any tenses granted to any owner or maniplee, sering or officer, and it shall be competent to the Commissioners to refuse any application for the issue of a forther issue of a f
- 71. Whenever any accident shall occur to a licensed cargo boat or flat, the manihee, 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 manihee 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
- 74. Every registered manihee, scrang or officer shall be provided with a metal license ticket upon which shall be legibly painted the number of his license; and every such manihee, scrang or officer when in charge of a licensed cargo boat or flat, shall wear his ticket exposed to view. No manihee, scrang or officer without such ticket shall be in charge of any lenessed cargo boat or flat.
- 75. Whenever the number of any manifice, scrang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manifice, scrang or officer's license ticket shall have been lost or mislaid, the manifice scrang or officer's highly 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 196 of Act III of 1890, deliver to the manifice, scrang or officer a new license icidet.
- 76. On the expiration or other determination of the license, the manifee, 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 that 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 manihee 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.

# Rules for licensing and regulating passenger boats and flats.

- 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 itemsed and registered by the Commissioners. No such port and the commissioners of the direction of a person licensed by the Commissioner.
- 82. Every application for the licensing and the registration of a passenger beat 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 Cattat, 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 force for large for the free force for the force for the free force for the free force is not transferable; and if the ownership of the boat of flat be charged, 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 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 manjhee

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

# Grew required to remain on board at night or when lying at anchor at other times,

Boat lices	used t	o carı	y 10	passengers		 1	mar
,		,,	15-20			 2	men
**		29	25	,,		 3	,,
,,		**	30 - 35	,,	 ٠.	4	,,

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

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

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

 $\Lambda$  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 manihee, sensing or officer in charge of any ticoned boat or flat, shall not permit any number of persons more than that for which such boat or litt has processed, to be carried in such boat or flat at one time, and shall not personsed, boat or flat to ply unless provided with the number of crew stated in the ticones. 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.
- 87. In the computation of the number of persons in addition to the crow 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.

	Por	head.	Per boat,			
Trip.	between	B Passengers embarking between 6 P.M. and 6 A.M.	vegins	begins between 6 P.M. and 6 A.M.		
1	2	3	4	5		
Between Ahiritolla Ghat and Salkia	As.	As,	Rs. A.	Rs. A.		
Gnat	à	1	0 4	0 6		
Between Chaudpal Ghat and Telkul Ghat or Ramkristopore	3	1	0 6	0 8		
Between Chandpal Ghat and Matia- bruz or Bichali Ghat	2	4	1 6	2 0		
Between Chandpal Ghat and Rajgunj	2	4	1 6	2 0		
Between Chandpal Ghat and Shib- pur Flat	4	1	0 8	0 12		
Between Juganoath Ghat or Armenian Ghat and Howrah shore	1	1	9 6	0 6		
g	Re. I with b lannas with tage both trival of v	on first				
setween nats and shore	3	à				

The license of any passenger vessel may be revoked if a copy of the above scale of maximum charges is not kept on board and shown to any person who may demand to see it.

88. The license granted for any passenger boat or flat may be 88. The needs granteer for any passenger bone or have may revoked by the Commissioners, whenever such vessel is in the opinion of the Commissioners, unfitted for the conveyance of passengers, or \* Fide Notification No. 36-Mnc., dated the 2nd April 1929.

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

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 1890, supply a new license-ticket.

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

98. No manihee, scrang 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.

# FIRST SCHEDULE (referred to in Rule 48.)

	If Natives.	If Europeans.	Officers in charge
~ .			
Cargo-boats Vessels not being cargo-boats of	4	4	
For every additional 100 tons	6 11	4	1
Vessels not being cargo boats of 600 tons and under, in stream For every additional 100 tons	11 2	71	1
	2	1	

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

### FORM A.

#### Port of Calcutta.

Commissioners, do hereby license the (ship) . Vice-Chairman of the is Master, to remain at her present moorings in the said of the haring on board the erew required by Act X of 1880 of the Governor-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,

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 the following count for each out the exempted limits of the portion of the said part (here set out the exempted limits) excepted from the provisions of Rule 48 framed under section 6 (1), and be X of 1889, passed by the Overono-General in Council.

# HEALTH REGULATIONS FOR THE PORT OF CALCUTTA.

NOTIFICATION NO. 16-MARINE, THE 6TH MARCH 1927.

#### 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 Assistant Port Health Officer and any officer appointed by Government, either by name or by virtue of its office to perform any of the duties of a Health Officer of a poet;
- (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, or any person suffering from, any of the disease enumerated in the premable cither 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, withis the 12 days or (in the case of plague and cholers seven days) immediately preceding her arrival at a port in British India;
  - (c) "suspected vessel" means a vessel on board of which there has been a case of any of the diseases enumerated in the preamble at the time of departure or during the

voyage from the last port of eall, but on board of which no fresh case of such disease has occurred within the twelve days or (in the case of plague and cholera seven days) immediately preceding her arrival,

- (3) (a) Every vessel which has come from the east coast of Africa within the limits of Port Soudan and Durban or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purposes of these regulations, unless during the voyage there has been one or more cases or suspected cases of 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 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 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, includes all articles considered by the Health Officer to be infected with any of the diseases in
- (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" (of 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

2. The master of every suspected or infected vessel arriving Ine master of every energetic or enjected vessel arriving at any port subject to these rules shall hoist a signal which, unless it

is otherwise provided for in the Signal Code for the Bengal Piloh Service, 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

- (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 breaks 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 except as otherwise provided in clause (3), 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 pratique.
- (3) The moster of a healthy vessel on which unusual mortality among rats has been observed shall hoist the signals specified in Regulation 2.

# Part III.—Berthing of vessels.

- 6. (a) If the number of deaths from or cases of the diseases enumerated in the preamble, with the exception of plague and yellow fever, does not exceed two, the vessel will not be profibiled from taking up the usual place of anchorage in the larbour or port, except that the many not enter the docks without the written permission of the Health Officer, and the passengers and error not suspected of having any of the diseases in question need not, except in the case of pligrim and emigrant ships and those not except in the case of pligrim and emigrant ships and those not experience of the diseases of pligrim and emigrant ships and those not experience of the diseases of pligrim and emigrant ships and those not experience of the tense of the case of pligrim and emigrant ships and those not apply a medical officer. The master of the vessel shall be responsible that no one of the passengers or crew, except these refered to above, is allowed to leave the vessel before inspection by the Health Officer, and shall prevent the landing of infected bedding dothes, or other personal effects which he has reasonable cause to onsoider likely to be
- (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 layer for other special reasons further precutions may be deemed divisible, the pilot, or in his absence the matter, shall be a superficient of the pilot of the
- 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 nuchorage pending the visit of the Health Officer; in the nearwhile 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 timidal or other person in charge of or navigating any boat shall without the permission of the Health Officer, attempt to take it

# Part IV.—Inspection of vessels,

9. Whenever the Health Officer receives the notice referred to and examine the vessel, and the Master shall give him every facility for the examination of the passengers, creve, personal effects, curve, Health Officer thinks necessary. The definition of the passengers, creve, personal effects, curve, Health Officer thinks necessary. The definition on oath from the medical 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 playee, whether any numsual mortality has been observed among rats. If the Health Officer is sufficied that such deaths as may have occurred were not the say that the enumerated in the pressult, he shall permit the vessel to proceed to the usual place of anchonge and to discharge passengers and ongo 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 ever so ketse been detained under regulation 0 (u) 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 disinfects, may also be landed.
- 12. If a case of any of the diseases enumerated in the premble 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 Dock Misster 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 shall be responsible that the sick person shall be isolated as much as possible, and that free communication with the wharf is stopped until the 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 provise to Regulation 44, and except the provided for under Regulations 19 (2) and 34, the removal of sick passengers is not to be enforced in the case of persons bound for a surport unless under 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 is 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 sanitarium or hospital or other place within municipal limits, and shall

16. Where small-pax is the disease on account of which the vessel steemed 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, if their guardians or those in charge of them consent, all children below 10 years and over six months of age who did not been marks of vaccination or of small-pax. In the case of plague, inoculation may similarly be effered 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. Yessels classed by the Health Officer after inspection as rules 23 and 24. Other vessels will be dealt with in accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), VI (B), VI (F) and VI (G) according to the disease on account of which they are decard usspected or infected,

# Part VI-A,—Small-pox, chicken-pox, measles, cholera, typhus and scarlet fover.

- 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 santiacian make option, unless the sick person or his friends can make provision elsewhere of which the Health Officer seems of the suffering the shall not enforce the removal from the vessel of any person or persons bound for an unward 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 and south has, in his opinion, pessengers or crew in a filthy and unwholesome condition, cause the clothing and person at first of such persons to be districted before allowing them to leave the vesse be districted
  - (4) may, in the case of undecked craft, 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 insunitary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may problibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
- (6) may, in the case of cholers, direct the master to have the bilges and water tanks emptied, cleaned and disinfected.

#### Part VI-B .- Plague.

- In the case of infected vessels the following measures shall be taken:—
  - 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 alloat, appointed by Government for the purpose.
  - (3) At the discretion of the Health Officer other possons may also be dissumbarded and be subjected to observation" or surveillance or to a period of observation followed by surveillance provided that the total duration of these measures shall not exceed five days from the time of arrival.
  - (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

<sup>&</sup>quot;Offservation" means isolation either on board the ship or in a sanitary station appointed if the purpose before the great of pratique. Passengers under surveillance, and the ship of the proceed to their destinations, but the authorities at lace places are informed of their solid passengers and they are subjected to medical examination for such period as may be fixed in these regardations.

possible, and in such manner as to avoid as far as possible damage to merchandise and to the ship's plating and engines. The operation, in any case, must not last longer than 48 hours. In the case of ships in ballast this process must be carried out as soon as possible, before ombarking earge.

- (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 baggare.
- 20. When the measures prescribed in Regulation 10 have been duly taken in respect of any vessel, the Health Officer shall, by written order, grant pratique, provided that, if a case of plaque or of illness are presented to be plaque occurs on board subsequents due for grant of the above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding friedeted 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 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
- 23. In the case of healthy vessels, other than those referred to in rule 24, 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 deratisation when applied in the case of a healthy ship from a plague infected port must not occupy more than 24 hours and should be carried out in such, a nuaner as not to interfere with the coming and going of passengers and crew between the ship and the shore.
- 24. In the case of a healthy vessel on which unusual mortality among rats has been observed the following measures shall be taken:—
  - (1) medical examination as prescribed in regulation 9;
  - (2) bacteriological examination of rats for plague as far and as quickly as possible;
  - (3) destruction of rats as prescribed in regulation 19(6) when considered necessary by the Health Officer or when rats are found on bacteriological examination to have plague;
  - (4) in case of rats having plague, disinfection of such parts of the ship and such articles as the Health Officer considers infected;
  - (5) surveillance of passengers and crew for a period not exceeding 5 days from the time of arrival.
- 25. 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 disinflection by means of saturated steam and for the destruction of rats, and
  - (b) take into account the sanitary or insanitary, and roomy or crowded condition of the vessels.
- 26. If, in the case of any vessel making a passing call, the committee of the shore is restricted to the landing of passengers, anils or goods, the Health Officer may, in his discretion, enforce the provisions of regulation 19, 21, 23, or 24 as the case may be, to such extent only as may in his opinion be necessary for the purpose of controlling the nesteal communication with the shorter

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.

- 27. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent with a certificate stating that measures of nut destruction have been carried out and giving the reasons why they were resorted to. Health officers of ports wisted by ships upon which periodic rat destruction is carried out, and should take such certificate into account in considering whether measures under Regulation 23 (3) should be imposed.
- 28. The foregoing regulations shall not prevent the transhipment, under restrictions to be imposed by the Health Officer in conformity therewith, of passengues, mails or goods between vessels which have not been granted pratique.
- 29. If any case of plagmo occurs among any group of persons who are being kept under observation, the patient shall be isolated as the contract of the cont
- 30. The metical officer in charge of any place appointed for the isolation of any person under these regulations may, in his discretion, by written order, direct that any person who is kept there are observation shall be allowed to depart and shall be subject to surveillance.
- 31. 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, excempt such person from such attendance on being satisfied that he may be relied upon to send in a prompt report if he should fall size.
- 32. 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.

33. In the case of vessels which have, within a period of two months immediately preceding their arrival, started from or touched

on route at a port infected with yellow fover or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period, the following procedure shall be observed:—

- (1) The vessel shall be anchored at son or in the river at such especial anchorge 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 prescribed 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 extensible 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 inosquitoes 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 mesquitoes reaching the patient shall be taken, including a mesquito-proof cabin on the launch, mesquito-proof and a mesquito-proof cabin of proof yard in an isolation hospital.
- (4) The crew of the vessel should be required to sleep in airy 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, store-room, alley-way and hold.
- (6) All water in which mosquitoes could breed should be emptied into the sca or river 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 larvæ, fresh water being taken and 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 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.

- 34. 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 persons snan how be permissed to land without one specime without 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 unde for their strict isolation on shore. In the case of Aden, the Health Officer may prevent the on shore. In the case of Auen, the Heath 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.
- 35. In the case of a vessel arriving from the East Coast of Africa within the limits of Port Soudan, Durban or from other localities declared to be infected, the procedure prescribed by regulation 2 shall be complied with and the crews or passengers, etc., shall be medically inspected in accordance with regulation 9.

## Part VI-E.-Jigger.

- 36. In the case of n 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

- (3) any part of the vessel likely to harbour jigger fleas 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 at such places as shall be appointed for the purpose by the Conservators of the Port of Calcutta or Chittagong as the case may be, subject to the approval of the Local Government.

#### Part VI-F .- Influenza.

\*36a .- In the case of a vessel having on board any person or persons suffering from Influenza :-

- (1) the Health Officer shall carefully examine every person on board and may, at his discretion, cause to be removed to hospital for treatment any person or persons found to be suffering, unless the sick person or his friends can make adequate provision elsewhere, of which the Health Officer must satisfy himself
- (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.

#### Part VI-G .- Pneumonia.

†36b.—In the case of a vessel having on board any person or persons suffering from pneumonia:--

- (1) All persons on board shall be medically examined as prescribed in Regulation 9.
- (2) All persons suffering from pneumonia shall immediately be disembarked under the directions of the Health Officer, and isolated in the camp or hospital, whether . ashore or affoat, appointed by Government for the purpose.
  - \* Vide Notification No. 62-Marine, dated 23rd May 1929.
  - † Vide Notification No. 134-Marine, dated 21st October 1929.

- (3) The clothes of infected persons shall be disinfected and the Health Officer may, at his discretion, order the disinfection of the clothes, bedding, etc. of all persons
- (4) All parts of the vessels which have been occupied or frequented by such patients shall be disinfected, and any other parts of the vessels that, in the opinion of the Health Officer, are infected, shall also be

#### Loprosy.

\* The master of every vessel arriving at any port in Bengal from any port beyond Bengal shall report every case of leprosy among the passengers or crew of such vessel to the Health Officer of the first port of call after the discovery of such case.

#### Part VII,-General.

#### Vessels.

- 37. 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.
- 38. The master of any vessel who may object to submit to the 38. Inc master of any vesser who may ouject to summe 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 except by signal of entough any other vessel in port. Goods may be landed from such vessels after precautions have been taken to be landed from such vessuls after preclaimons have been taken to isolate the ship, erew 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
- 39. 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

40. All persons removed to hospital or kept under observation 40. All persons removed to neophed of acus under observation at any place shall obey and conform to the rules, regulations and at any place snan oney and comern so one rules, regulations and orders for the time being in force at such hospital or place and shall Vide Notification No. 88-Marine of 10-9-25.

be liable to pay all such charges as for the time being may, under the sanction of Government, be made against them.

41. 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.

- 42. 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 ensign 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.

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

- 44. 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—
  - all persons sailing by the vessel, whether as passengers or as members of the erew, 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 erew (except such onward bound passengers as have not remained one night on shore and such members of the erew as knew not remained one night on shore or have not newly joined, who may be examined by one of 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;
  - (e) all clothing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, engineers or doctors, and to deck and fourthclass property, and to third-class passengers of the titled to the infected with plague, and, if the property of the property of the property of the property Health Officer with the best of the property of the ding and infected articles belonging to passengers of the crew, have been directed 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
- (4) in the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (b) 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 fleath Officer

shall decide for the purpose of this proviso, what constitutes courmunication 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.

- 45. 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 44.
- 46. If any vessel does not leave port within 24 hours after the medical examination made under regulation 44, 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 seed, whether or not there has been communication with the shore since the previous examination was made, and provided that if the time of departance be after sunrise on the day after that of inspection, the master of the vesse shall send the bill of health to the Health Officer to have the date of departance amended.

- 47. If after a bill of health has been given to the master of any vessel and before the vessel leaves the port, any carge or goods of any kind be pheed on or taken off the vessel except in such musener as may be divected by the Health Officer, the vessel shall not leave the port until—
  - (α) such further medical examination and disinfection as the Health Officer may consider necessary have been made under regulation 44, 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.

- 48. (1) After a bill of health has been given to the master of any vessel, no person except the pilet or person authorised 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 44.
  - (2) If any such person is permitted to embark, the Health Officer shall amend the bill of health accordingly.

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

Provided that, at any port where, in the opinion of Government Frozunce some, as any pure where, in one opinion of covernment local conditions render this relaxation advisable, the authority respossible for granting port-clearance may grant port-clearance for any vessel on receiving from the genes of the vessel a written guarantee for any contract of the vessel a written guarantee for any contract of the vessel as written guarantee. vessel on receiving from the agents of the vessel a witteen gammate, that a duplicate of such bill of health, signed by the Health Officer bine a unpuesse of such one or nearen, signed by one mea will be furnished by them to him within forty-eight hours.

- 50. (1) If the Health Officer considers that any passenger is suffering from, or is in the incubation stage of, any infectious or statering tom, or is in one incuration stage of, any intersoons or contagious disease, he shall prevent such passenger and his or her relatives and attendants from embarking or sailing; and their transvers and ascendants from emparking or saming; and ones, baggage and personal effects shall not be allowed on board the vessel beggage and personal enects shall not be allowed on board the vesses and if already placed on board, shall be removed as early as possible.
  - (2) For the purposes of this regulation, the term "relatives" For one purposes of one regulation, one term from such persons as have been living with, or have been, in the opinion of the Health Officer, in dangerous communication with the suspected passengers.
- 51. (1) If the Health Officer considers that any member of the orew of the vessel is suffering from or is suspected to be in the incubacrew of the vesser is suffering from, or is suspected to tion stage of, any infectious or contagious disease—
  - (a) he shall prevent such member from re-embarking on he snau prevent such member from re-embarking on such vessel and shall refuse to give a bill of health until the baggare and personal effects of such member have been removed from the vessel and such parts of the vessel as have been occupied or frequented by such
  - (b) the baggage and personal effects of such persons as were in immediate contact with such member of the were in immediate consider with such member of such crew shall be disinfected, and the names of such crew small be given to the medical officer or master of the vessel for supervision on the voyage.
  - (2) All action taken under clause (1) of this regulation for the An action secon under course (1) or one regulation for one disinfection of a vessel shall be noted in the bill of health.
- 52. Any person who is prevented by the Health Officer under the 52. Any person who is prevented by the cleatin Unicer under the foregoing regulations from embarking or sailing may be removed to and foregoing regulations from charactering of saming may be removed to and kept at a hospital or kept under observation; or, if any such person kept at a nospital or kept timer observation; or, if any such person gives a genuine address, he may, at the discretion of the Health Officer, gives a genuine accrees, no may, no one encreasing or ane execution of the execution of the subjected to surveillance for a period not exceeding five days.
- 53. At all ports declared to be infected with plague, proper 55. As an pores accented so be interest with plague, proper measures shall be taken to prevent rats obtaining access to vessels

54. Regulations 44 to 50 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.

# (See Regulation 43:)

#### APPENDIX A

#### Instructions for Disinfection:

- 1. Personal effects, such as rags, bandages, 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 steamunder pressure if possible-ut 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 160 grains of chloride 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 5-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 solutions.-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 soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

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

<sup>\*</sup>The lime-wash should contain 20 per cent of lime, and may be prepared as follows:—Take 2 pounds of good quick-lime and slake 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.

Articles which cannot be subjected to a temperature of 212°F without injury, as leather goods, wooden articles stuck together with gline, ful, evice, silk, etc., should be washed with a disinfecting colution coins can be disinfected with the solution of soap and their hands of the graph of the carbolic solution. The carbolic and their hands are to the carbolic solutions will be useful more particularly for disinfecting articles such as metal, or insements, which can neither be subjected to a temperature of 212°F, nor placed in contact with corresive sublimate. Expectorated matter should be burnt.

- 5. Disintection of ships on which plague has occurred among human beings or rath.—All rats on beard shall be destroyed by means of sulphirrous anhydride or other suitable disinfection. The cabins, etc., occuping the discretion of the Health Officer, be treated with a solution of corresive sublimate and thoroughly cleansed with soan and water. In the case of pneumonic plague preliminary disinfection with corresive sublimate solution shall be invariably carried out.
- 6. Disintestion of the hold of an infected salp,—The bilge-water shall punction of a solution of course sublimate being subsequently threwn in at the discretion of the Health Officer. The bilge-water witten consent of the Health Officer in harbour without the written consent of the Health Officer.

## APPENDIX B.

# Measures to be adopted to prevent rats obtaining access to vessels.

- 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 less four feet in diameter fixing tightly, with the concentre-convex rate-general values, on the rope or hawser, and so fixed that no put of the margin of he guard shall be less than 24 sinches from the rope or hawser, or any other pattern of rate-guard shall be less than 24 sinches from the rope or hawser, or any other pattern of rate-guard that may be approved by Government.
- 3. To prevent rats reaching the ship by means of a gangway, as few gangways shall be used as possible, all gangways shall be nised at night, and a watchman shall be placed on each gangway the former during the day from the time the gangway is lowered until its raised.

A responsible person shall be deputed by the local Government to ensure these measures being applied immediately the vessel is berthed.

# Supplementary Rules issued under Marine Notification No. 76 of 3rd July 1923.

#### Vessels arriving at the Port of Calcutta.

- 1. The Master of any suspected or infected vessel shall, on arrival signals.

  at the Sandheads, indicate by signal the port from which the vessel has come and shall bots a signal through the shall be by day the code flag over flag L of the Commercial Code and by night a white light over two red lights, forming an equilateral triangle, the lights are to be not less than 6 feet hapt and not less than 20 feet above the hull of the ship. The Master of a healthy vessel shall indicate by signal the fact that his vessel is healthy.
- 2. The Master (or the medical officer, if there be any) of every incoming vessel shall record without delay in the form appended mose rules a signed declaration in respect of the absence or the mean of infections disease or suspected infectious disease. For this control of the declaration forms shall be maintain engieter containing copies of the declaration forms shall be maintain engieter descripting copies and shall be taken on board the uncoming vessel by the medical officer, as the case may be, the register shall be returned to the pilot vessel by the Pilot.
- \*3. The Pitot of every vessel (including a Pilgrim or Emigrant Data nits or vessels, which has been declared by her Master or vessels at a help-leading of the pilgrim of t
- 4. If the number of cases of, or deaths from small-pox or cholera Cholera and small or board has exceeded two, the vessel must be detained at Diamond Harbour; otherwise the Pilot may take her up to Metteabrooj moorings.

\*Vide Notification No. 85-Mnc. of 16-5-1921.

(a) But if the number of cases of these diseases exceeds ten (a) But it the number of cases of these diseases execute the Port Health Officer at Calcutta shall be informed, and the the Fort Heath Omeer at Calculuta snan be informed, and sac vessel shall be detained at Diamond Harbour under the procedure vesses sum oe actained as Distingui margon under the procedure indicated in rule 3 and shall be dealt with as the circumstances

- 6. The Pilot of a vessel which has, within a period of two months immediately preceding its arrival, started from, or touched en route at a port infected with yellow fever, or communicated (except orally without contact, or by yellow never, or communicated (except orany without contact, or ny signal) with a vessel, either infected or which has left an infected port signal) with a vessel, eather injected or which has lens an injected portwithin that period, shall anchor the vessel in Kalpi Anchorage, or if when the period, sand anchor the vessel in Ampi Anchorage, or a the weather is unfavourable at Diamond Harbour Anchorage, not the weather is unhavourable as Diamond Harrour Auchorage, not less than half a mile from land at low water, for inspection and grant iess than half a mile from man as now water, for inspection and grau-of pratique and shall not proceed up in the vessel without the per-mission of the Health Officer. The vessel, passengers and crew and mission of the Health Olncer. The vessel, passengers and crew and their personal effects will be dealt with according to the rules issued under Marine Department Notification No. 16-Marine, dated the 6th March 1917, and their amendments, if any.
- 7. The Pilot of a suspected vessel, including any vessel arriving Vessels permitted from a locality infected with sleeping sickness or to proceed to jiggor, shall bring the vessel up to Metteabrooj, shall anchor those for income Officer. The Master will be held responsible that no one of the passenshall anchor there for inspection by the Health Officer. The master will be near responsible that no one of the passengers or crew having, or suspected to have, any infectious or contagious gers or crew naving, or suspected to nave, any infectious or contagious disease is allowed to depart before inspection, and he shall also prevent disease is allowed to depart defore inspection, and he shall also prevent the landing of infected bedding, clothes or other personal effects which he has reasonable cause to consider likely to be infected.
- (a) If, however, any vessel brought up under this rule is sub-(a) II, nowever, any vessel oroughs up under this rule is sub-sequently found to come under one of the classes, specified in rules 3, sequently found to come under one of the classes, specified in rules 3, 4, 5a and 6, the Health Officer may direct that she be taken back to

Note.—When a ship has arrived from East Africa via Colombo and has been from Dynatique after examination at Colombo, she shall be taken as arriving from Colombo and as such calling for no special action.

8. The Master of any suspected or infected vessel specified in Gommanication rules 3, 4, 5a, 6 and 7a shall not, without the permutified. mission of the Heaten Cineer, and any communi-cation, except oral, with the shore or with any cation, except orat, with the shore or with any vessel or boat, excepting only the pilot boat, and in that case comvessel or poat, excepting only the pilot, and in that case communication shall be limited to receiving only the pilot, the leadsman,

9. The Health Officer, on receiving the notice under rule 2 shall arrange to examine the vessel without delay. and the Master shall give him every facility for the examination of the passengers, crew, personal of cases of infectious effects, cargo and any part of the ship, and shall comply with all reasonable instructions given by the Health Officer.

(a) In a case of infectious disease on a vessel arriving at Metteabrooj the Health Officer shall arrange for the removal of the sick nerson to hospital by ambulance. The Deputy Commissioner of Port Police shall arrange to afford any assistance required by the Health Officer in the removal.

### Vessels lying in the Port of Calcutta.

- 10. On the occurrence of a case of small-pox, chicken-pox measles, plague, cholera, yellow fever, sleeping sick-Procedure for out-Procedure for out-break of infectious ness, typhus, scarlet fever or jigger, on board any disease on vessel in vessel lying in the port, the Master or Medical Officer (if any) shall at once intimate the fact to the Health Officer by telephone and in writing. He shall hoist the signals specified in rule 1, and such signal shall not be lowered until the Health Officer has visited the vessel, arranged for the removal of the patient or patients, and given permission in writing to lower the signal. The Health Officer shall arrange for disinfection to be carried out by the Port sanitary staff.
- (a) If the vessel is lying alongside a wharf or in the docks, the Master shall cause information to be given to the Intimation to Dock Dock Master or Superintendent of the Wharf, and shall be responsible that the sick person be isolated as much as possible and that free communication with the wharf is stopped until the Health Officer has inspected the vessel.
- 11. The Master or Medical Officer, if any, shall afford such true and full information as to the occurrence of the Duty of Master. disease as the Health Officer may require, and shall carry out all reasonable orders of that officer and give such assistance as may be necessary.

Infectious disease 12. On the occurrence of a case of one of on inland vessels, flats and cargo boats. the diseases specified in rule 10-

(a) on any inland steam-vessel, the rules\* issued under sections 51 and 51A of the Inland Steam Vessels Act, 1884 (a), for the protection of passengers in river steamers against the spread of plague and other dangerous epidemic disease by persons travelling in such steamers shall be observed;

\*Bengal Government Notifications Nos. 16-Marine, dated 5th March 1907, 78-Marine, dated 13th July 1908, 136-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911—wide Appendix C. (a) See new Inland Steam Vessels Act 1 of 1917.

(b) on any other vessel plying on inland waters, such as a country (0) on any owner vesser paying on manni wavers, such as a country boat, flat, etc., the police shall detain the vessel or the boat, and shall at boat, inat, etc., the ponce snail detail the vessel of the boat, and snail at once inform the Port Health Officer or Port Sanitary Inspector. If once mform the rote meater Officer or rote Samuary Inspector. If the patient has not been removed by his friends to hospital, the police the patient has not been removed by his friends to nospital, the ponce will arrange for his removal. The Sanitary Inspector shall visit the win arrange for his removal. The comments inspected shan vibre excessed or boat without delay and carry out the necessary disinfection.

- 13. Should the Health Officer consider it necessary, the Deputy Commissioner of Port Police shall provide a guard for any infected vessel, whether she be lying at Metteabrooj on arrival or in the port proper.
- 14. The Master of every vessel is responsible for seeing that his vessel is kept in a clean and sanitary condition. Ships' privies may be used in the stream and at the jetties, but not in the docks. When the flushing system is disarranged, provision must be made for handfinshing (tub system is unsurranged, provision mass be made for nandmissing (unu and tin) each time the privy is used; otherwise the privies should be kept locked and use made of over-side privies.
- 15. The Master of every vessel in the stream, or in the docks is 1b. 1ne master of every vessel in the stream, or in the closes is Removal of sales responsible for seeing that askes and galley refuse are not allowed to accumulate or remain for more than affecting ships should at once be reported to the Port Health Officer. 48 hours. Any failure of the conservancy system as

# Disposal of dead bodies.

- 16. If a death occurs on board any vessel before she reaches Saugor, the body shall be buried in a depth of not Death before Saugor, one bony smar of burier in a depon to less than 5 fathoms in such manner as to secure its reaching Saugor. sinking at once and remaining below water.
- 17. If a death occurs after passing Saugor, and the vessel is not likely to reach Calcutta the same day, the body Deaths in the shall, with the permission of the Magistrate at river after passing Diamond Harbour, be disposed of at that place. If Diamond maroour, we disposed of at the pince. the vessel is likely to arrive at Calcutta the same day, the Pilot shall telegraph particulars to the Port Health Officer who day, the ritot snau telegraph purceutars to the rort meanth Officer who in turn shall inform the police. The body shall be kept on board until in turn shall inform the ponce. The body shall be kept on poard until the Health Officer has determined the nature of the disease and the Heath Univer has determined the mature of the disease and has made arrangements, through the police, if necessary, for its
- 18. If a death occurs from any cause on board a vessel within Death in the port. Port-limits, i.e., between Budge-Budge and Cossipore during the day, the ensign and house flag pore, curring sine day, one ensign and nouse dag if there is one, are to be immediately lowered half-mast and kept in if there is one, are to be immediately lowered mail-mast and kept in such position from sunrise to sunset as long as the body remains on such position from summer to summer as long as the unay remains on board; at night one red light is to be hoisted at the peak half-mast.

The occurrence of death shall be reported immediately to the Port Health Officer, who shall arrange for the disposal of the body as herein provided.

- 19. On the occurrence of a death on a vessel the Port Health Officer should be informed immediately. If the vessel carries a medical officer that officer shall eause of death. certify as to the cause of death. If there is no medical officer, the above certificate shall be given by the Port Health Officer.
- 20. When the Medical Officer of the ship or the Port Health Officer is unable for any reason to give a certificate as to the cause of death, the police shall be immemination. diately informed by the Medical Officer or the Port Health Officer, as the case may be, and asked to arrange for a postmortem examination
- 21. In the case of death due to an accident the Master of the Report of death vessel shall report the occurrence immediately to the by accident nearest police-station.
- Certificate of 22. A dead body shall not be removed from the cause of death necesvessel until the certificate prescribed in rule 19 has sary prior to re-moval of body. been granted by the officer responsible for the same.
- 23. The police shall be responsible for the removal of a dead body only when (a) post-mortem examination is Removal of body necessary, or (b) the body is unclaimed.

#### Accidenta

24. On the occurrence of an accident on board a vessel, the Master, or person in charge, shall give immediate Accidents on intimation to the nearest police-station. The police will arrange for the removal of the case to hospital by ambulance.

#### Cleanliness of Inland Craft.

25. The manjhi of every flat or cargo boat is responsible for Cleanliness of inseeing that his vessel is kept clean and that foul bilge-water is not allowed to accumulate.

#### APPENDIX A.

# Instructions for reporting cases of infectious diseases to the Port Health Officer.

INTIMATION of the outbreak of infectious diseases on vessels lying in the port should, under the foregoing rules Use of telephone. ordinarily be made in office hours direct to the

Health Officer (telephone No. 2650). The Port Commissioners' tele-Heatin Omer tecephone No. 2000). The Fort Commissioners tele-phones are available for the purpose at the Harbour Masters hulk, Garden Reach, the Pier Head, Kidderpore Docks, Takta Ghat, Out. Garden Reach, the Fier Head, Adderpore Docks, Takta Uhat, Ont-fam Ghat, Chandpal Ghat and the dock sheds, office of the Assistant ram Ghat, Chandpal Ghat and the dock sheds, other or the Assistant Superintendent, coal dock and jetty sheds. If the Port Health Office Superintendent, coal dock and jetty sheas. It the fort Health Unice is closed, or the intimation is to be given out of office hours 11 (A.M.) to 5 (R.M.) or when there is delay in getting into communication, the Health Officer's private telephone No. 1259, otherwise telephone

## APPENDIX B.

#### FORM A.

(Referred to in Rule 2.)

do hereby declare in presence of

. Pilot

(1) I have not on board and have not had on board any case or (1) I have not on poard and have not had on poard any case of suspected case of infectious disease, nor any noticeable mortality (last port.)

(2) I have or have had on board since my departure from

or suspected cases of infectious disease:-(last port) the following cases (Signature)

# APPENDIX C.

# NOTIFICATION No. 82-MARINE.

THE 11TH AUGUST 1918.—In exercise of the powers conferred by THE 11TH AUGUST 1910.—In exercise of the powers conferred by sections 53 and 54 of the Inland Steum-Vessels Act, 1917 (I of 1917). sections of and or or suc animal Greater tessus act, 1917 (1 of 1917), the Governor in Council is pleased to make the following revised the Governor in Council is piensed to make the following revised rules for the protection of passengers in river steamers against rules for the protection of plague and other epidemic diseases by persons the spread or pusque and owner condemne diseases by persons travelling in such steamers in supersession of those published

Note—The Medical Officer will fill up the section required, cancelling the other. In the absence of a Medical Officer, the Master will fill up the form. In the atoence of a section of the content of the form, N.B.—The giving of false information is punishable under section 177 of the Indian Penal Code with six months' imprisonment or fine of Rs. 1,000,

under Notification No. 16-Mnc., dated 5th March 1907, as amended by Notifications No. 78-Mnc., dated 13th July 1908. No. 136-Mnc., dated 17th November 1908, and No. 103-Mnc., dated 17th October 1911.

#### RULES.

- 1. Whenever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any ghat is situated at which steamers call, that by reason of the existence of an epidemic in the neighbourhood of such ghâts, there is danger of passengers suffering from the said epidemic being taken on board a vessel, he shall, in consultation with the Civil Surgeon of the district depute a medical officer to inspect and pass all the passengers embarking at the ghât in question, and no passenger may embark without being so examined and passed.
- 2. (I) Whenever any case of plague, small-pox, cholera or other dangerous epidemic disease occurs on board a river steamer, the Medical Officer of the steamer or where there is no such Medical Officer, the Master or Serang, shall immediately-
  - (a) remove the patient together with his bedding, drinking utensils and food to a part of the deck at the extreme stern of the steamer, where he shall be segregated from the rest of the passengers by a purdah or awning. In the case of plague, steps should be taken immediately to get rid of any fleas that may be present in the clothing, bedding, and, if considered necessary, in the baggage of the patient, by the complete immersion in boiling water of all articles capable of affording a lodgment for fleas;
  - (b) cause all excreta, vomit and urine which may have been discharged on to the deck by the patient to be cleaned away with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner; and
  - (c) report the case to the Sub-divisional or district Magistrate within whose jurisdiction the nearest ghât lies, and also to the Civil Surgeon of the district.
- (2) Where such ghât is not at the head-quarters of a sub-division or district, the report mentioned in sub-clause (c) of clause (1) shall be sent by the Medical Officer of the steamer, or master or scrang, as the case may be, by the most expeditious means available, to the next headquarters of a sub-division or district at which the steamer will touch.
- (3) At any station within the Port of Calcutta the report shall be made to the Health Officer of the Port,

- 3. If, when the case occurs, the steamer is lying at a ghât at the headquarters of a sub-division or district, or, otherwise, when the steamer has reached the nearest ghât which is at such headquarters, the Master or serang shall not move the steamer therefrom until permission has been given by the District or Sub-divisional Magistrate, or by the Medical Officer under rule 9.
- 4. (1) On receipt of the report mentioned in rule 1, the Magistrate or Civil Surgeon shall at once depute a Medical Officer to inspect and disinfect the steamer.
- (2) Such Medical Officer shall visit the steamer, and if a suitable hospital is available, or if other satisfactory arrangements can be made for his treatment and segregation, shall bring the patient to land.
- (3) Within the Port of Calcutta the Health Officer of the Port shall perform these duties,
- 5. Where no such hospital is available and no such arrangement can be made, the patient shall not be allowed to land, but the Medical Officer deputed under rule 4 shall take steps to ensure the proper segregation of the patient on the steamer and to satisfy himself that every possible precaution has been taken to prevent the spread of the
- 6. The Medical Officer deputed under rule 4 shall in all cases cause the deck, cabins, latrines, and any other part of the steamer where the patient has been, to be thoroughly washed down with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner, and all utensils which have been used by the patient, to be disinfected.
- 7. (1) In case of death, the body of the patient shall be wrapped in a cloth soaked in a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner, and made over to his friends, or, where he is without friends, to the police, who shall arrange for its disposal.
- (2) If they have not already been disinfected as directed in rule 2 (a), the clothes of the diseased (except those in his baggage), his bedding and all food in his possession shall be burnt, unless orders to the contrary are passed by the Medical Officer.
- 8. The Medical Officer deputed under rule 4 shall ascertain the 8. The Medical Ouncer deputed under rate 4 shall ascertain the names and addresses of all members of the party accompanying the patient, and shall report them through the Magistrate to the Magistrate trate of the district to which they are proceeding.
- 9. When the orders contained in these rules have been complied with, and the Medical Officer deputed under rule 4 is satisfied than there is no reason further to detain the steamer, he may give permission to the Master or serang to proceed on the journey.

- 10. The owner of every steamer shall be bound to keep on board each steamer one gallon of a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner.
- 11. The patient may be permitted to land on the expiry of a period to be fixed by the Medical Officer deputed under rule 3.
- 12. Any person committing a breach of any of the above rules shall be punished with fine which may extend to Rs. 20.

## NOTIFICATION-No. 2-MARINE.

The 6th January 1920 .- In exercise of the powers conferred by sections 54 and 67 of the Inland Steam-Vessels Act, 1917 (I of 1917), the Governor in Council is pleased to make the following rules for the protection of passengers on inland steam-vessels or vessels propelled by electricity or other mechanical power proceeding to melas (fairs) against the spread of plague and other epidemic diseases by persons travelling in such vessels and for affording proper medical aid on board such vessels to those passengers who suffer from such epidemic or other diseases. These rules are supplementary to those published under Notification No. 82-Mnc., dated the 16th August 1918.

#### RULES.

- 1. Definition. \_In these rules mela means a periodical gathering of a large number of people for religious or other lawful purposes.
- 2. Every owner or master of a steam-vessel or vessel propelled by electricity or other mechanical power carrying passengers to melas shall have on board-
  - (a) a duly qualified doctor with sufficient medicines and with the necessary transfusion apparatus for the treatment of cholera cases;
  - (b) drinking water of one gallon per head per diem or such less quantity as the local Government may prescribe for each passenger carried, for supply free of charge to the passengers; and
  - (c) a supply of one of the disinfectants mentioned in the list maintained by the Sanitary Commissioner, Bengal, and in such quantity for every 100 passengers as may be prescribed in the said list.

3. Every owner or master of a steam-vessel or vessel propelled by electricity or other mechanical power shall provide—

- (a) adequate segregation and hospital accommodation on deek equate segregation and nospital accommodation on decarate the stern of the steam-vessels to the satisfaction of at the stern of the steam-vessels to the satisfaction of the Sanitary Commissioner, Bengal, or such officer as he may depute for the purpose before the steam-vessel
- (b) proper facilities for the supply of wholesome food for passengers and the control of such supply of food by the sanitary or medical authorities; and
- (c) adequate latrine accommodation to the satisfaction of the Sanitary Commissioner, Bengal, or such officer as he

4. Any person committing a breach of any of the above rules \*\*. Any person committeing a crease or any or the move these excepting rule 26) shall be punished with imprisonment for a term which may extend in six months, or with fine which may extend to which may extend in six moners, or with me which may extend to five hindred rupees or with both, and in the case of a breach of rule 2(b) with fine which may extend to fifty rupees.

Notification No. 37-Mne. of 17th May 1909.

Destruction of food-stuffs unfit for human consumption. If the Health Officer of the port of Calcutta finds, by inspection that in any sessel pring within the port there are food-stuffs, which in his opinion, have become unfit for human consumption, he may

NOTIFICATION No. 112-MNE. OF 4TH NOVEMBER 1905.

# Fishing Rules.

Between the hours of day-break to dark no stake net shall be placed by fishermen in any part of the navigable channel of the placed by assermen in any part of the navigable channel of the river at Garden Reach, Sankril, Jarmaker's Reach, Pir Serang and nver at Garden Reach, Sankrat, Jarmaker's Reach, Pir Serang and Budge, Budge, where the channel lies close to the shore. Landmarks Budge-Budge, where the channel hes close to the shore. Landmarks have been erected to define the channels that are to be left clear have been created to denne the enamers that are to be left clear and no fishing boats shall be moored, nor note of any description be and no usung coats small be moored, nor nots of any descript cast between the lines indicated by these marks and the shore.

NOTIFICATION No. 113-MNE. OF 4TH NOVEMBER 1905.

# Port Approaches.

From Budge-Budge to Fultah Point a navigable channel of not From Bunge-Buoge to Russen Foint a navigable enamnel of not less than 200 yards in width which shall be delineated by landmarks

locally published, shall be left clear for the passage of sea-going vessels, and, between the hours of sunrise and sunset, no fishing boats shall be moored, nor nets of any description cast, in such

#### Custom House Requirements.

The Master of a vessel entering the Port of Calcutta must observe the following requirements :-

- (1) He is required to "bring to" the vessel for the boarding of a Customs Officer at Panchpara. Whilst Customs Officers are on board the Master is required to provide them with accommodation for themsolves and servants and facilities for preparing food.
- (2) Upon arrival in port the Master is required to enter the vessel inwards within 24 hours of her arrival and to deliver his manifest and store list in duplicate, his bills-of-lading for salt in bulk, or kerosene oil in bulk or case, and his port clearance certificate or cocket card at the Custom House, where he will be informed on enquiry of any other steps it will be necessary to take.

If he has any duly authorised agents they may enter the vessel for him, and take all necessary steps on his behalf.

# 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 ports 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 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 an infected port within that period.

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

The 22nd February 1915.—In exercise of the power confarred by alease (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, infections or contagious diseases, and the disposal of dead bodies on vessels coming too relavating ports in Bengal of for the time being in the contract of the contract of the contract of the contract of the Norman Field Light Homelin Tiver, that is, in 65 fathems with the Norman Field Light Homelin Tiver, that is, in 65 fathems with the Norman Field Light Homelin Contract of the contract of the contract of vessels which have, within a period of two Chittegong in the case of vessels which have, which a period contract are normal positional (except conflict), without contact or by signal) with a vessel cither 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. 100-MARINE.

THE 26rH JULY 1915.—In excession of the powers conferred by rule 6(b) and 7 of the rules made under section 6, sub-section (1), clause (p) of the Indian Ports Act, 1908, (XY of 1908). the Indian Ports (Amendment) Act, 1911 (IV of 1911), and published under this Department's Notification No. 126-Marine, dated the 20th October 1914, in respect of the following diseases:—

- Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague, (5) Cholora, (6) Yellow fever, (7) Sleeping sickness, (8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong the Governor in Council is pleased.
  - (1) to appoint the Norman's Point Lighthouse 67½ distance 1½ miles, in 64 fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of, or deaths from, any of the dissease (except

yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and

(2) to provide the place outside the Karmafuli river i.e., in 6f fathons, with the Normaris Point Lighthouse East (true) distance 1½ miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven daya preceding their arrival.

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

#### NOTIFICATION No. 40-MARINE.

The 24th April 1928,—In exercise of the powers conferred by section 52 of the Inland Stourt-vessels Act, 1917 (to 1917), the Governor in Council is pleased to make the following rules for the protection of Inland steam and motor-vessels from danger by collision, in supersession of the rules published under this department notification No. 143-Marine dated the 23rd August 1900.

# RULES.

#### Preliminary.

These rules are applieable to, and shall be followed by, persons in charge of, all Inland Stemn-vessels, and all other vessels, breininfler specified, on all inland waters in Bengal on which stemn-vessels ply, provided that rules 8, 11, 22 and 28 shall not apply to steam-vessels plying on the river Hooghly, between a line drawn west of Saugor Island light-house and the northern boundary of the Port of Calcutta.

For the purposes of these rules :-

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

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

Article 2 (1).—A steam-vessel when under-way shall carry—

- (4) in the forepart of the vessel, above the awning roof, a bright white light, so constructed as to show an unbroken light, over an are of the horizon of 20 points of the compass or treed as to throw the light 10 points on each side of such cased, viz., from right ahead to 2 points about 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 about the beam on the starboard side, and of such a character as to be visible at a distance of at least I mile;
- (c) on the port side a red light, so constructed as to show an unbroken light over an are of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abart the beam on the port side, and of such a churacter as to be visible at a distance of at least 1 mile;
- (2) The said green and red side-lights shall be fitted with in board screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.
- Article 3 (1).—A steam-vessel, when towing other vessels which and green side-lights so placed that they will be visible as set forth
- (2) When vessels are being towed alongside the side-lights prescribed in Article 2 (1) (b) and (c) shall be carried on the outermost side of the outermost vessel on each side; and none of the other vessel shall exhibit side-lights.
- (3) In cases in which a flat or other vessel is being towed by the steam vessels lashed alongside on each side they shall have the white mast head light and the red arreas side lights so placed that they will be visible as set forth in Artsle 2 (1) (a, the white light preserbed in Artsle 2 (1) (a, the beautiful of 2) (b, c, the vessel towed, the green and red lights prescribed by Artsle 2 (1)

- (b) and (c) being carried by the steam-vessels lashed to the starboard and port sides respectively of the vessels towed. Such steamvessels together with the vessels towed by them shall be taken as one vessel for the purpose of this rule.
- (4) A steam-ressel when towing other vessels astern shall, in addition to her side lights, earry two bright white lights in a vertical line one over the other not less than 3 feet apart in the free part of the vessel. Each of these lights shall be of the same construction and character as the light prescribed in Article 2 (a)

"Article 4.—All vessels under oars or sails when under way, and all vessels being towed astern shall not be obliged to carry the lights mentioned in Article 2 1) (b) and (c); but if they do not carry them, they shall, in those cases where there is a mask, carry thereon a white light in a lantern, so constructed as towar a clear, uniform and unbroken light visible all round, and in those cases where there is no mast, shall show continuously a similar white light from a conspicuous position so as to be visible all round.

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, or made fast to the stage or to a jetty or landing stage or to another vessel not underway, 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.

Article 7.—A steam-vessel using the electric search-lightshall on meeting another throw the light broadly on that side of the river which she intends to take. When a steam-vessel makes fast to allow another such vessel to pass, the search-light of the stationary vessel shall be either extinguished or be kept broad on the bank mult the moving vessel has passed.

Article 8.—Whenever a red cone or red flag is hoisted by a dredger it shall be taken as a warning by other vessels not to pass her as she is engaged in dredging.

#### Sound-signals for fog, etc.

Article 9.—All signals prescribed by this article for steam-vessels under-way shall be given on the whistle or siren.

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

a

In fog, mist, or heavy rain-storms, whether by day or by night the signals shall be used as follows, vis.:-

- (a) A steam-ressel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.
  - (b) A steam-vessel under-way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prelonged 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

# Speed of ships to be moderate in fog, etc.

 $Article\ 10, --(1)\ Every\ steam-vessel\ shall,\ in\ a\ fog,\ mist\ or\ heavy\ existing\ circumstances\ and\ conditions.$ 

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

# General Warning Signals.

Article 11.—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
- (c) On approaching a bend in the channel.

# Steering and Sailing Rules.

Article 12.—When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall after her course to starbourd, 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 oud 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 above crossing her own course, or, by night, to cases alone of crossing her own course, or by might, to case the other or where these is opposed to the red light of the other, or where is opposed to the green light of the other, or where a red light without a green light without a green light without a green light without a red light are seen anywhere but sheet.

· Article 13.—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 14.—When a steam-vessel and a 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 15.—Where by any of those 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 16.—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 17.—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 18.—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

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

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

Article 19.—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 20.-In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

Article 21 .-- When two steam-vessels, with or without flats in tow, meet in a narrow channel or at a place where the presence of a third vessel makes it difficult to pass, the one going against the current shall slacken her speed until the other has passed clear or, when meeting at the bend of a narrow river or channel the vessel going meeting at the bend of a narrow river or chaunce the vesser going against the current shall stop and remain under the point until

Exception.—In straight or nearly straight reaches of a river beception.—in straight or nearly straight reaches of a river or channel that is so narrow that it will not allow two steamor channel that is so narrow what it will not allow two secun-vessels meeting, with or without flats in tow, to pass each other vessers meeting, with or wishout hats in tow, to pass even owner without one of them stopping and making fast to the banks the without one of them stopping and making last to the banks the vessel proceeding with the current shall make fast to allow the vessel proceeding with the current shall make his to allow site vessel going against the current to proceed past at a slow speed. If it is necessary to east off a flat or flats the vessel going against the current shall drop one flat astern and if there is still insufficient room then the vessel that is made fast shall also cast off one

Article 22.—When two vessels meet in large rivers, such as the Brahmaputra or Ganges, where shoals and narrow channels are encountered, the upward steamer proceeding against the current shall countered, the upward securing proceeding against one current shall stop below the shoal giving the downward steamer proceeding with the current a clear fairway.

Article 23.—No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same

direction, but with unequal speed, the vessel which is steaming slowest shall in the parrow reaches of a river offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall ease and if necessary stop the engines as soon as the faster vessel comes abreast in order to allow her to pass freely. 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 shall pass another vessel at any of the turning points or bends of a river, or in a part of the channel so narrow that a third vessel can not with safety pass them.

Article 24.-No steam or motor-vessel shall get under way. either from her anchor or from the river bank, and turn across the river when another vessel is seen approaching from either up or down stream at such a distance that it is doubtful whether the approaching vessel can safely pass her before the turning round or crossing of the river is completed.

Article 25 .- When two steam-vessels proceeding in opposite directions are likely to meet at the junction of two rivers, the vessel in the wider of the two streams shall not attempt to enter the narrow river, until the vessel in such latter river has passed out

### Sound Signals for vessels in sight of one another,

Article 26.-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 authorised or required by these rules, indicate that course by the following signals on her whistle or siren.

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 netorn \*

### Proper precautions to be taken in all cases.

Article 27 .- 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

Norn.—The practice of couning inland steam-vessels from a position alongside of, or between, flats which obstruct the view will be considered a breach of this article. Navigation should be controlled from a position which gives a clear view shead and to two points abatt the beam on either side.

Article 26.—Any person committing a breach of any of these rules shall, for each offence, be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

# Rules to regulate the navigation of inland steam-vessels in certain portions of the river Hogelly.

NOTIFICATION-No. 105-MARINE.

The 4th August 1914.—In exercise of the power conferred by section 50A of the Inland Steam-Vessels Ack, 1884 (VI of 1884), the Governor in Council is pleased, with the provious sunction 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. 3-Murine, dated the 10th January 1902, as amended by Notification No. 140-Jharine, dated dated the 22nd December 1906.

These rules, which are applicable to the river Hooghly between Kidderpore Decks and Luff Point, are supplementary to those published under this Department Notification No. 148-Marine, dated the 23rd August 1900.

## Steering rules to regulate the navigation of inland steamvessels in certain portions of the river Hooghly.

1. All inland steam-vessels navigating the river Hooghly shall

(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 Caller Park

(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 Camberbachies Point.

Nors.—Gollege Reach is bounded to the west by a line drawn due north of Camberbachies Point and to the east by a line drawn from Shalimar Point flagstaff and Kidderpore Cleck Tower.

- (c) In Panchpara and Sangrail Reach, they shall navigate on the edge of Sangrail Sand.
- (d) In Jarmakers Reach, they shall navigate on the edge of Munikolli Sand.
- (e) In Koffri Reach, they shall navigate on the edge of Koffri Sand.
- (f) In the upper part of Budge-Budge Reach, they shall navigate on the right bank of the river; in the lower part, on the edge of Budge-Budge Sand.

(g) At Pujali Crossing and in the Ulubaria and Achipur Reaches they shall navigate on the edge of the sand on the left bank of the river.

(h) In Moyapur Bar, they shall navigate the shallow tracks.

(t) In Royapur Reach, they shall navigate on the edge of the Royapur Sand.

 (j) In Royapur 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 Ninan, they shall navigate on the edge of Shibgunge Sand.

(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 Nurpur Sand and the Muckraputi Lumps.

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 I, inland steam-ressels shall not obstruct the passage or cause risk of collision with any sea-going vessels crossing or example as amentime, and, if necessary, they shall slacken their speed, or shall stop and reverse engines until the sca-going vessel has passed them.

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

### NOTIFICATION-No. 52-MARINE.

The 1st May 1915.—In exercise of the power conferred by section 6, sub-section (1), clause I), 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 Celentia and Chittagong and in the navigable channels of the rives 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 record to the said special columns of the Prots Act, 1908 applies, is strictly probabiled, save and except under special circumstances and under the special orders of the Plot, the Harbonn 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 Bengul.

# Rules to regulate the importation and transport of explosives in the Port of Calcutta.

NOTIFICATION-No. 44-MARINE.

The 27th October 1930.-In exercise of the powers conferred by section 5 of the Indian Explosives Act, 1884 (IV of 1884). and with the previous sanction of the Governor-General in Council, the Governor in Council is pleased to make the following amendment in the rules to regulate the transport and importation of explosives, in the Port of Calcutta published under this department Notification No. 78-Marine, dated the 10th July 1923.

Note.—Unless there is anything repugnant in the subject or context,-

" Explosives", as defined in section 4 of the Indian Explosives Act, 1884, and as used in these rules-

(a) means gunpowder, nitroglycerme, dynamite, guncotton, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a

practical effect by explosion or a pyrotechnic effect; (b) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions and every adaptation or preparation of an explosive as above defined; and

(c) includes any dangerous substance which may have been ordered by the Governor-General in Council, under Section 17 of the said Act, to be deemed an

1. Except as is hereinafter provided no vessel shall have on 1. Except as as merimater provated no vessel shall have on board, within the limits of the port, any explosives except 4 storm or danger signals, 12 smaller lights of the same description, 48 storm or danger signals, 12 supplier lights of the same description, to blue lights, 48 rockets or 48 socket signals with friction tubes, 48 debine lights, 40 locates of to access against with friction tubes, 40 detending signals with friction tubes, or in lieu thereof, 48 one-pound tonating signals with trosson batters, or in near thereof, 48 one-pound charges of gunpowder for use in a gun together with two small boxes charges of gunpowder for use in a gun together with two small boxes of friction tubes and two flasks of priming powder, 48 private signals of any Company, and 24 red lights for each boat and life raft carried any Company, and 24 red ugnts for cosen boat and life raft carried under the stantory rules for life-saving appliances, (made by the Board of Trade under Section 427 of the Merchant Shipping Act, Board of Trade under Section 424 of the Merchant Shipping Act, 1894 or by the Governor-General in Council under section 191 1894 or by the Governor-General in Council under section 191 or section 213 of the Indian Merchant Shipping Act, 1923) or section 213 of the Indian merchant Snipping and a reasonable quantity of safety cartridges for the equipand a reasonable quantity of salety carringes for the equipment of the vessel or for the personal use of the officers on board ment of the vessel or for one personne use of one onicers on board the ship, provided that the quantities held by them are declared the ship, provided that the quantities neid by them are declared in the prescribed Customs Forms A and B, respectively, or in the Stores List of such product, or in the in the prescribed Customs forms A and D, respectively, or in the case of a foreign vessel, in the Stores List of such vessel. Detonators case of a foreign vessel, in one Stores List of Such vessel. Detonators and their friction tubes shall be stored separately. All explosives and their friction tunes single occupied to keep on board in port

shall be stored in all cases in separate, detached and completely and only and a completely and a complete should be kept in a house on deck and stowed or ranged as far apart as possible, so that in the event of fire they can be removed or thrown over-board,

2. All inward-bound vessels carrying explosives, in excess of the quantity prescribed by rule 1, are prohibited from proceeding above Budge-Budge.

3. Before entering the limits of the port, the Master of every vessel having explosives on board shall make and sign a declaration in writing that to his knowledge and belief there is not on board any explosive in excess of the quantity prescribed by rule 1.

4. Masters of vessels having on board explosives belonging to the following classes, as laid down in the Indian Explosives Rules 1914, shall make their own arrangements for the discharge of the explosives :-

Class 1 .- Gunpowder.

- " 2 .- Nitrate mixture.
- " 3 .-- Nitro-compounds.
- " 6 .- Ammunition (detonators only).

5. All boats or barges containing explosives shall carry a red flag not less than 3 feet by 2 feet in size.

6. No smoking and no fire or light of any description except the red lamp between sunset and sunrise, shall be permitted on board of any boat which has explosives on board.

7. Explosives of all classes should, if possible, be discharged into wooden boats, barges or lighters. Iron or steel boats, barges or lighters may be used provided a wooden floor is laid and the sides are effectually covered with leather, wood, cloth or similar suitable material, so as to prevent the packages containing explosives coming in contact with naked metal.

8. No cargo boat shall be employed for the conveyance of explosives between Moyapore, Diamond Harbour and Uluberia unless covered by a special license issued by the Port Commissioners, Such license will only be issued on eargo boats classified as class I in the Port Commissioners' schedule, which are provided with the safeguard mentioned in rule 7. The licenses must certify that the conditions stated above have been met and will require to be renewed at intervals of not more than four calendar months.

9. All boats, barges and lighters carrying explosives shall carry a buoy on deck with 15 fathoms of 3" rope, one end being attached to the buoy and one end to the boat, barge or lighter. The rope shall be attached to such part of the boat, barge or lighter as is most clear of spars, gear or other obstruction, the position to be approved by the licensing authority,

10. The buoy shall be a drum painted in red, 1'-9" in length and 1'-2" in diameter, properly strapped with an iron band in the middle having a ring attached for securing the rope and shall be approximately of the shape of the diagram\* set forth below, viz:-

[Note: -The size of this twoy has been so chosen as to permit of an ordinary 10 gallon oil drum being utilized for the purpose if fitted.]

# Explosives that may be landed at Moyapore.

- 11. Explosives of Classes 1, 6 and 7, that is to say, gunpowder, ammunition and fireworks as specified in the rules issued under the Government of India, Commerce and Industry Department, Notification No. 4013-33, dated the 6th June 1914 (hereinafter referred to as the Indian Explosives Rules, 1914), if the quantity thereof is in excess of that prescribed in rule 1, shall be landed and deposited in the magazine at Moyapore.
- 12. Explosives\_of Classes 2 and 3, division 2 (as specified in the Indian Explosives Rules, 1914) such as small-arms nitro-compounds may be landed and deposited in the magazine at Moyapore provided that such explosives are by their nature and composition suitable for tame such expressions are of sment nature and composition saturate to use only in the loading of safety sporting caviridges and are not intended for or suitable for blasting purposes.
- 13. Explosives of Classes 1 to 7 specified in the Indian Explosives Rules intended for despatch up-country may be discharged into boats only at Moyapore or Diamond Harbour and transported thence under Police guard to Uluberia or Diamond Harbour milway station and there loaded into railway wagons for discharge to a magazine declared suitable by the Government of Bengal under rule 24 of the Indian Explosives Rules, 1914, subject to the following restrictions
  - I.—The transport should be covered by a pass to be granted by the District Magistrate, 24-Parganas,
  - II.-The loading into and unloading out of boats should be
  - III.—No boat with explosives shall be moored at Uluberia station inside the railway boundary.
  - IV.—Explosives shall be removed direct from boats to wagons.
- 14. For the convenience of vessels having ship's gunpowder, 14. For the convenience of vessels maying sup's gunpoweer, ammunition and fireworks on board, a properly constructed powderammunition and nreworks on board, a property constructed powder-boat shall always be in attendance off the magazine for landing and boat shall always no in actenuance on the magazine for landing and shipping such explosives. No charge will be made for the use of the shipping such expressives, but the responsibility of the boat for landing these simps explosives, one the responsibility of the magazine-keeper in respect of the ship's explosives shall not commence magazine-keeper in respect of the ships explosives shall not commence until they are landed on the bank, and shall cease as soon as they are

\* Not reproduced

shinned on board the boat. Every precaution shall be taken to insure the safety of the explosives while in the boat, but the landing and shipping shall be at the risk of the vessel.

- 15. Vessels bringing consignments of trade explosives shall be allowed the use of the magazine powder-boat; but should passing vessels require the use of the boat to put out or take in ship's explosives, such vessels shall be accommodated before the boat is used to discharge explosives brought as cargo. The landing of trade explosives, whether the station boats or private boats are employed. shall be at the risk and expense of the consignees of the explosives and no liability shall be accepted for damage sustained while in course of landing or until the consignments are stored in the magazine.
- 16. Masters of vessels requiring the use of the magazine powder-boats shall hoist a flag at the fore-topmast head on coming in sight of the magazine, as a signal to the keeper to have the boat and coolies in attendance.
- 17. Masters of vessels shall mark the names of their respective vessels on the barrels and packages of ship's explosives previously to their being landed; if not marked, they shall not be received by the magazine powder-hoats.
- 18. The magazine-keeper shall give to the Master of any vessel landing explosives at the magazine a receipt for the number of packages, and the magazine-keeper shall be accountable to such Master for the re-delivery of such packages.
- 19. A clerk shall always be in attendance in the magazine powder-boat, and shall receive from the Master the declaration specified
- 20. If any vessel shall be prevented, by stress of weather or by being in distress, from landing or depositing any explosives which are in excess of the quantity prescribed by rule 1, such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Matteabrooj Ghat, and the Master of such vessel shall forthwith give notice to the Harbour Master of his having such explosives on board, and shall obey the Harbour Master's directions relating to the same.
- 21. Masters of outward-bound vessels, who may require ship's explosives for their outward voyage, shall not take such explosives on board in any part of the river above Budge-Budge, with the exception of a quantity not exceeding that prescribed in rule 1.
- 22. Masters of vessels, who have deposited ship's explosives at the magazine, shall inform the Harbour Master of the date on which the vessel will pass the magazine outward-bound, and, on receipt of this information, orders shall be forwarded to the magazine-keeper to place the said explosives in the magazine powder-boat, and to send it off at such time as will avoid any detention of the outward-bound vessel. Before taking the explosives on board, the receipt granted by the magazine-keeper shall be given up.

# Explosives that may be landed at Prinsep's Chat,

23. Such boats as are approved for this purpose by the Boat Surveyor to the Port Commissioners shall be permitted to take on board at the Moyapore Magazine and bring as far as Prinsep's on near a the mayapore anagazine and oring as in as imagical chat, under cover of licenses to be granted by the Commissioner of Police in such form as may be prescribed by the Local Government, 500 lbs. of trade gunpowder which is the property of dealers and consignees. For each boat the dealers shall supply an armed guard consignces. For each boat the dealers shan supply an armed guard (pensioned sepoy), whom the Commissioner of Police, Calcutta,

24. Delivery of trade gunpowder into boats at the Moyapore Magazine for conveyance to Calcutta shall only be made upon orders

25. No boat conveying gunpowder in accordance with the provisions of rules 23 and 24 shall be allowed to proceed above Prinsep's Ghat. No powder shall be landed at any ghat, other than at Prinsep's Ghat, except with the special permission of the

26. The provisions of rules 23, 24 and 35 shall apply to Chinese crackers, provided that dealers in Chinese crackers shall not be required to employ an armed guard or to maintain a boat required to emproy an armen guard or to maintain a coase exclusively for the purpose of carrying Chinese crackers. The boats excutsively for the purpose of carrying onniese crackers. The purpose must be approved by the Boat Surveyor

# Explosives that may be landed at the docks or jetties.

27. Explosives specified in the first division, Class 6, of the 21. Explosives Specifica in one mass division, Class of the order of the Carting Company of Indian explosives names, 1012, vic., salety cartriages, salety fuzes for blasting, railway fog signals, and percussion caps which have been for binsting, railway log-signins, and percussion caps which nave been brought as part of a general cargo, and placed on board the vessels while laying in dock at ports of shipment, may be brought into port while laying in dock at ports of snipment, may be brought into port and landed at the docks or jettles in accordance with the regulations prescribed in that behalf in the Port Commissioners by-laws.

The term "safety fuze" means a fuze for blasting which burns The term "safety fuze" means a ruze for blasting which burns and does not explode, and which does not contain its own means of and does not explore, and which is of such strength and construction and contains ignition, and which is or such strength and construction and contains an explosive in such quantity that the burning of such fuze will not communicate laterally with other like fuzes.

The expression "safety cartridges" means cartridges for small-The expression salety cartridges means cartridges for small-arms of which the case can be extracted from the small-arms after arms of which are so closed as to prevent any explosion in one firing, and which are so closed as so provent any explosion in one cartridge being communicated to other cartridges. The term also cartridge being communicated to other cartridges. The term also includes rifle-calibre machine-gun cartridges if they are of the above includes rifle-cambre macanue-gual cattringes it oney are of the above description, whether they are for use with machine-gual baying description, whether they are the use with machine guns having chambers identical with those of rifles, or with machine guns which

The maximum diameter at which a small-arm or machine-gun cartridge can be accepted as "safety" is I inch.

28. Explosives shall not be landed within the port or at Moyapore or Diamond Harbour at any time when it is necessary to use artificial lights, and no explosives shall be landed, received into, or delivered from the magazine when it is necessary to use artificial lights.

29. Whoever contravenes any of the provisions of rule 2, 3, 4; 5. 6, 7, 8, 9, 10, 20, 21, 23, 25 or 28 shall be punished with fine which may extend to the amount mentioned in the proviso to Section 5(3) of the Indian Explosives Act, 1884 (IV of 1884).

(License granted under Marine Department Notification No. 78-Marine, dated the 10th July 1923, governing the transport of explosives in the Port of Calcutta,)

(Vide rule 23 of the rules.)

#### FREE.

License is hereby granted to Messrs.

to convey by river 50 lbs. of gunpowder from Moyapore Magazine to Prinsep's Ghat, subject to the rules framed thereunder and to the conditions specified on the reverse.

Commissioner of Police, Calcutta.

### (Reverse.)

#### Conditions.

- 1. The gunpowder shall be packed in accordance with schedule IV of the Indian Explosives Rules, 1914.
- 2. If not made use of within 15 days from its date of issue, the license shall become void.

The 22nd March 1926.-In exercise of the power conferred by clause (eee) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make Act, 1906 (A. o. 1906), she Governor in Council is pressed to make the following rules for regulating the bunkering of vessels with liquid fuel in the Port of Calcutta;—

- 1. No vessel shall bunker with liquid fuel from a barge between sunset and sunrise.
- 2. Subject to the conditions stated in these rules, vessels will be permitted to bunker from barges between sunrise and sunset at moorings in the stream, at the Port Commissioners' jetties and (with the special sanction of the Port Commissioners Traffic
- 3. No barge shall be used for bunkering with liquid fuel unless it has been approved and licensed by the Port Commissioners.
- 4. Save with the special sanction of the Chief Inspector of Explosives, the Port Commissioners shall not approve or license a barge under these rules, unless it conforms to the specifications drawn up by the Chief Inspector of Explosives, India, given in the
- 5. At the time of bunkering, the following conditions shall be observed on the vessel that is being bunkered :-
  - (a) The Master or First Mate of the vessel shall be present on board, and it shall be his duty to see that these rules are complied with and that all reasonable precautions for safety are observed.
  - (b) Λ ship's officer shall be on watch, and an attendant shall be stationed alongside the flexible connecting pipe.
  - (c) No smoking, cooking, naked lights or forges shall be allowed on the vessel's decks within 20 feet of the
  - (d) A suitable gutter or other contrivance shall be placed suitable gubber or object constituence shall be placed under the connecting service pipe to provent any oil from dripping into the river or the dock basin.
- 6. An attendant shall be on duty throughout at the pump of the barge from which the vessel is being bunkered.
- 7. When bunkering from a barge is in progress on any vessel, no other barge, lighter, launch or vessel of similar description shall be within 50 feet of the liquid fuel barge and inlet pipes,

71 8. The bilges of a liquid fuel barge shall not be pumped when such barge is in any confined waters or alongside any bulk oil ship

9. Every liquid fuel barge shall carry an ample supply of buckets of sand.

### APPENDIX.

Specification for barges to carry fuel flashing above 150°F. (Abel's close test).

### A .- Specifications for self-propelled Barge.

(1) Tonnage and dimensions.-The maximum carrying capacity of a barge for inland or harbour purposes shall not exceed 500 tons and shall be constructed within the following overall dimensions, namely :-

Length ... 148'-0" Brendth ... 27'-0" Depth ... 11'-6".

(2) Compartments .- For all carrying capacities above 150 tons the barge shall be divided into seven separate compartments when the motive power consists of an internal combustion engine and eight when driven by steam. In the case of barges of 150 tons and under, the number of separate tanks may be limited to two pairs.

For internal combustion engine, For steam engine, 1. Fore-peak. 1. Fore-peak. 2. Store room. 2. Store room. Tanks in pairs.

Tanks in pairs.

6. Cofferdam.

7. Engine and hoiler space.

8. After-peak.

7. After-peak,

6. Motor space.

(4) A skylight of ample area shall be provided above the engine space. Doors shall be provided in the engine space casing on either side of the deck for easy access to the engine room.

(5) A small bridge shall be provided forward of the engine room sufficiently high to insure efficient navigation.

(6) Bollards shall be fitted at convenient places along the deck.

(7) Cargo pump.—The pump for discharging the cargo shall be estuated under the bridge and shall be either centrifugal or gear-driven plunger type. In the case of a steam-propelled barge the pump may be driven by steam.

Unless a separate power unit is provided for driving the gear-driven pump, the pump must be arranged in such a way for easy connection to the main motor engine. The pump must be of an approved make, but may be of any capacity and must be provided with a spring loaded relief valve on the discharge side of the pump, the valve to have an area of at least 60 per cent. that of the discharge nice and adjusted to relieve at a pressure of 60 lbs. per square inch connected by a pipe back to the tanks.

(8) Pipes.—Suction pipes shall run along the bottom frames with a separate branch to the after part of each compartment, and the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck glandbox. The discharge pipe shall be fitted on deck and carried amidships with both port and starbaard discharge, a bypass shall be fitted so that the barge can be loaded without the aid of the hatches.

(9) Engine.—The engine, whether internal combustion or steam, shall be of an approved type, and sufficient in power to propel the barge at not less than 7 knots.

(10) Construction.—The hull shall be constructed of steel in neacordance with the latest engineering matter to Lloyd's requirements for scantings on the transverse system of framing of the ting shall be double. Suitable web frames, side stringers and side keelsons shall be fitted in the tanks and origine room space.

(11) For all other constructional details the standard specification shall be followed.

### R ... Specifications for towed or dumb barge.

(1) The maximum carrying capacity for a barge for inland or barbour purposes shall not exceed 500 tons and shall be constructed within the following dimensions, namely:—

Length ... 100'-0" Breadth ... 28'-6" Depth ... 13'-6".

(2) Compartments.—For all carrying capacities above 150 tons, the barge shall be divided into six compartments. In the case of a barge of 150 tons or under, the number of separate tanks may be limited to two.

1. Chain locker or fore-peak.

2. Hold or store-room.

3.)

Tanks in pairs.

5

6. Cargo pump and/or boiler space.

(3) Each tank shall be divided into two separate compartments by a centre line bulkhead. If steam used for discharging the eargo is derived from a boiler on board a cofferdam must be arranged between Nos. 5 and 6 making seven compartments in all.

(4) Docks.—Gas-tight hatches of not less than 5 feet x 5 feet shall be provided for easy access to a cach separate compartment. A similar hatch shall be provided for easy access to the forehold or store-room. A manhole of not less than 2 feet 6 inches shall be provided for the chain locker or fore-peak.

(5) A skylight of ample area shall be provided above the cargo pump space. Access to the pump room shall be made through a deck manhole aft the steering wheel.

(6) Bollards shall be fitted at convenient places along the deck.

(7) Cargo pump.—The pump for discharging the cargo shall be situated in the space provided in the after part of the barge and shall be either centrifugal, gear-driven plunger type or steam.

(8) Pipes.—Pipes shall be arranged as in the case of self-propelled barges.

(9) Construction.—The hull shall be constructed as in the case of self-propelled barges and in accordance with the standard specification.

10

# RULES FOR THE IMPORTATION OF PETROLEUM

# NOTIFICATION-No. 148-MARINE.

The 30th November 1914.—In exercise of the powers conferred The John Rovemoer 1914.—In exercise of the powers conferred by section 9 for Ludian Petroloum Act, 1899 (VIII of 1899), read with section 3 of the Bengal, Bihar, Orissa and Assam Laws Act, with section of or the Dengal, Dinar, Orissa and Assum Laws Act, 1912 (VII of 1912), and 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 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

Rules under section 9 of the Indian Petroleum Act, 1899 to regulate the importation, possession and transport of petroleum in the Presidency of Bengal.

### PART I.

### Preliminary.

- I. Definitions,-In these rules-
  - (a)" Part" means a part of these rules;
  - (b) "certificated petroleum" means petroleum certified to be nonritheated petroleum means perroleum certified to be not dangerous petroleum by a certificate of such description as the Government of Bengal may, from time to time, by
- written orders, prescribe, granted at the port of shipment; Note.—For form of certificate (wide Notification No. 64 marine dated the 22nd May 1915, Appendix II, page 45).
  - (c) "petroleum in bulk" means petroleum in quantities exceedetrojeum in puik means petrojeum in quantities exceed-ing 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 nonof petroleum in burk, or for our combined with non-bulk storage, and may be either a major or a minor
  - (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, exceed-
    - (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 no 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 :
- Note .- For officers appointed under section 10, vide Notification No. 85 Marine, dated the 9th July 1903 and No. 62 Marine, dated the 20th May 1915, Appendix I, page 43.
  - (i) "motor-vehicle" means any vehicle, or vessel propelled by a motor in which petroleum is used as fuel :
  - (h) "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
  - (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, 1866.
- (o) "District Magistrate" includes "Additional Magistrate" in respect of such districts where there are Additional Magistrates.
- (\*Vide Notification No. 11-Marine, dated the 26th January 1917.)

# Possession and Transport of Petroleum. Chapter I.—Possession of Petroleum.

1. No smoking shall be permitted inside any installation or stor-

2. All operations within any installation or storage shed shall be conducted under the supervision of a responsible or storage shed.

3. The ground in the interior of an installation shall be kept clean Cleanliness of instal and free from goods of a combustible nature, vegetation and rubbish.

4. A supply of sand or dry earth shall always be kept in an earth installation for the purpose of extinguishing

5. The capacity in gallons of every tank in an installation shall tanks.

Marking of capacity be conspicuously marked on it, and shall be calculated at the mix-of-capacity.

cutated at the rate of 6.25 gallons per cubic foot.

6. Every tank or other receptacle for the storage of petroleum in programments of the programment of the personal particles and programment of petroleum and is sufficient capacity to contain to allow a sufficient capacity to contain the observation of petroleum and is sufficient capacity to contain the observation being ignited, shall be cleaved danger in nected with the certain different manner by means of not less mixtee of such tank or receptacle, and the roof and all metal connections of such tank or receptacle shall be in efficient electrical contact with the body of such tank or receptacle shall be in efficient electrical contact.

Explanation.—A tank of the translated shall be deemed to be so liam being ignited, if it is not in close proximity to any other tank and if it is surrounded by a wall, or maken the installation executation, the enclosure thus formed by a wall, or maken the rounk in an whole contents of the tank or receptacle.

7. Not less than once in every year the connections and connections of electric contacts referred to in rule 6 shall be inspected tacles in the manner prescribed by the Chief Inspector of Explosives by such licensee, and such record shall be produced be minimized the Chief Inspector or an Inspector of Explosives by such licensee, and such record shall be produced the Chief Inspector or an Inspector of Explosives

\*8. When a tank is to be deated by filling, only water shall be Testing of tanks by used, and such water shall be free from oil sling, and shall not be passed through any pipes or pumps ordinarily used for the conveyance of a through any pipes or

Vide Notification No. 4338-Com., dated the 27th June 1934.

Provided that where the Local Government is satisfied that it is not reasonably possible to convey water by pipes or pumps other than these ordinarily used for the conveyance of oil, the Local Government may permit the use of an oil pipe or pump for the conveyance of water subject to such conditions as the Local Government may, on the recommendation of the Chief Inspector of Explosives, impost

9. No installation or storage shed shall be open, and no work in Time for work in in any installation or storage shed shall be premitted, shells, and the storage shed with the promitted of the shell o

10. Where there are any pipes or openings for draining out water Closure of pipes and in any enclosure wall, arrangements shall be made equalize. whereby they can be closed, and they shall only be kept open when actually necessary for drainage purposes. The matter 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 unin-Material for storage flammable material.

12. There shall be hung up in a conspicuous place in every Pestings up of rules installation and storage shed for which a license and condition. has been granted, copies in English and the vermental or 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 Conditions of arr. Silip 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 stowed in such part of the ship and in such manner as may be approved, by general or special order, by the authority as appointed, provided that non-dangerous pertoleum in tank wagens may be transported across the river Hooghly by wagen ferry, subject 0 a maximum number of six tank wagens being transported at any one time and to the capacity of each such wagen being limited to at more than five thousand gallone.

\*First Engineer and Shipwright Surveyor, Calcutta, and the Engineer and Shipwright Surveyor, Childagong, (Vide Notification No. 47-Marine, dated the 25th April 1915, Appendix II, Page 45).

2. Petroleum in bulk shall not, except with the sanction of the Petroleum in bulk on barges or flats.

Government of Bengal, be transported on any barge or flat which is not towed by a steamer or

+ Vide Notification No. 4881-Com., dated the 2nd July 1934.

3. No ship shall carry petroleum in bulk which carries at the Inflammable carge Same time passengers, or any inflammable carge other than petroleum and its products [or coal.]

\*[Provided that this rule shall not apply to petroleum having a flash point not less than  $150^\circ F$ . by  $\Lambda$  be's close test and carried a hash point not less than 130 r. by Adels chose the and called exclusively as fuel in bulk for the use of the ship in cellular double occuratively is face in balk to the use of the ship in centural double bottoms under engine and boiler compartments and under ordinary bottoms under engine and context comparements and under ordinary holds also in peak tanks, deep tanks and bunkers of approved conholds also in peak causes, deep tanks and dunkers of approved construction provided that the oil fuel storage tanks and installations in connection therewith fully comply with the conditions described in the connection energy in the continuous to Surveyors contained in the Board of Trade circular No. 1624 (Oil Fuel Installation in Passenger Steamships) dated

\* (Fide Notification No. 973 Com., dated the 19th February 1923.)

4. No steamer carrying inflammable cargo other than petro-Towage of barge leum and its products [or coal]; shall tow a barge Towage of oarge or flat carrying per or flat carrying petroleum in bulk.

5. No steamer towing a barge or flat carrying petroleum in bulk Towage of additional barge of flat carrying petroleum in bulk tional barge of flat carrying inflammable carrying petroleum in bulk carrying inflammable cargo other than petroleum and its products [or coal].

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

7. When any ship has discharged petroleum in bulk, the oil Cleaning of com. 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 I of S. In omeer in canage of any supplements under rule 1 of Precautions to be this chapter, as suitable for the carriage of observed regarding oil observed regarding oil ranks in certified ships.

(i) so long as there is petroleum or dangerous vapour in a tank long as steere is performed or mangerous topout the shall keep the hatches of such tank and the manholes or other apertures in such hatches locked or hotes or other apertures in such nationes locked or otherwise fastened in a manner certified as satisfactory

by an officer appointed under rule I of this Chapter: Provided that, subject to the provisions of clause (ii), he may cause Frovided sime, suspect to the provisions or clause (11), 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

‡ Vide Notification No. 3644-Com., dated the 5th July 1924. † Vide Notification No. 3644-Com., dated the 5th July 1924.

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

9. No petroleum in bulk shall be taken on board or discharged Loading and dis. 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 Naked lights, fire be allowed on board 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 . Flag to be carried. 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 Leading and un- any ship between sunset and sunrise, except when loading by night. electric light is exclusively used.

13. Petroleum may be transported into and within the Presidency Validity of license of Bengal under cover of a license granted by the granted in another prescribed authority in any other province of British India or in any area outside British India to which the Indian Petroleum Act, 1899, 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 any port specified Transport by sea of petroleam which has not been tested at the port of import in accordance with the rules contained in that Part shall not be transported to any other port save one at which importation is permitted under rule 1 of Part III, 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 the port of import may Transport by sea be transported to any other port and the provisions -- Petroleum which has been tested. of rules 2, 3, 4 and 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 Applications for 13 and 14 of Chapter IV of this Part, for the possession or transport of petroleum shall be made to the District Magistrate,

Vide Notification No. 81-Marine, dated the 3rd September 1917.

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
- (b) for the possession of non-dangerous petroleum in a minor
- 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 may be gramment of Dengal may, from time to time by order in writing appoint in this behalf. \*\*(Licenses for the importation, possession and 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 may be granted by the Covernment of Dengal or an omcer 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 District anglescage of to second owner answering as one dovernment. Bengal may, from time to time by an order in writing, appoint in this

† [The Government of Bengal have delegated the following powers to the District Magistrates and the Commissioner of Police, Calcutta;—

- (1) To grant licenses in forms B, H and K up to the limit of 1,000
- (2) To grant licenses in forms F and L up to the limit of 60 gallons.
- (3) To renew without alteration any existing license granted by this
- Fide Circular Nos. 1710-1741-Marine, dated the 6th May 1921. Appendix II
- 3. The licensing authority may, for reasons to be communicated 8. The necessing austrories may, for reasons to be communicated to the applicant, refuse a license in any case:

Provided that the licensing authority shall not refuse a license for Provided that one necessing authority shall not refuse a license for the possession of petrolenm in a minor installation, unless such authorthe possession of personal in a minimum control of the Chief Inspector of Explosives and

- 4. Every license granted under these rules shall be liable to be forfeited for any contravention of the Act, or of any Forfeiture of license. 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 Particulars of licenses. subject to the conditions endorsed 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 contained 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 such particulars as may in each case be approved by the Chief Inspector 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.

- \*5A .- Notwithstanding anything contained in rule 5 the Local Government may, on the recommendation of the Chief Inspector of Explosives, omit, alter or add to any of the conditions specified in the prescribed form of license.
- 6. (I) Every application for the renewal of a license shall be made Renewal of license. in the same manner as an application for an original
  - (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 premises 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 Supply of rules to petroleum, a copy of the rules contained in Chapter to 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,

<sup>\*\*</sup> Vide Notification No. 75-Marine, dated the 17th June 1915.

Vide Notification No. 21-Marine, dated the 20th February 1919.

9. Where a license granted under these rules is lost or accident-Loss of license. ally destroyed, a duplicate may be granted.

# Chapter IV.-Licenses for the possession of Petroleum.

- 1. Save as provided in rules 9(1),† 13 and 14 of this Chapter very license for the possession of petroleum shall ing the date of issue of the license.
  - † Vide Notification No. 90 Marine, dated the 25th July 1919.
- 2. Licenses for the possession of petroleum not being dangerous bulk, other than in petroleum, otherwise than in bulk, may be granted learn.
- 3. Licenses for the possession of dangerous petroleum, not in bulk.

  Dangerous petroleum act in bulk.

  punted in Form R
- 4. Licenses for the possession of dangerous petroleum in form C.

  Dangerous petroleum in form C.

  authorized in Section D.

  Authorized in Section D.
- 5. (1). The holder of a license in Form A, B or C, may, at any time before the expiry of the license, apply for permission to transfer his license to another person.
  - (2) Such application shall be made to the Directive Magistante who shall, if he approves of the transfer, enter upon the license, under his signature, an endorsement to the enterthand that the license has been transferred to the person named.
  - A fee of Re. 1 shall be charged on each such application.

    The person to whom the license is so transferred shall enjoy the same powers and be subject to the same obliga-
- tion under the license as the original holder.

  6. Special licenses for the possession of dangerous petroleum in receptables containing more receptables containing more present than several licenses of the possession of the control of the control
  - \*Vide Notification No. 47-Marine, dated the 10th April 1916.

- 7. Licenses for the possession of any stated quantity of petroSterage in major
  installations.

  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. Liconses for the possession of any stated quantity of petro-Sanage in minor leurn, not being dangerous petroleurn, 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
- 8A. Licenses for the passession of any stated quuntity of dangerous between the installations in accommance descriptions in the state of the properties of the state of the st
- 9. (1) [Licenses in Form F may be granted free of charge for Possession of dangerous petroleum for use on motor-veloides and for its transport thereon, for the motor-veloides of use thereis:

Provided that the Commissioner of Police may, by an endorsement on a certificate of registrating granted under the Mator Vehicles Act, 1914, authorise the owner of a mator vehicle to be in passession of dangerous patroleum not exceeding 20 gallons for use on the motor vehicle, or for its transport thereon, for the purpose of use therein, and such endorsement shall be deemed to be a license within the meaning of Section 6 of the Indian Petroleum Act, 1899, and in such case a separante license in Form F shall not be necessary:

Provided also that nothing contained in this rule shall entitle the owner of more than one motor vehicle to be in possession of dangerous petroleum exceeding 20 gallons without a license in Form  $\Gamma \backslash \Gamma$ .

\*Vide Notification No. 90-Marine, dated the 25th July 1919.

(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, save in so far as these provisions are varied by the conditions of the license.

- (a) the description and quantity of petroleum which the appli-
- (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 P, as the case may
- (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 installa-Certificate of safety tion for which a license has been granted for the first time a certificate shall 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 ments required to be constituted under the conditions of the necesser 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

12. Every application for a license under rules 4 and 9 of this Chapter shall specify: given in applications for licenses under rules 4 and 9.

- (a) whether the applicant is the owner of a motor-vehicle.
- (b) the amount of dangerous petroleum the applicant desires to
- (c) the exact position and nature of the premises intended to be exact position and nature of the premises intended to be used for the storage of such dangerous petroleum, and used for the storage of such dangerous petroteum, 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 by Port storage shed may be granted by the Government of Bengal (or an officer amointed by the Government of Bengal (or an officer appointed by the Government

of Bengal in this behalf)\* free of charge to the Commissioners for the Port of Calcutta or for Chittagong subject to such conditions, and for such period, as the Government of Bengal (or an officer appointed by the Government of Bengal in this behalf) + may direct.

14. Licenses for the possession of petroleum in an installation or storage shed erected on land at Budge Budge or at Storage in an installation or stor-Mayapore belonging to the Commissioners for the Port of Calcutta or on land belonging to the age shed erected on Commissioners for the Port of Chittagong may, land belonging to Port authorities, 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.- Save as provided in rule 7 of this chapter every license for the transport of petroleum shall remain in Continuance of license. force until the 31st December next following the date of issue of the license.

- 1A. General licenses for the transport of petroleum, other than General licenses for the transport of petroleum, other than for the transport of dangerous petroleum, may be granted in Form G.]<sup>\*</sup> non-dangerous petrolenn
- 2. General licenses for the transport of dangerous petroleum General licenses may be granted in Form H. for the transport of dangerous
- 3. Licenses granted under rules 1A, 2 and 9 of this Chapter may Effect of general authorise the holders to transport petroleum without restriction as to destination or total quantity.
- The holder of the general license granted under rule 1A, 2 or 9
   Pass for transport 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.
- \*\*4A. (1) The holder of a general license granted under rule 1A Issue of pass for the or 2 of this Chapter may authorise his agent in writing by a general authority to issue passes in an authorised Form I for the transport of petroleum in respect solely of consignments, or parts thereof, which have been conveyed under a pass issued under rule 4 of this Chapter. Such general

Yide Notification No. 75-Marine, dated the 17th June 1915.
 Yide Notification No. 144-Marine, dated 28th December 1915.
 Yide Notification No. 18T—Com., dated the 16th May 1922.
 Yide Notification No. 131-Marine, dated the 29th November 1915.

- (2) The holder of a general license shall, on granting such written authority to an agent, at the same time forward a duplicate copy of the authority to the District Magistrate for cupricate copy of the authority to the District angustate of information and shall also deliver up the original to the District
- 5. Special licenses may be granted for the transport of petroleum, Speciallicenses for other than dangerous petroleum, in quantities exthe transport of pet-roleum, other than ceeding five hundred gallons in Form J. dangerous petro.
- 6. Special licenses may be granted for the transport of dangerous Special licenses for petroleum, in Form K. the transport of dan. gerous petroloum.
  - (Vide Notification No. 14-Marine, dated the 2nd February 1920.)
- 7. A special license granted under rules 5 and 6 shall only cover Effect of special the transport of the particular consignment entered 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 Particulars to be by rail, by road, by steamer or by barge, or by two Particulars to be given insplication 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 petrotransported, and the places from and to which, respectively, the periodeum is to be conveyed, and shall describe the receptacles in which it is leum is to be conveyed, and shall describe the receptacies in which is to be contained, or, in the case of petroleum to be transported in bulk to be consumed, or, in one case or performing to be stransported in our by water, shall state that the ship in which it is to be carried has been certified as required by rule 1 of Chapter II of this Part
- 9. General licenses in Form L to transport dangerous petroleum neenses in roun to transpore dangerous perfoream up to a maximum of sixty gallons at a time, other-Transport of danwise than on a motor-vehicle, may be granted to motorists, otherwise owners of motor-vehicles holding licenses under than on a motorowners of motor-ventures nothing meetings and rule 9, sub-rule (1), of Chapter IV of this Part, vehicle.

  Ture 3, Sub-rule (1), of Chapter IV of this to possess petroleum and use or transport it on a motor-vehicle.

# Chapter VI.-Fees.

- 1. (1) When the proceeds of fees leviable for licenses under these 1. (1) When the proceeds of fees invalue for menses under these Mathod of levying rules have been assigned by the Government of Bengal to any local authority, the fees shall be levied rees.

  Bengai to any iocai authority, the less shall be levi 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 (2) In an owner cases one was suan or part in cash on receipt of a notice from the licensing authority that a license will be granted.

- (3) The Court-fee stamp of the value of twelve annas representing the fee chargeable under Schedule II, Article I (b) of the Court Fees Act (1870) on an application for a license presented to a Magistrate should be attached to the application.\*
- \*No. 106-Marine, dated the SIst October 1916,-The following notification of the Government of India is republished for general information :--

# No. 1345-F., dated Simla, the 27th September 1916.

In exercise of the powers conferred by Section 35 of the Courtfees Act, 1870 (VII of 1870) the Governor-General in Council is pleased to remit the fees chargeable under the said Act on applications for the grant of licenses issued in accordance with the provisions of any rule made under Section 9 of the Indian Petroleum Act 1899 (VIII of 1899) for the possession of dangerous petroleum for use on motor-vehicles and for its transport thereon for the purpose of use therein.

2. The following fees shall be charged for licenses for the posses-Fees for licenses sion of petroleum, namely :petroleum.

### Non-dangerous petroleum.

(a) When the quantity to be stored exceeds five hundred but does not exceed one

thousand gallons ... 15 (b) When the quantity to be stored exceeds one thousand but does not exceed five thousand gallons

(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

(e) When the quantity to be stored does not exceed forty

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

for the first one thousand gallons, plus Rs. 2 for every additional one thousand gallons or part thereof.

for the first five thousand gallons, plus Rs. 4 for every additional one thousand gallons or part thereof.

Dangerous petroleum.

laid down for non-dangerous petroleum. Fees for licenses 3. The following fees shall be charged for transport of licenses for the transport of petroleum :petroleum. Non-dangerous petroleum, Special license\_ (a) When the quantity to be transported exceeds five hundred but does not exceed five thousand gallons ... (b) For every additional five thousand gallons or part of General license for the transport of non-dangerous petroleum by rail, by road, or by water Dangerous Petroleum. Special license\_\_ (i) When the quantity to be transported does not exceed forty (ii) When the quantity to be transported exceeds forty gallons for the first forty gallons, but does not exceed four plus 8 annas for every hundred and eighty gallons additional forty gallons (iii) When the quantity to be transor part thereof. ported exceeds four hundred for the first four hundred and eighty gallons and eighty gallons, plus

the same fees as those

Rs.2 for every additional

four hundred and eighty

gallons or part thereof.

(g) When the quantity to be stored exceeds five hundred

of dangerous petroleum by dealers, by rail, road or water 50 4. A fee of one rupec shall be charged for a new license for the un-Fee for license granted for unexpired portion of an original license of an original license of an original license of an original license. expired porsion of an original incense granted to any person applying for the same in accordance with the provisions of rule 8 of Chapter III of this Part.

General license for the transport

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

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

#### PART III.

#### Importation of Petroleum.

- 1. The ports of Calcutta and Chittagong are hereby declared Ports of importa- to be the only ports at which petroleum may be
- 2. The master of every ship carrying petroleum shall deliver to Declaration by the pilot, before entering either of the ports men-master of ship carry-tioned in rule 1, a written declaration under his ting petroleum or by the ship's agent.
  - (a) what quantity of petroleum the ship is carrying:
  - (b) whether any and, if so, what part of it is dangerous petroleum; that is, petroleum which is not certificated petroleum or is not petroleum having a flash point above 150° Fahrenheit,
  - (v) 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 certifi-Delivery of certifi- cated petroleum which it is intended to land at either of the ports specified in rule I 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 Certificate and de- rules 2 and 3 shall be made over by him without delay in the port of Coleutta to the Assistant Harbour Master When the port of Coleutta to the Assistant Harbour Master when shall transfer them without delay to the claration to be forwarded to Assistant Harbour Master or Port Officer. Superintendent of the Port Commissioners' Petroleum Wharf at Budge-Budge or to the Jetty Superintendent or to

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the Dock Superintendent, Calcutta or the Collector of Customs, Chittagong as the case may be.

5. (1) When the master of, or the agent for, a ship has made the 5. (1) When the master of, or the agent for, a snip has made she believery of samples. declaration required by rule 2, the Superintendent of the Petroleum Wharf, Budge-Budge or the Jety Superintendent or the Dock Superintendent, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall direct an officer to go on board the vessel and obtain samples of all the petroleum on to go on court one vessel and optain samples of all the petroleum on board which it is intended to land at the port of Calcutta, Chittagong or as the case may be. If the importer so desires, he shall also take or as the case may be. If the importer so desires, no 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 requires, 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 cases, samples may be taken as delivery proceeds.

- 6. The minimum number of samples to be selected of each Selection of samples be as follows:— sumples to be serected or cannot sample be as follows:—
  - , (a) of certificated petroleum in cases-

one sample for every fifteen thousand cases or fraction of

(b) of certificated petroleum in casks or drums declared to be of

one sample for every one hundred and twenty thousand gallons or part of one hundred and twenty thousand (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 cases-

one sample for every ten thousand cases or fraction of

(vide Notification No. 67-Marine dated the 20th May, 1915).

(e) of petrolcum, 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 tanksone sample from each tank or tank compartment.
- 7. When the samples required have been delivered to the officer aforesaid, such officer shall forthwith scal the bottles Scaling of samples and forwarding the containing the samples, and shall label them with the name of the ship, the name of the consignee, and same officer. 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 Methods of test. manner laid down in the first Schedule to the Act,
- 9. If more than one sample of any one brand or quality forming Averaging results the cargo or a portion of the cargo of a ship is sent to the testing officer for report, that officer shall test each sample separately and strike an average of the results. If the average flashing point is not lower than 73° of Fahrenhoit'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 Procedure when tests necessary to satisfy him that none of the tests show want of petroleum is dangerous, he shall report to the Port uniformity. Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the ease may be, accordingly.

Procedure on 11. On receipt of a report under rule 10report.

- (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;

12. The testing officer shall, as soon as practicable, and ordinarily Report of testing within twenty-four hours after receipt of any sandlers of the state of th

Fee for testing. 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.

When a ship cartyring petroleummay anchor at ordinary discharge any cortificated petroleum not exceeding five thousand galous 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 deplared dangerous on board a spin does not exceed forty gallons and there is no other petroleum on board, or the aggregate quantity which is not forty gallons, does not exceed forty gallons, the said petroleum may be forthwith handed.

16. Save as provided in rules 14 and 24, every ship having pertyles a ship are
tyles per level as the Conservator of the port shall be anchored at such anchorsage
must handler at a
ball. If the petroleum is intended to be dissessed shall not leave such an engage, except for the purpose of dissessed shall not leave such an engage, except for the purpose of dissessed shall not leave such an engage, except for the purpose of dissessed proceeds of the petroleum or perition of
fit shall be temporarily discharged at such anchorage before the
fit is intended for some other the petroleum or apprison of
fit shall be temporarily discharged at such anchorage before the
shall remain at such anchorage until the final departure.

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

17. Save as provided in rule 18, no petroleum, of which samples have been taken under rule 18, shull be landed from use the best landed until the shull be landed from the best landed until the office of the Port Commissioners, Calcutte, or the Callector of Castoms, Chittagong, as the case may be.

18. (1) The Port Commissioners, Calcutta, or the Collector of Laussing of petroluming anticipation of the testing officer's report, allow anticipation of the testing officer's report, allow consignee of any petroleum to discharge the same into boats or to land to

(2) Such permission shall be subject to the condition that the boats into which the petroloun is discharged shall peak in the which the petroloun is discharged shall peak in the permissioners (Calculut, or the Collector of Control Commissioners (Calculut, or the Collector of Control Control

19. When petroleum is imported in bulk, its removal from the Lading of petroleum in bulk. metal pipe, and it shall be pumped into storagetanks. 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
ischarging, the pipe to the storage-tanks shill immediately be emplied
by means of a supplementary pump on shore. If for any cause the
discharge of petroleum is at any time suspended, arrangements must
be made by means of a valve for effectually preventing any of the
oil left in the mine from escaning-

20. When petroleum imported, otherwise than in bulk, is landed Ladding and patron at a port, it shull be landed either at jettles proleum, and the processor of the cargo-boats, and, except than it bulk. The bulk of the purpose, or in cargo-boats, and, except when it is a constant of the control light is exclusively used, only after surrise and before sunset, and only at such place or places as the Conservator of the Fort shall direct, subject to any Customs Notification that may, for the time being, be in force:

Provided that the precautions laid down in rule  $21\Lambda$  of this Part shall be observed.

21. Petroleum may be transhipped from one ship to another for petroleum.

Serviceum shall not be transhipped between sunset and sunrise except when clearie light is exclusively used, and provided further that the precautions hald down in rule 21A of this Part shall be observed.

Rules 20, 21 and 21(A) were inserted vide Notification No. 81-Marine, dated the 3rd Septebmer 1917.

Precautions to be observed in loading or unloading petro-

21A. The following precautions shall be taken by all vessels and cargo boats loading or unloading petroleum whether for transhipment or otherwise:

- (1) Yessels discharging or loading petroleum shall have fin-hoses connected and all fire-extinguishing appliances in readiness for immediate use, and, if the petroleum is dangerous petroleum, shall have their awnings furled.
- (2) No fire or light of any description (other than lights required by the port or harbour rules), or any detonating article or substance whatsoever, or matches, shall be, or shall be taken, on board any cargo-boat used for the transport of dangerous petroleum, or, within the limits of any port, for the transhipment of non-dangerous petroleum to or from any vessel.
- (3) No cargo boat used for the carrying of dangerous petroleum shall be fitted with a caboose for cooking purposes when
- (4) Dangerous and non-dangerous petroleum shall not be conveyed to the shore or to another ship at the same time
- (5) Leaky tins containing dangerous petroleum shall not be discharged into a cargo-boat containing sound tins.
- (6) The bilges of every cargo-boat which has carried a cargo of petroleum shall immediately after the cargo-boat has been unloaded, be thoroughly cleared of all traces of such petroleum and dried and the holds shall be
- † Provided that, in the case of a cargo boat or lighter especially Trrovuced tank, in the case of a cargo boat or fighter especially constructed for the carrying of petroleum in bulk and employed in constructed for the carrying of petroleum in bulk and employed in the carrying of petroleum in bulk, this precaution shall not be necesthe carrying of petroleum in ours, sais precausion snair now be incom-sary until the cargo beat or lighter has completed its work on the whole consignment of petroleum which it has been engaged to carry.
- 22. (1) Applications for import-licenses under section 5 of the 22. (1) Applications for import-nearess under section 2 or under the contract of the section 2 of the contract of Bengal in this behalf \* who will, how containable.

  the Governmens of Dengar in this behalf, who with after enquiry, forward the same with his opinion to the Government. after enquiry, torward the same with his opinion to the Government of Bengal (or the officer appointed by the Government of Bengal to

\*Officers to whom applications shall be submitted—

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

† Vide Notification No. 2305-Com., dated the 18th May 1922. ‡ Fide Notification No. 75-Marine, dated 17th June 1915.

For the Port of Chittagong ..... The Collector of Customs, Chittagong.

Vide Notification No. 66-Marino, dated the 24th May, 1915, Appendix II, pages

- (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), thall 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 petro-Petroleum compris- leum, other than dangerous petroleum, comprised in a ship's stores and manifested as such, provided it is not of unreasonably large amount. If any question arises as to whether any petroleum manifested as ship's stores is of an unreasonably large amount, the decision thereon of the Collector of Customs shall be final.
- 24. Nothing in the foregoing rules in this part applies to petro-Petroleum having leum (which has a flash point of not less than 150° Fahrenheit by Abel's close test). 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 Budge-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.

### FORMS OF LICENSES.

### FORM A.

(RULE 2 OF CHAPTER IV OF PART II.)

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

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

[Description of the storage shed above referred to.]

‡Vide Notification No 75-Marine, dated 17th June 1915.

# Endorsement on Form A.

## Conditions of License.

- 1. If the licensing officer calls 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 the opinion of such officer, of necessary for one surely of one of one, one 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
- 2. The storage shed shall be constructed of masonry or other uninflammable material with terraced, tiled or iron roofs, and with tiled or paved or earthen floors, but the beams, rafters, columns, windows
- 3. Either the doorways and other openings of the storage shed Difference the doorways and other openings of the storage 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 street, or sine non-sunk to a depen of two reces below the rever of sine road or street, so that the petroleum cannot flow out from the building roan or street, so sink one personant cannot now out from the outlands 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 on both not less than two feet high. When the quantity of petroleum or both not less than two leet 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 enclosure walls None

Number of gallons to be stored.

20 feet 30 ...

5,000 and under. Over 5,000 and up to 50,000. Unlimited.

5. No light, except a light of such strength, position and No ngue, except a ngne of such strengen, 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, etherwise than in bulk in quantity exceeding forty gallons.

LICENSE is hereby granted to storage shed described below, of Fee Rs. for the storage, in the storage sneu described below, of gamons 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.

19

Secretary to the Government of Bengal (or an officer appointed by the Govern-ment of Bengal in this behalf\*)

The

[Description of the storage shed above referred to.]

### Endorsement on Form B.

### Conditions of License.

- I. If the licensing officer calls 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 plated receptacles containing each not more than sixty-five gallons and fitted with well-made filling holes and well-fitting serew 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 :-

[(1) When the capacity does not exceed two gallons ... ... · (2) When the enpacity exceeds two but does not exceed four gallons ...

(3) When the capacity exceeds four but does not exceed thirty gallons

(4) When the capacity exceeds thirty but does not exceed fortyfive gallons ... 17 B. W. G.

(5) When the capacity exceeds fortyfive but does not exceed sixtyfive gallons] + ... 16 B. W. G.

\* Vide Notification No. 75-Marine, dated the 17th June 1915.
† Vide Notification No. 4359-Com., dated the 1st August 1932.

- 4. An air-space of at least one-twentieth 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.
- Any receptacle, before being repaired, shall be cleared of all dangerous petroleum and of all dangerous vapours arising from the
- The storage shed shall be constructed of masonry or other uninflammable material with terraced, tiled, or iron roofs and with tiled or paved or carthen 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 exceed, he floor sunk to a depth of two feet below the road or exceed, so that the petroleum examost flow out from the building itself shall be surrounded with a macoury wall or embandment of the state of

A combination of these methods is permissible.

- . 10. All ventilating openings in the storage shed shall be
- 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 to cause fire or explosion and which is not reasonably ever which tends shall prevent any other person from doing such act.
- 14. The drum or other receptacle containing dangerous petroleum and only be opened on the licensed promises at or immediately adjoining the storage shed and of the time necessary for drawing-off shall be adopted for preventing the escape of dangerous petroleum of the vapour therefrom.

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

oras round on	e soorage and	.u		
Quantity :	to be stored.		Distances to	be kept clear.
Not exceed		gallons	 	20 feet.
	) to 1,000	99	 ***	25 ,,
,, 1,000		**	 	30 "
,, 5,000		11	 	40 ,,
,, 15,000		33	 	50 "
,, 25,000		10	 	60 "
,, 85,000		**	 	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 shell in which the dangerous petroleum is stored shall be well ventilated and constructed of uninflammable material, provided, however, that the doors and windows may be of wood.
  - (ii) Where a storage shed forms part of, or is attached to, another 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.

Feé Rs. 3.

LICENSE is hereby granted to storage shed described below, of

for the storage, in the gallons of dangerous petroleum

\* Vide Notification No. 102-Marine, dated the 15th August 1915.

subject to the rules for the storage of petroleum published in Notifica. subject to one rules for one storage of performing profished in Notines, dated the 30th November 1914, and to the further conditions on the back of this license.

District Magistrate,

Commissioner of Police, Calculta,

[Description of the storage shed above referred to]

# Endorsement on Form C.

# Conditions of License.

- 1. If the licensing officer calls upon the holder of a license, by 1. It ame noemang omeer caus upon one notice of a noemac, o, 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 in the opinion of such onicer, be necessary for the safety of the such 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
- 2. The license-holder is prohibited from delivering any quantity of dangerous petroleum exceeding three gallons to any one who has no of daugerous perforeing exceeding three gainers to any one who has not a license under section 5 or section 6 of the Act, or any less quantity a neense under section p or section to of the Act, or any less quantity of such petroleum, except in accordance with the conditions of the of such petroleum, except in accordance with the conditions of the Act as to the vessels in which the potroleum
- 3. The petroleum shall be stored in gas-tight tinned or galvanized o. The pearoteum snatt be stored in gas-eight tinned of gatvalues sheet iron, steel or lead plated receptacles containing each not more than sneet from steet or read placed receptactes containing each not more than the gallons and fitted with well-made filling holes and well-fitting screw ten gauons and nuce with weit-made ning holes and weit-niting server plugs, or fitted its erew cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickcap. Such recordactes shall be packed in strong wooden cases, the success of the wood to be not less than three-eighths of an inch: provided ness of the wood to up not less shall shree-eightens of an inen; provided that wood cases shall not be necessary when the receptacles are made of timed or galvanized sheet iron or steel, and have the following
  - (1) When the capacity does not exceed two
  - (2) When the capacity exceeds two gallons
  - but does not exceed four gallons ... 22 B. W. G (3) When the capacity exceeds four gallons\* 28 B. W. G.
- 4. An air-space of at least one-twentieth of its capacity shall be left in each receptacle at the time of filling.
  - Vide Notification No. 4359 Com., dated the 1st August 1932.

- 5. 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
- 8. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of uninflammable 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 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,
- 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.
- 18. 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 prequation 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.

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

LICENSE is hereby granted to Fee Rs the place described below, of being dangerous petroleum, subject to the rules for the storage of for the storage, in being dangerous perroleum, 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

The

Secretary to the Government of Bengal. 19

[Description of the place above referred to.]

# Endorsement on Form D.

Conditions of License.

I. Each tank shall either be separately surrounded by a wall or LEGG Lank Shall either be separately surrounded by a wall of embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions suffian excavation. The enclosure thus formed shall be of dimensions sun-cient to contain 10 per cent, more oil than the tank is capable of concient to contain to per cent, more on man the tank is capacity taining, and shall be so constructed as to prevent the escape therefrom taning, and snau oe so conseructed as so prevent the escape sherence, of any oil in the form of liquid, whether under the action of fire or or any or in see out or inquit, wassier under the action of the or otherwise. Settling or measuring tanks, may be stituted within the wall or excavation, but otherwise the space enclosed by such wall or wall or excavation, but otherwise the space enclosed by such wall or excavation, and not occupied by the tank, shall be kept entirely clear

2. In the case of all storage sheds within the installation, either 2. In the case of an scorage sneas when in the instantation, or the doorways and other openings of the building shall be built up to a 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 neight of three feet nove the level of the ground outside it, or the moor shall be sunk to a depth of three feet below the level of the ground, shall be sunk to a depta 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 threefifths of its diameter.

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

A distance of not less than one hundred and fifty feet shall be kept clear between any 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

7. No fire or lights other than those necessary for soldering purposes, shall be permitted within the installation except in the office. living quarters, engine-room, boiler-house and smithy.

8. The responsible agent or supervisor, referred to in rule 2 of Chapter I, Part II of the rules for the possession of petroleum, published in notification No. 143 Marine, dated the 30th November 1914, shall not allow any person to enter a tank, which has contained petroleum, unless-

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

(b) (i) the responsible agent or supervisor has certified in writing, as the result of an examination of the tank by himself or by some other competent person, that the atmosphere in the tank is fit for persons to enter, and

(ii) at least one safety belimet of a pattern approved by the Governor in Council shall have been kept ready for instant use at the manhole of the tank which is being cleaned or

9. No work, involving the use of fire, welding or hot revetting, shall be performed in or on any tank until the tank has been certified in the manner laid down in clause (b) of condition 8 to be free from petroleum vanour. When any water is pumped into or withdrawn from the tank no further work of the above description shall be done until the tank has been retested and a fresh certificate issued.

### FORM E.

(RULE 8 OF CHAPTER IV OF PART II.)

License to pessess petroleum, not being dangerous petroleum, in a minor installation.

No.

Fee 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

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

petroleum published in Notification No. 143-Marine, dated 30th Novem perforeing proposing in troomcasion for 140-matrie, unser over love ber 1914, and to the further conditions on the back of this license.

District Magistrate.

Commissioner of Police, Calcutta 19

[Description of the place referred to.]

# Endorsement on Form E.

# Conditions of License.

1. Every tank of which the capacity exceeds fifteen thousand 1. Every tank of which the capacity exceeds niteen thousand gallons shall either be separately surrounded by a wall or embatikment ganons man elemer be separately surrounded by a wan or embanance of substantial construction, or shall be sunk in an excavation. The or substitution construction, or shall be sunk in an excavation. encustre this former sum of dimensions summers to communicate to the diagnality of oil capable of being contained in the tank, and shall be so constructed as to prevent the escape therefrom of any oil De so constructed as to prevent the escape therefrom of any on in the form of liquid, whether under the action of fire or otherwise. in the form of inquin, whether under the action of thre or otherwise. 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 - The distance to be steps cicar between a tank and she want on embankments which surround it shall be, measuring from the ground

- (a) for horizontal tanks, not less than one-third the height of
- (b) for perpendicular tanks, not less than one-half the height
- The height of walls or embankments surrounding the installa-
- Ine negate of wants or embanaments 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 pro-4. The following distances shall be kept clear between partected works not forming part of the installation and the enclosure

Where the number of gallons stored is-

Distance to be kept clear. Not less than 15 feet. Ditto

5,000 and under Over 5,000 and up to 20,000 Over 20,000 and up to 50,000

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

5. Soldering shall only be permitted in a separate room, or build-5. Soldering snau only be permitted in a separate room, or building placed as far from the tanks as can be conveniently arranged in ing piacea as far from the target as can be conveniently arranged, in which no storage or filling shall be permitted. No more tins shall be allowed in the soldering room at any one time than are necessary for expeditions 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 16,000 gallons, the height or depth shall be three feet. A combination of these methods is permissible.
- 9. The responsible agent or supervisor, referred to in rule 2 of Chapter I, Part II of the rules for the possession of petroleum, published in notification No. 143-Marine, dated the 30th November 1914, shall not allow any person to enter a tank, which has contained petroleum, unless-
  - (a) such person wears a safety believt of a description approved by the Local Government, or
  - (b) (i) the responsible agent or supervisor has certified in writing as the result of an examination of the tank by himself or by some other competent person, that the atmosphere in the tank is fit for persons to enter, and
  - (ii) at least one safety helmet of a pattern approved by the Governor in Council shall have been kept ready for instant use at the manhole of the tank which is being cleaned or repaired.
- 10. No work, involving the use of fire, welding or hot revetting, shall be performed in or on any tank until the tank has been certified in the manner laid down in clause (b) of condition 9 to be free from petroleum vapour. When any water is pumped into or withdrawn from the tank no further work of the above description shall be done until the tank has been retested and a fresh certificate issued.

### FORM F.

# (Rule 9 of Chapter IV of Part II.)

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

Free of charge,

LICENSE is hereby granted to vehicle (or vehicles) for the possession of petroleum for use therein to \* and f owner (or hirer) of a motorperformed for use energy to any for its composer of the purpose of use therein, subject to gallons of dangerous the rules for the possession and transport of dangerous performance the rules for the possession and transport of dangerous postoreal published in notification No. 143-Marine, dated the 30th November 1914, and to the conditions at the back of this license.

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

(Vide Notification No. 75-Mnc., dated 17th June 1915.

The

\* Situation and description of storage shed above referred to.

†When the quantity exceeds 60 gallons. ‡When the quantity does not exceed 60

District Magistrate. <sup>‡</sup> Commissioner of Police, Calcutta.

# Endorsement on Form F.

Conditions of License,

1. When not carried in a receptacle forming part of a motorthick the dangerous petroleum shall not be kept, used or transvenues are cangerous personeum saan not be kept, used or wanted, except in gas-tight tinned or galvanized sheet iron, steel or lead portent, except in gar-again sames or gavanined sheet iron, seed or item plated drums or receptacles containing each not more than 4 gallons and fitted with well-made filling holes and well-fitting screw plugs, or and netter with worseman many notes and wen-mainty series propo-fitted with screw cap or other cap with motal air-tight under-cap. Such drams or receptacles shall be packed in strong wooden cases, the Such drums or receptatives shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch: 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 recep-Provided that wood cases small not be necessary when drams or receptacles are made of tinned or galvanized sheet iron, or steel, and have

- (1) When the capacity does not exceed 2
- (2) When the capacity exceeds 2 gallons ... 22 B. W. G.
- 2. The drums or receptacles shall be so substantially constructed Ine urums or receptances snatt be so substantially constructed and secured as not to be liable, except under circumstances of gross and secured as not to be into except under circumstances of gross negligence or extraordinary accident, to be broken or become defective,

- 3. Every such vessel, when used for transporting or keeping dangerous petroleum, shall bear the words "Dangerous petroleumhighly 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-twentieth of its capacity shall he left in each recentacle at the time of filling.
- 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 uninflammable materials; provided, however that the doors and windows may be of wood (When, however, the quantity of dangerous petroleum does not exceed 20 gallons, it may be kept in a garage, stable, or separate store-room, not directly communicating with any dwelling room or room where persons assemble.)\*
- 7. Where a storage shed forms part of, or is attached to another building, and when the intervening floor or partition is of an unsubstantial 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 senarate 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 precantions 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.

Vide Notification No. 70-Marine, dated the 3rd August 1917.

†12. As soon as cans, drums or other receptacles containing dangerous petroleum are emptied of their contents, they shall be securely closed with bungs, plugs or caps of either metal, wood or

### FORM G.

(RULE IA OF CHAPTER V OF PART II.)

General license to transport petroleum other than dangerous

Fee Rs. 100

A general license is hereby granted to Port petroleum, other than dangerous petroleum, subject to the rules port personeum, orner man dangerous petroleum, subject to the rune contained in Chapter V of Part II of Bengal Government Notification Contained in Chapter v of Part II of Bengal Government Probleman, No. 143-Marine, dated 30th November 1914, and to the conditions at

This license shall continue in force till the

The

19 .

District Magistrate. Commissioner of Police, Calcutta.

# Endorsement on Form G.

Conditions of License.

The petroleum, if not in bulk, shall be packed in air-tight tins The personeum, u now in our, snan be packed in an light one of drums of steel or iron, or other receptacles not easily broken, or or drums of seed or non, or other receptances not easily broken, or maintenances of a pattern approved by the Government of Bengal in tank-cause or a pastern approved by the Government of bedges in this behalf, or in bottless securely stoppered and carefully packed

Provided that in the case of a Native Passenger Ship to which Part IV of the Indian Merchant Shipping Act, 1923 (XXI of 1923) Fart IV of the Indian merchant Shipping Act, 1923 (XXI of 1926), applies, the petroleum shall be packed either in tins enclosed in outer applies, the periodical state of packett either in time encosed in other wooden cases or in bermetically scaled iron or steel drums, or, if the periodical has a flash-point not below 150° Fahrenheit, it may be petroteum nas a nasn-pount not below 150 garrennest, it may be packed in sound, well-coopered wooden casks of not more than 50

#### FORM H.

(Rule 2 of Chapter V of Part II.)

General license to transport dangerous petroleum.

Fee Rs. 50.

A GENERAL license is hereby granted to 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 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. )

(Vide Notification No. 75-Marine, dated 17th June 1915).

\*When the quantity to be transported at a time exceeds 1,000 gallons. †When the quantity to be transported at a time does not exceed 1,000 gallons.

the following thickness of metal :-

+District Magistrate. †Commissioner of Police, Calcutta.

(Vide Notification No. 14-Mnc., dated 2nd February 1920)

19

### Endorsement on Form H.

#### Conditions of License

1. Save as provided in condition IA, the petroleum (if not in bulk) must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plated receptacles containing each not more than sixtyfive 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

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.

When the capacity exceeds 4 but does not exceed 30 gallons 18 B. W. G.

Vide Notification No. 70-Marine, dated 3rd August 1917.

<sup>†</sup> Vide Notification No. 232-T. Com., dated the 6th May 1927. ‡ Vide Notification No. 1536-Com., dated the 18th March 1926.

<sup>\*</sup> Vide Notification No. 4359-Com., dated 1st August 1932.

(5) When the capacity exceeds 45 but does not ... 17 B. W. G exceed 65 gallons?

[1A.-(1) Dangerous petroleum if not in bulk when transported Angerous performing in nor in bulk when an appointed by sea, or partly by river and partly by sea, must be contained in receptacles of a type approved in writing by the Chief Inspector of Explosives.

(2) Where the type which it is proposed to use has not already been approved by the Chief Inspector of Explosives six or (if required by him) more than six copies of a detailed drawing thereof to scale shall be forwarded to him for approval.

(3) The receptacles shall be kept in proper repair and shall be available for inspection at any time by the Chief Inspector or by an Inspector of Explosives.

(4) Special precautions shall be taken against smoking and the use of lights of any kind while the cargo is being

‡ Vide Notification No. 1033-Com., dated the 19th February 1923.

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

3. The receptacles must be so substantially constructed and The receptacles must be so substantially constructed an secured as not to be liable, except under circumstances of gross neglisecured as not to be induc, except under circumstances of gross not. gence or extraordinary accident, to be broken or become defective,

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

†5. As soon as cans, drums or other receptacles containing 70. As soon as caus, orans or other receptacies containing dangerous petroleum are emptied of their contents, they shall be dangerous petroleum are empted of their contents, they shall be securely closed with bungs, plugs or caps of either metal, wood or

[6. When the petroleum is conveyed by road in ordinary motor 10. When the petroleum is conveyed by road in ordinary motor tank wagons, the tank wagons shall be of a design approved by the Chief Inspector of Explosives in India.

7. The tank wagons must have printed thereon in conspicuous characters the words "Highly Inflammable".

8. The tank wagons shall in no case be loaded beyond the maximum gross load.

+ Vide Notification No. 232-T-Com., dated the 6th May 1927.

iii 9. Filling and emptying of tank wagons shall be performed in daylight.

10. Tank wagous shall not be filled or emptied within 10 yards of a flame furnace or fire, nor at any place where the wagon is exposed to sparks.

11. In filling any tank wagon an air space must be left of not less than 5 per cent, of the total capacity of the tank,

12. Except when loading and discharging, the lid and all inlets and outlets of the tank (whether loaded or emptied) shall be properly secured and closed air tight. 1+

13. Without prejudice to the operation of any applicable rule under the Indian Motor Vehicles Act, 1914, for the time being in force whereby a lower limit of speed is imposed, the speed of a motor tank wagon, or a motor lorry conveying petroleum in receptacles, shall not exceed 30 miles per hour if fitted with pneumatic tyres and 15 miles per hour if fitted with solid tyres.

#### FORM I.

(RULES 4 AND 4-A OF CHAPTER V, PART II.)

#### Pass for Transport of Petroleum.

(To be granted by the holder of a General Transport Licence or his duly authorised agent.) No.--

This pass (1) covers ( drums/tins/cases/packages containing) (2) gallons of dangerous/non-dangerous petroleum, consigned (the holder of a license in Form G/H/L. to possess

gallons of dangerous/non-dangerous petroleum), while in transport from consignee shall not deliver any dangerous petroleum in excess of 3 gallons or any non-dangerous petroleum in excess of 500 gallons except to the holder of a storage licence.

Holder of General License No. or his agent duly authorised in writing ".

The

(1) This pass may cover any quantity of petroleum in excess of that permitted to be stored under a licence by the consignee provided prior arrangements have been made by him for the immediate disposal on landing of the excess quantity and that no quantity of petroleum in excess of that mentioned in the licence is actually stored by him in the licensed premises at any time.

(2) To be omitted when the petroleum is transported in bulk. (Vide Notification No. 742-T-Com., dated the 11th October 1933),

†Vide Notification No. 801-T-Com., dated the 11th October 1933.

‡ Vide Notification No. 5377-Com,, dated the 2nd August 1934,

## Conditions of Pass.

# I:-For dangerous petroleum in the case of the holder of a license in Form H.

1. †[Save as provided in condition 1-A,] the petroleum if no 1. There as provided in condition 1-a, we present a main bulk must be contained in gas-tight tinned or galvanized sheet in only initial placed received some containing each not more than non, steen, or read placed receptations containing each not more small sixty-five gallons and fitted with well-made filling holes and wellsixty-are guitons and meed with wen-made mining motor with metal fitting screw plugs, or with screw cap or other cap with metal air tight under cap. Such receptacle shall be packed in strong arr agat anter-cap. Such receptable suan be packed in strong wooden cases, the thickness of the wood to be not less than three-

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 ... 27 B. W. G.

(2) When the capacity exceeds 2 but does not exceed 4 gallons ... ... 22 B. W. G.

When the capacity exceeds 4 but does not exceed 30 gallons ...

When the capacity exceeds 30 but does ... 18 B. W. G. not exceed 45 gallons ...

When the capacity exceeds 45 but does ··· 17 B. W. G. not exceed 65 gallons] ...

\* Vide Notification No. 4359-Com., dated 1st August 1932. ··· 16 B. W. G.

 $\dagger$  [1A.—(1) Dangerous petroleum if not in bulk, when transported † [1A.—(1) Langerous postuleum it not in ours, when uransported by sea, or partly by river and partly by sea, must be contained in receptacles of a type approved in writing by the Chief Inspector of

(2) Where the type which it is proposed to use has not already been "Piproved by the Chief Inspector of Explosives six of required by him, more than six oepies of a detailed drawing thereof to scale shall be forwarded to him for approval.

(3) The receptacles shall be kept in proper repair and shall e recepsacies saan oe seps in proper repair and saan, be available for inspection at any time by the Chief Inspector or by an Inspector of Explosives.

(4) Special precautions shall be taken against smoking and scial precautions sum to taken against smoking and the use of lights of any kind while the cargo is being loaded or unloaded.

† Vide Notification No. 163x-Com., dated the 19th February 1923,

- 2. An air-space of at least one-twentieth 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.

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

\*5. As soon as cans, drums or other receptacles containing dangerous petroleum are emptied of their contents, they shall be securely closed with bungs, plugs or caps of either metal, wood or strawboard.

f6. When the petroleum is conveyed by road in ordinary motor tank wagons, the tank wagons shall be of a design approved by the Chief Inspector of Explosives in India,

7. The tank wagons must have printed thereon in conspicuous characters the words " Highly Inflamable."

8. The tank wagons shall in no case be loaded beyond the maximum gross load.

9. Filling and emptying of tank wagons shall be performed in daylight.

10. Tank wagons shall not be filled or emptied within 10 yards of a flame furnace or fire, nor at any place where the wagon is exposed

11. In filling any tank wagon an air space must be left of not less than 5 per cent, of the total capacity of the tank.

12. Except when loading and discharging, the lid and all inlets and outlets of the tank (whether loaded or emptied) shall be properly secured and closed air tight. ]+

\$13. Without prejudice to the operation of any applicable rule under the Indian Motor Vehicles Act, 1914, for the time being in force whereby a lower limit of speed is imposed, the speed of a motor tank wagon or a motor lorry conveying petroleum in receptacles, shall not exceed 30 miles per hour if fitted with pneumatic tyres and 15 miles per hour if fitted with solid tyres.

II,-For dangerous petroleum in the case of the holder of a license in Form L.

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

Vulc Notification No. 232-T. Com., dated the 6th May 1927.
 Vide Notification No. 801-Com., dated 11th October 1933.
 Vide Notification No. 5377-Com., dated the 2nd August 1934.

Provided that wooden cases shall not be necessary where the receptacles are made of tinned or galvanized sheet iron or steel and

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 air-space of at least one-twentieth of its capacity shall be left in each receptacle at the time of filling.
- 4. The receptacles must be so substantially constructed and se-4. The receptacies mass ne so substantiarly constructed and corred as not to be liable, except under circumstances of gross negligence or extraordinary accident, to be broken or become defective, leaky or
- 5. The nature of the contents and the words "Highly inflammable" must be distinctly marked on the receptacles.
- \*6. As soon as cans, drams or other receptacles containing dangerous petroleum are emptied of their contents, they shall be tangerous presonant are emplace of their contents, they shall be seemely closed with bungs, plugs or caps of other metal, wood or

# 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 crums or seem or non or osher receptacies not easily broken, or a tank-carts of a pattern approved by the Government of Bengal in this tank-causs or a passern approved by one covernments or being a membershalf, or in bottles securely stoppered and carefully packed so as to

(Provided that in the case of a native passenger ship to which Part IV of the Indian Merchant Shipping Act, 1923 (XXI of 1923) Part IV of the indian algorithm to Shipping Act, 1923 (XAI of 1920) applies, the petroleum shall be packed either in tins enclosed in outer appines, and personeuth stan, or packed other in this enclosed in outer wooden cases or in hermetically scaled iron or steel drams, or, if the petroleum has a flash point not below 150 Fahrenheit, it may be petroleum has a masn point not below 150° Fahrenheit, it may be packed in sound well-coopered wooden casks of not more than 50 gallons] capacity. (Vide Notification No. 1536 dated 18th March 1926).

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#### FORM I-A

(Rule 4-A of Chapter V, Part II.)

#### General authority to be given by the holder of a General License to his agent for the transport of petroleum. (Duplicate.)

 $\frac{1}{W_0}$  the holder(s) of  $\frac{1}{W_0}$  the holder(s) of I the holder(s) of General License No. \_\_ General License No. General License No. for the transport of for the transport of for the transport of dangerous petroleum in non-dangerous petroleum in non-dangerous petroleum in dangerous petroleum in and we adherwise than in bulk conference that in bulk bulk conference that is bulk to bulk or otherwise than in bulk orotherwise than in bulk bulk orotherwise than in bulk which may be convoyed to which may be convoyed which may be convoyed which may be convoyed them may be convoyed which may be convoye under rule 4, Chapter V, by me under rule 4, Chap- issued by me under rule

ter V, Part II, of the said 4, Chapter V, Part II, of the said rules Holder of General License No. -----Station\_\_\_\_ Date ... Norg.-This part to be for warded to the agent.

NOTE.—This part to be for warded for information to the Magistrate of the district in which the agent resides.

No \_\_\_\_\_

Holder of

Station

Part II,of the said rules.

General License

No....

Holder of

# 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 cases or packages containing)\* gallons

"To be omitted when of petroleum subject to the rules contained in the petroleum is trans-ported in bulk, Chapter V of Part II of Notification No. 143-Marine, dated 30th November 1914, and to the urther condition on the back of this license.

Vide Notification No. 232T-Com., dated the 6th May 1927

The

District Magistrate. Commissioner of Police, Calcutta,

## Endorsement on Form J. Conditions of License.

The petroleum, if not in bulk, shall be packed in air-tight tims or drums of steel or iron, or other receptacles not easily broken, or in tankcarts of a pattern approved by the Government of Bengal in this behalf, cares of a passern approved by the Government of Dengal in this behalf or in bottles securely stoppered and carefully packed so as to avoid risk

Provided that in the case of a native passenger ship to which Part IV of the Indian Merchant Shipping Act, 1923 (XXI of 1923) Part IV of the Indian short and Shipping Act, 1920 (All of 1920) applies, the petroleum shall be packed either in tins enclosed in appries, one postoreini suan de packed citater in on seed drums, o, if outer wooden cases or in hermetically scaled iron or steel drums, o, if other wooden cases or in nermetically scaled from or steel drains, o., a the petroleum has a flash-point not below 150° Fahrenheit, it may be the petroleum mas a mani-point not below 150° Fahrenneit, 1t may be packed in sound well-coopered wooden casks of not more than 50 gallons capacity. (*Vide Notification No.* 1536 dated 18th March 1926).

### FORM K.

(RULE 6 OF CHAPTER V OF PART II.)

Special license to transport dangerous petroleum.

LICENSE is hereby granted to of to transport (cases or packages containing in all) • To be omitted gallons of dangerous petroleum from when petroleum transported in bulk.

subject to the rules contained in Chapter V of Vide Notification lo. 14-Marine, dated Part II of Notification No. 143-Marine, dated the 2nd February 1920. 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

> \*Secretary to the Government of Bengal (or section y is the Government of Bengal vo an officer appointed by the Government of Bengal in this behalf.) (Vide Notification No. 75-Marine, dated the 17th June 1915).

+ District Magistrate. Commissioner of Police, Calcutta. 117

### Endorsement on Form K.

#### Conditions of License.

1. Save as provided in condition 1-A, the petroleum if not in bulk must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plate receptacles containing each not more than sixty-five 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:-

Not less than

[(1) When the capacity does not exceed 2 gailons ... 27 B. W. G. ...

When the capacity exceeds 2 but does not exceed 4 callons

(3) When the capacity exceeds 4 but does not exceed 30 gallons ... 18 B. W. G.

(4) When the capacity exceeds 30 but does not ... 17 B. W. G. exceed 45 gallons

(5) When the capacity exceeds 45 but does not exceed 65 gallons 1 ... 16 B. W. G.

†Vide Notification No. 4359-Com. dated 1st August 1932.

[1A.-(1) Dangerous petroleum, if not in bulk, when transported by sea, or partly by river and partly by sea must be contained in receptacles of a type approved in writing by the Chief Inspector of

> (2) Where the type which it is proposed to use has not already been approved by the Chief Inspector of Explosives six or (if required by him) more than six copies of a detailed drawing thereof to scale shall be forwarded to him for approval,

(3) The receptacles shall be kept in proper repair and shall be available for inspection at any time by the Chief Inspector or by an Inspector of Explosives.

(4) Special precautions shall be taken against smoking and the use of lights of any kind while the cargo is being loaded or unloaded.]\*

<sup>\*</sup>When the quantity exceeds 1,000 gallons, †When the quantity does not exceed 1,000 gallons

Vide Notification No. 1033-Com., dated the 19th February 1923.

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

3. The recoptacles must be so substantially constructed and o. The receptations must be substituting construction and secured as not to be liable, except under circumstances of gross neglisecured as not to be made, except under circumstances of gross assu-gence or extraordinary accident, to be broken or become defective,

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

†5. As soon as cans, drums or other receptacles containing To as soon as caus, urums or other receptations containing dangerous petroleum are emptied of their contents, they shall be scurrely closed with bungs, plugs or caps of either metal, wood or

† Vide Notification No. 232-T. Com., dated the 6th May 1927

### 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.

Fee Rs. 5.

A GENERAL license is hereby granted to A Seasthat Hemeles is nereny granicu to transport danger petroleum, otherwise than in bulk, up to ## gallons at a time subject to the rules contained in Chapter V of Part III of Market and Market an tons and sime subject to the rules contained in Chapter v of Line violation No. 143 Marine, dated 30th November 1914, and to the

\*\*Secretary to the Government of Bengal (or an officer appointed by the Government of Bengal in this behalf) vide Notification No. 75 Marine, dated 17th June

‡District Magistrate.

The

Commissioner of Police, Calcutta. 19

\*\*When the quantity exceeds 60 gallons. ‡When the quantity does not exceed 60 gallons.

# Endorsement on Form L.

Conditions of License.

I. The petroleum must be contained in gas-tight tinned or 1. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel, or lend-plate receptacles containing each gaivanized sneet iron, steet, or lead-plate receptacies containing each not more than 4 gallons and fitted with well-made filling holes and not more than a gausous and noted with well-made filling holes and well-flitting screen. Plugs or with screw cap or other cap with metal air-bight under-cap. Such recopacies shall be packed in strong wooden. tignt under-cap. Once recorpsions small be picked in strong wooden cases, the thickness of the wood to be not less than three-eighths of

Provided that wooden cases shall not be necessary where the recentacles are made of timied 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 air-space of at least one-twentieth of its capacity shall 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.

\*5. As soon as cans, drums or other receptacles containing dangerous petroleum are emptied of their contents, they shall be securely closed with bungs, plugs or caps of either metal, wood or strawboard.

Vide Notification No. 232-T. Com., dated the 6th May 1927.

#### FORDI M.

FRULE 22 (2) OF PART III.3

General license to import dangerous petroleum in quantities exceeding 40 gallons.

A GENERAL license is hereby granted to

A GENERAL license is nereny granted to to import dangerous petroleum at the port of Calcutta Chittagon 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

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Secretary to the Government of Bengal (or an officer appointed by the Government of Bengal in this behalf) vide Notification No. 75-Marine, dated the 17th June 1915.

The

#### 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 tinned or galvanized sheet iron, steel, or lead plate receptacles containing each not more than 65 gallons and

fitted with well-made filling holes and well-fitting serow plugs or need with every working many many and well-maning serow pugs, or with serow can, or other can with metal nin-tight under-can. 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 rrovince that wooden cases small not no necessary where the receptacles are made of tinned or galvanized sheet iron or steel and

[(1) When the capacity does not exceed 2 gallons 27 B. W. G. When the capacity exceeds 2 but does not

When the capacity exceeds 4 but does not · · · 22 B. W. G.

When the equacity exceeds 30 but does not ... 18 B. W. G.

(5) When the capacity exceeds 45 but does not ... 17 B. W. G.

 Vide Notification No. 4359-Com,, dated 1st August 1932. ... 16 B. W. G.

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

3. The receptacles must be so substantially constructed and seo. The receptations have so substantially constructed and so-cured as not to be liable, except under circumstances of gross negligence cured as not so be mane, except under circumstances of gross negatives or extraordinary aecident, to be broken or become defective, leaky or (Vide Notification No. 44-Marine, dated the 10th April 1916.)

### FORM P.

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

License to possess dangerous petroleum in bulk.

LICENSE is hereby granted to storage, in the place described below, of Fee Rs storage, in the place described below, of dangerous petroleum subject to the rules for the storage of petroleum dangerous perforcing suppose to the rules for the storage of petroleum published in Notification No. 143-Mayine, dated 30th November 1914, phonesica in resonance and the back of this license.

This license shall continue till the

Secretary to the Government of Bengal or secretary to the trovernment of occupation officer appointed by the Government of Bengal in this behalf, (vide Notification No. 75-Marine, dated the 17th June 1915).

(Description of the place above referred to.)

### 121 Endorsement on Form P.

#### Conditions of License.

- 1. Each tank containing dangerous petroleum shall either besenarately 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. 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 filling or 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 threefifths 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 storage tank or between such a storage tank and a storage or filling shed, the distance being measured between the nearest points of the perimeters 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 whatever 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.
- 19. The responsible agent or supervisor, referred to in rule 2 of Chapter I, Part II of the rules for the possession of petroleum, published in notification No. 143 Marine, dated the 30th November

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These tanks shall not have a greater capacity than 30,000 gallons, † Vide Notification No. 7096-Com., dated 7th December 1932.

Thc

1914, shall not allow any person to enter a tank, which has contained

- (a) such person wears a safety helmet of a description approved
- (b) (i) the responsible agent or supervisor has certified in writing as the result of an examination of the tank by himself or by some other competent person, that the atmosphere in the tank is fit for persons to enter, and
- (ii) at least one safety helmet of a pattern approved by the Governor in Council shall have been kept ready for instant use at the manhole of the tank which is being
- †9A. No work, involving the use of fire, welding or hot revetting, shall be performed in or on any tank until the tank has been certified in such the performed in or on any mank until the tank has been certified the manner laid down in clause (b) of condition 9 to be free from the manner and down in clause (b) of condition 9 to be free from petroleum vapour. When any water is pumped into or withdrawn from personeum valour. When any water is pumped into or withdrawn non-the tank no further work of the above description shall be done until the tank has been refested and a fresh certificate issued.
- 10. The distance specified in conditions 4, 5, and 6 may be reduced by the Local Government on the recommendation of the required by the Local Government on the recommendation of sort Chief Inspector of Explosives in cases where screen walls are pro-Uniq inspector of axplosives in cases where screen walls are pay-yield, of other special precentions taken, or where there are special circumstances which, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

# RULES FOR REGULATING THE CARRIAGE OF PETROLEUM IN NATIVE PASSENGER SHIPS.

# NOTIFICATION.

### SHIPPING.

# Dated Simla, the 30th May, 1925.

No. 40.-S (3).—In exercise of the powers conferred by sub-No. 40.-5 (3).—In exercise of the powers conferred by subsection (1) of section 191 of the Indian Merchant Shipping Act, 1923 section (1) or section 191 or time indian attenuant Shipping Act, 1926 (XXI of 1923), and in supersession of the notification of the Govern-(XXI of 1925), and in supersession of the nonmeation of the Government of India in the Department of Commerce, No. 40-S., dated the ment of India in the Department of Commerce, No. 40-5., dated the 26th January 1924, the Governor General in Council is pleased to 26th January 1928, and Governor General in Council is pleased to make the following rules regarding the carriage of petroleum in native passenger ships, the same having been previously published as native passenger surps, one same having been previously required by sub-section (4) of the said section, namely :-

1. No petroleum which is dangerous within the meaning of the I. No perroteum which is dangerous within the meaning of the Indian Petroleum Act, 1899 (VIII of 1899), shall be shipped on

† Vide Notification No. 7096-Com., dated 7th December 1932,

board any native passenger ship proceeding or departing from British India, and no other petroleum shall be carried on board such a ship except under the following special conditions, namely :-

- A .- Where petroleum is carried as fuel in bulk for use of the ship-
- It shall have a flash point of not less than 150° Fahrenheit by Abel's close test and shall be carried in cellular double bottoms under engine and boiler compartments, or under ordinary holds, or in peak tanks, deep tanks, or bunkers of approved construction:
- Provided that the oil fuel storage tanks and installations in connection therewith fully comply with the conditions described in the Instructions to Surveyors contained in the Board of Trade Circular No. 1647 (Oil Fuel Installation in Passenger Steamships), dated January
- With each supply of oil taken on board a written guarantee must be supplied by the vendor, and signed by a responsible official in his employ, of the actual close test flash point, the type of instrument by which the test was made being in every case specified. These particulars shall be entered in the engine room log.
- B .- Where petroleum is carried as cargo-
- (i) 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.
- (ii) Each consignment of petroleum shall be covered by a declaration made and signed by the shipper in Form A (hereto annexed), if the petroleum has been imported into British India, and otherwise in Form B.
- (iii) \*The petroleum shall be shipped either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums: provided that petroleum which has a flash point not below 150° Fahrenheit may also be shipped in sound well coopered wooden casks of not more than 50 gallons capacity,
- (iv: The nature of every consignment of such petroleum shall be marked on the outside of the package containing it.
- (v) The 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

<sup>\*</sup>Vide Notification No. 40-S. (5), dated the 28th November 1925, Government of India, Commerce Department,

engine room or boiler, or in any compartment situated above the passenger spaces.† Any petroleum having a flash point of under 110°F, shall only be carried as deck cargo well clear of and away from deck passengers.

- (vi) There shall be a water-tight bulk-head between the engine room and any hold in which petroleum is stored, and the sluice-valves of such bulk-head shall be shut down
- (vii) 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.
- (viii) 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.
- (ix) No more passengers shall be carried than can with safety be accommodated in the ship's boats in case of accident, unless the vessel is a coasting one proceeding on a short voyage and there are provided life-belts sufficient for such passengers as cannot be accommodated in the boats.
- (a) At any port in which a ship carrying such 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.
- (xi) If any petroleum tested under clause (x) 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,
- (aii) The officer authorised to grant a certificate in respect of a netive passenger ship under section 157 of the Indian neuve passenger snip under section 157 of the industry Merchant Shipping Act, 1923 (XXI of 1923), shall not grant the same unless the master or owner of such ship produces either a certificate declaring than no petroleum is to be carried, or if petroleum is to be carried a certificate containing the Customs Officer or such other officer as the Chief Customs Officer may nominate in this behalf.
- 2. Whoever commits a breach of any of these rules shall be wnoever commiss a preach of any of these rules shall be punishable with fine which may extend to two hundred rupees, and,

when the breach is a continuing one, with a further fine which may extend to twenty rupces for every day after the first during which the breach continues.

#### FORM A.

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

Place	
Date	

Shippers.

#### FORM B.

We hereby declare that the whole of the petroleum contained in the cases or drums marked and presented for shipment on the 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, isherewith attached.

Place
Date

Shippers.

D. T. CHADWICK. Secy. to the Govt. of India.

### NOTIFICATION No. 109-MARINE.

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

### Control of bulk-oil vessels in the port of Calcutta.

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.

<sup>†</sup>Vide Notification No. 40-S. (6), dated the 5th March 1927, Government of India,

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

8. When the oil has been discharged, the vessel shall be trans-5. When ane on has been discharged, the vesser shall be unappeted, immediately the tide permits, to a fixed mooring on the sile of the river opposite to the oil depôt for the purpose of cleansing.

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

\*4. No bulk-oil steamer shall be taken amongst other shipping, The bulk-on sceamer snau be taken amongst owner supplied or into any wet or dry dock until her master produces a certificate or make any wee or any dock until ner master produces a cersiment from the testing officer stationed at Budge-Budge, certifying that the from one sessing onicer stationed at Binge-Binge, certifying state oil compartments are free from petroleum and petroleum vapour.

"Fees shall be paid for the services of Customs officers and peens Thees shall be paid for the services of Customs officers and power employed between the hours of 6 P.M., and 6 A.M., of any day or on the customs of the customs of the customs of the customs. empayer between one nours of 6 P.M., and 6 A.M., of any day or on ordinary holidays in accordance with the scale of fees payable to Preventive Officers for work on boardship and to poons for work in A revenue Connects not work on noaraship and to peons not work in customs wharves under the Sea Customs Act, subject to the condicustoms wharves under the Sca Customs Act, subject to the condition that the hours of night work at whatever hour commenced sometime one nours of mgnt work at whatever nour commences shall be reckoned from 9 P.M., till the time when the work is

"For work on Sundays and special holidays, as defined by rules under the Sea Customs Act, the fees paid shall be double those paid

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

# NOTIFICATION No. 66-MARINE.

The 24th May 1915. In exercise of the power conferred by rule 22 The same may 1910.—In exercise of the power conterred by rule as in Part III of the rules published under Notification No. 143-Marine. in Fart 111 of the rules published under Nothication No. 143-marile, dated the 30th November 1914, relating to the importation, possession dated the Suth Invocember 1914, renaing to the Importation, possessive and transport of petroleum in the Presidency of Fort William in and transport or petroreum in the residency or rore william .... Bengal, the Governor in Council is pleased to appoint the following Bengal, the Governor in Council is pleased to appoint the following officers to whom applications for import licenses under section 5 of the officers to whom applications for import licenses, under section 2 of the Indian Petroleum Act, 1899, shall be submitted by persons desirous of Indian resources also, sign or submissed by persons desirable importing dangerous petroleum in quantities exceeding 40 gallons:—

For the Port of Calcutta ... The Commissioner and Deputy Com-

For the Port of Chittagong... The Collector of Customs, Chittagong.

F. A. A. Cowley.

Offg. Secy. to the Government of Bengal. Vide Notification No. 120, Mnc. of 29th October 1915.
 Vide Notification No. 24 Mnc. of 2nd February 1921.

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### NOTIFICATION No. 82-MARINE.

The 15th July 1919 .- In exercise of the power conferred by clause (c) of sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule for regulating vessels whilst taking in or discharging petroleum in the Port of Calcutta :-

#### RULE.

It shall be the duty of the Port Police to see that the precautions prescribed by rule 21-A of the Petroleum Rules (published with notification No. 143-Marine, dated the 30th November 1914, as amended by notification No. 81-Marine, dated the 3rd September 1917), are observed by all vessels and cargo-boats loading or unloading netroleum in the Port of Calcutta for transhipment or otherwise,

> F. A. A. COWLEY. Secretary to the Government of Bengal.

### NOTIFICATION No. 34-MARINE.

The 15th September 1931 .- In exercise of the power conferred by section 126, sub-section (3) of the Calcutta Port Act, 1890 (Bengal Act III of 1890), the Governor in Council is pleased to confirm the following bye-law regulating the discharge of dangerous petroleum in bulk in the Port of Calcutta, made by the Commissioners under subsection (1) of section 126 and Section 127 of the Act:-

### BYE-LAW.

"Without the previous permission in writing of the Commissioners no person shall use or cause to be used steam generated in the boilers of a vessel for the purpose of discharging dangerous petroleum in bulk within the Port.

"A breach of this bye-law shall be punishable with a fine which may extend to Rs, 500"

E. N. BLANDY,

Secretary to the Government of Bengal.

## NOTIFICATION No. 17-MARINE.

The 16th May 1933 .- In exercise of the power conferred by sub-section (3) of section 126, of the Calcutta Port Act, 1890 (Bengal

Act III of 1890), the Governor in Council is pleased to confirm the Act 111 of 1890), the Governor in Council is pleased to control to following revised by-law regulating the landing and discharge of peta-leum in the Port of Calcutta made by the Commissioners for the Peri fourm in the Fort of Calcutta made by the Commissioners of the ton of Calcutta under sub-section (1) of section 126 and section 127 of the of Carcutan under sun-section (1) of section 120 and section 121 of the Act, in supersession of the by-law published under this department notification No. 15 Mnc., dated the 4th April 1932;—

# REVISED BY-LAW.

"No petroleum shall be landed at, or discharged from, any deek, wharf, quay, jetty or pier between Garden House and Cossipore, prowhirt, quay, jessy or pier between Garden House and Cossipore, provided that non-dangerous petroleum or petroleum declared dangerous vided that non-unargerous petroleum or petroleum deciared unargerous or products containing petroleum in quantities not exceeding 500 gallons for each consignment may be landed on quays at the decks gamens to each consignment may be named on quays as one tooms or jetties or discharged overside into boats or lighters on the following

- (a) that dangerous petroleum is covered by an import or a transport license granted under the rules for the time being in force under section 9 of the Indian Petroleum
- (b) that it is not unloaded from boats or lighters at the follow-
  - (i) On the Howrah side-Bechali Ghat, north of Cowie's
  - (ii) On the Calcutta side—Jagannath Ghat, Sahib Bazar Ghat, Ruthtolla Ghat or Baghbazar Ghat.
- 2. A breach of this by-law shall be punishable with a fine which may extend to Ra. 500, and when the breach is a continuing breach. may extend to us. o.u., and when the breach is a continuing oreseen, with a further fine which may extend to Rs. 200 for every day after

NoT\_Nothing in the above by they shall apply to petroloun or its products having a flash point of not less than 150°, by Abel's close test or to pricolean having a flash flash not less than 170° b', by Abel's close test or to pricolean berth in King Googa's Dock. by Abel's close test discharged at the

R. N. GILCHRIST, Joint Secy. to the Government of Bengal.

Form of Certificate prescribed by the Government of Bongal under Rule 1 (a) Part 1 of the Rules for the possession, transport and importation of Petroleum to be granted at the port of shipment for "Certificated Petroleum",

against same.

Brand.	No. of cases, casks, drums or tanks.	Quantity.	Flashing point by Abel's tes
			1
			j
			1
§			
- 1			
	Brand.	Brand. No. of cases, essles, drams or tanks.	Brand. No, of cases, cases, dumn of tents. Quantity.

Port of shi	pment		
Dated	the	,	40

NAME OF SHIPPER.

Signature and destination of Testing Officer.

NOTIFICATION-No. 41-Marine of 19th April 1906.

In the following rules and forms, the expression "the town In the journeying rules and forms, the corpression one country of Calentia" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort gunal Civil Jurisdiction of the High Court of Judicature at ron William in Bengal; and the copression "suburbs of Calcula," William in Bengal, and the expression suburus of Odeana, means the area excluded under section I of the Calcutta Suburban. neans the area execution under section 1 of the culculus survivous Police Act 1886 (Bengal Act 11 of 1886), from the general police

# PART I.—Importation of Carbide of Calcium.

Ports of importa. 1. Carbide of calcium may be imported only at the port of Calcutta.

2. The master or the agent of the owner of every ship arriving Duty of master or at any such port and carrying carbide of calcium agent on arrival of shall, on entering the harbour and before landing agent on arrival or ship, and also to the Port Officer or Harbour Master, the quantity and description of such carbide of calcium; and the master shall more the ship in such place as the Port Officer or Harbour Master may the saip in such place as the Port Ulneer or Harbour atuseer may direct, and, while any carbide of calcium remains on board, shall not curees, and, while any caronic of calcium remains on board, shall now, except for the purpose of proceeding to sea, remove the ship without the written permission of the Port Officer or Harbour Master.

†3. Carbide of calcium shall be brought into port only in hermetically closed metal vessels each containing Description not more than two hundred and twenty-four pounds vessels to be used. the label and caution hereinafter prescribed by rule I of Part V, and these vessels shall be of such strength and construction or so having no copper in their construction and bearing and these vessels shall be of such strength and construction of protected as not to be liable to be broken or to become defective or protected as not to be made to be oroted or to become detection insecure in conveyance, otherwise than by gross negligence or extra-

\*3A. "The contents of vessels containing carbide of calcium \*3A. The contents of vessels containing carbide of catening which are not packed as required by rule 3, or which are broken or which are not packed as required of rate o, or which are proken of defective, will be liable to be drowned in deep water in the harbour detective, win we have so of thousand in deep water in the narroun at the expense of the consignees under instructions from the Collector

4. No vessel containing carbide or calcium Opening of vessels 4. No vessel containing carbide or containing the shall be opened within the limits of the port.

+ (Vide Notification No. 30-Marine of 28-2-21.)

• Vide Notification No. 37-Marine, dated 24th March 1920.

- 5. (1) Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide of calcium brought into port, and, where such contaet may have occurred, to prevent the gas generated from being ignited.
- (2) The hold of every ship bringing carbide of calcium into port shall, from the time of the vessel's entering the port until all the carbide of calcium on board has been discharged or until the ship has left the port, be efficiently ventilated.
- 6. The master or the agent of the owner of any ship in port with carbide of calcium on board shall, when so Facilities to be affordrequired by the Collector of Customs or by the ed to inspecting offi-Port Officer or Harbour Master, or by any Police Officer of or above the rank of Inspector ap-

pointed by the District Magistrate Commissioner of Police in this behalf by order in writing, show to such officer all carbide of calcium under his control or on board, and shall afford every reasonable facility to enable such officer to inspect and examine such carbide of calcium so as to ascertain whether these rules are duly observed.

7. Carbide of calcium shall be landed only between sunvise Time and place of and sunset and at such place or places as the Collector of Customs shall direct.

†7A .- All carbide of calcium landed from any ship shall be removed without unnecessary delay to some duly licensed place of storage, and, if conveyed by water, shall be conveyed only in an open barge duly licensed by the Commissioners for the Port of Calcutta for the conveyance of carbide of calcium.

8. On receipt of the declaration referred to in rule 2, the Col-Permission for lector of Customs shall permit the carbide of calcium to be landed.

# PART II.—Possession of Carbide of Calcium.

1. No carbide of calcium shall be kept at any place, with or without a license unless it is Carbide of calcium to be "com-"commercially pure," i.e., unless mercially pure. it contains no impurities liable to

generate phosphuretted or siliciuretted hydrogen so as to render the gas evolved liable to ignite spontaneously.

> "In Calcutta and the suburbs of Calcutta, † Vide Notification No. 30-Marine of 28-2-21.

2. No license shall be required for the possession of carbide Conditions of possession and sale of calcium (i) in any quantity not without license. exceeding five pounds if it is kept

not more than one pound, of the nature described in, and not more taan one pound, of the nature described in, and labelled as required by rule I of part V; (ii) in any quantity exceeding five but not exceeding twenty-eight pounds where the following conditions are observed and the vessels containing it are labelled

- (a) The carbide shall be kept only in metal vessels hermetically closed at all times when the carbide is not actually being placed in or withdrawn from such
- (b) the vessels containing carbide shall be kept in a dry and
- due precautions shall be taken to prevent unauthorized persons from having access to the carbide;
- notice shall be given of such keeping to the licensing authority referred to in rule S of this Part, and free access shall be afforded to any duly authorised inspector to inspect the portion of the premises where the carbide is kept and the generator, if any, is

Where a fixed generator is used on the premises :-

full and detailed instructions as to the care and use of the generator shall be kept constantly posted up in such place as to be conveniently referred to by the

Where it is desired to keep a greater quantity or where the above conditions cannot be complied with, application must be made

\*3. (1) Carbide of calcium in any quantity exceeding twenty-eight pounds may quantity exceeding twenty-circu-pounds may be kept only under a license to possess carbide of calcium granted under these rules.

(2) Every application for such license shall be in form A in the (2) Every approximation for such meeting snail be in form Λ in the schedule, and where the applicant proposes to engage in the schedule, and where one apparents proposes to engage in the manufacture of acetylene gas, the generating apparatus to be used by the licensee, whether manufactured in British India or imported, by the neensee, whether manufactured in pricing 1 india or imported, shall not be made to work at a pressure exceeding 60 inches water shall not be made to work as a pressure exceeding 60 inches water column, provided that if it be shown to the satisfaction of the column, provided write in to be shown to the satisfaction of the licensing authority that a higher pressure is necessary in any genelicensing authority that a ligher pressure is necessary in any generating apparatus and that such higher pressure may be used without

Pide Notification No. 5585-Com. of 4-12-1930.

danger, the licensing authority may, on the recommendation of the Chief Inspector of Explosives, allow the use of higher pressures up to a maximum of 250 inches water column on the condition that the apparatus is fitted with suitable safety devices

(3) Every apparatus unless a metal label of instructions as to its operation is fixed to it, shall be accompanied by a card of instructions as to its operation. Such instructions shall be fully detailed and shall not presuppose any expert knowledge whatever on the part of the operator. The operating instructions when not fixed to the apparatus shall be kept constantly posted up in a place where it can conveniently be referred to by the attendant

(4) A generator operating at a higher pressure than 60 inches water column shall have clearly marked on it the water column pressure at which it works.

4. Notwithstanding anything contained in rule 3 of this Storage of carbide of Part, carbide of calcium may, with the special permission of the Local Government, and on such conditions as may be fixed by it, be stored without a license in premises provided for the purpose.

Note-This rule is intended to be applied only in the case of Port Trust and similar premises.

Situation of storage 5. Carbide of calcium shall be stored,-

- (1) if in quantities aggregating not more than four hundred and fifty pounds-in a suitable uninhabited building at least twenty feet away from any other premises : provided that quantities not exceeding two hundred and twenty-five pounds may be stored in a place connected with a shop at a distance of at least ten feet from other premises :
- (2) if in quantities aggregating more than four hundred and fifty pounds and not more than three thousand pounds-in a suitable uninhabited building at least forty feet away from any other premises :
- if in quantities aggregating more than three thousand pounds and not more than fifty tons-in an uninhabited building at least one hundred feet away from any other premises.

Not more than fifty tons of carbide of calcium shall be stored in any one building.

6. Every building for the storage of carbide Construction of storage buildings. of calcium shall be-

constructed with stone, brick or iron walls with terraced, tiled or iron roofs, and with tiled, paved or cemented, or iron or steel floors raised at least a foot above the ground level ; and

- well ventilated and water-tight to the satisfaction of the
- 7. Carbide of calcium shall be stored only on racks or trestles standing at least one foot above the level of the Arrangement in stor-age buildings. ground, and no articles of an inflammable or combustible nature shall be kept in the same building.
- 7 A. If any carbide of calcium becomes wetted while being stored, it shall be destroyed by immersion in deep water under instructions from the licensing authority. If, however, deep water is not available, the wet carbide of calcium shall be spread out in the open in an isolated position, all precautions being taken to prevent lights being brought near until the material has given of

Note. The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum and probably by a disagreeable odour showing a leakage of gas.

8. License to possess carbide of calcium shall be in Form B in the schedule, and may be granted by the Commissioner of Police in the Town of Calcutta, and the suburbs of Calcutta, and clsewhere by the District Magistrate or any Magistrate of the first class, or by such the Distance anagrasance or any anagrasance or the mass cases, or other officer as the Local Government may, from time to time, by an

 Every license for the possession of carbide Continuance of of calcium shall remain in force until the 31st liconeo December next following the date of issue of the license:

Provided that the licensing officer may, at any time, for good and sufficient reasons, cancel any such license.

Fee for license. 10. The fee for a license to possess carbide of calcium shall be five rupees.

- 11. Every application for the renewal of a license to possess carbide of calcium shall be made in the same Renewal of license. manner as an application for an original license.
- 12. Every such application shall be made at a date not less 12. Every such approximation start be made at a date not see Date of and fee for, than fiften days prior to the date on which the original license expires. The fee charged for the renewal of a license shall be three rupees. application for re-
- 13. Every retail vendor of carbide of calcium, selling any Packing and marking quantity exceeding half a pound to a purchaser, shall deliver it to him in an air-tight tin or drum, packed and marked in accordance with

Vide Notification No. 861-Com, of 12th February 1923.

these rules, and bearing the name of the vendor plainly printed on the package.

14. Every retail vendor shall keep his carbide of calcium in Packing and opening a receptacle which can be easily opened and closed again so as to be air-tight, and shall open for the purposes of sale, not more than one receptacle at a time.

# PART III .- Transport of Carbide of Calcium.

- 1. No license shall be required for the transport of carbide of calcium in any quantity not exceeding five Conditions of transpounds if it is packed in separate vessels, each nort without license. containing not more than one pound, of the nature described in, and labelled as required by rule I of Part V.
- 2. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to Conditions of transtransport carbide of calcium granted under these port under license. rules, and shall not be deposited at any time during transit in any building other than a building fulfilling the requirements of rules 5 and 6 of Part II, and shall not be stored in any such building except in accordance with the conditions as to storage prescribed by rule 7 of Part II.
- 3. Notwithstanding anything contained in rule 2 of this part, carbide of calcium while in the possession Conditions of trans-port by railway. of a railway for transport, shall not be stored in any railway goods shed, but shall be stacked in the open under waterproof sheets and so placed as to prevent its getting wet.
- 4. All lights shall be kept away from carbide of calcium stacked Special procautions. as provided in rule 3 of this Part.
- \*5. If any carbide of calcium becomes wetted while in the Method of disposal if possession of a railway for transport, it shall be destroyed by immersion in deep water. If, however, deep water is not available, the wet carbide of calcium shall be spread out in the open in an isolated position, all precautions being taken to prevent lights being brought near until the material has given off all its gas.
  - Note.—The fact of carbide of calcium having become wet will be indicated by the outward appearance of the drum and probably by disagreeable odour showing a leakage
- 6. (I) Where carbide of calcium is transported by passenger Condition of trans. train, no quantity exceeding four hundred and fifty pounds shall be carried by any one train passenger and the vehicles shall be well ventilated and as far as possible water-tight.

\* Vide Notification No. 147-Mnc. of 18th October 1921.

7. Licenses to transport carbide of calcium shall be either general or special in Form C or Form D in the Transport licenses. schedule, and may be granted by the Commissioner of Police in the Town of Calcutta, and the suburbs of Calcutta and elsewhere by the District Magistrate or any Magistrate of the first class, or by such other officer as the Local Government may, from time to time, by an order in writing, appoint in this behalf,

8. A general license to transport carbide of calcium may be granted only to a person who holds an annual Grant of general license to possess a quantity exceeding four transport license. hundred and fifty pounds of earbide of calcium,

9. A special license to transport carbide of Grant of special 9. A special neese to transport caronice or calcium may be granted to any person for a particular consignment at the discretion of the transport license licensing officer. Fee for general transport license. 10. The fee for a general

cium shall be three rupees. Application for general transport

license to transport carbide of cal-11. An application for a general license to transport carbide of

calcium shall state-(a) the number and date of the license to possess carbide of calcium held by the applicant;

(b) the period of currency of that license.

†12. A general license to transport carbide of calcum shall Continuance of gene-ral transport license. remain in force until the 31st December next following the date of issue of the license.

Application for a spe-13. An application for special license to transport earbide of calcium shall state cial transport license.

(a) the place from which the earbide of calcium is to be trans-

(b) the place to which it is to be transported;

(c) the number of drums or cases :

(d) the quantity in each drum or cases; (e) the name and address of the consignee;

(f) whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported; and

(g) the date on which it is proposed to despatch the consign-

Fide Notification No. 214-Com. of 23rd January 1922.
 Fide Notification No. 861-Com. of 12th February 1923.

14. A special lineense to transport carbide of calcium shall be in force for such period, not exceeding one month Continuance of spefrom the date of the grant of the license, as cial transport license. may be specified on the same.

15. The fee for a special license to transport for transport license. carbide of calcium shall be one runce.

16. The holder of a general license to transport earlide of calcium shall, with each consignment conveyed under cover of his license, issue a pass in Form of passes. E in the schedule specifying-

(a) the places from and to which the carbide of calcium is to be transported;

(b) the quantity of carbide of calcium covered by the pass;

(c) the name and address of the consignee; and

(d) whether the consignee has a license to possess carbide of calcium sufficient to cover the amount transported.

17. Carbide of calcium may be transported within this province under cover of any license granted by the pre-Validity of license scribed authority in any other province provided granted in another province. that the conditions of such license are observed throughout the period during which the carbide

of calcium is in transit,

# PART IV .- Inspection.

1. The Commissioner, the Deputy Commissioner or an Assistant Commissioner of Police in the town of Calcutta. Powers of Inspecting \*and the suburbs of Calcutta and elsewhere the District Magistrate, the Sub-divisional Magis-

trate or any Magistrate subordinate to the District Magistrate appointed by him in this behalf by order in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a license to possess carbide of calcium has been granted for the purpose of inspecting the same,

2. Any officer so inspecting may require a sample or samples Requisition of samples. to be delivered to him from any drum or case of carbide of calcium stored in the premises inspected.

3. The licensee of any premises inspected shall personally or through a representative show to the officer so Facilities to be inspecting every place and every vessel in which afforded to inspecting carbide of calcium in his possession is kept, officers. deliver any samples required, and give such assistance as that officer may require.

\*Vide Notification No. 214-Com. of 23rd January 1922,

Where a license to transport carbide of calcium has been Inspection during granted, any omcer autonorized under rate to this Part may, at any time and on or before the arrival of the carbide of calcium at its destination

board any ship or detain any conveyance, used for such transport for the purpose of inspecting the license granted for the transport of the consignment or the pass used by the licensee and seeing whether the provisions of these rules and the conditions of the license have been

# PART V.-General.

Description marking of vessels, and 1. Where carbide of calcium-

- (a) is imported or kept at any place after seven days from the date of its importation, or
- (b) is transported, or
- (c) is sold or exposed for sale,

it shall be contained in substantial hermetically closed metal vessels each containing not more than two hundred and twenty-four pounds, having no copper in their construction and having attached to them labels stating in conspicuous characters the words—"Carbide of calcium-dangerous if not kept dry," together with the following

"The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas." and with the addition,-

- (d) in the case of a vessel kept, of name and address of the
- (e) in the case of a vessel transported, of the name and address
- (f) in the case of a vessel sold or exposed for sale, of the name
- 2. A licensing officer may, for reasons to be reported to the Local Government, refuse a license in any case, the reasons for refusal being communicated to the applicant Refusal of licenses to the communicated to the applicant and the Local Government, may on receipt of such report, and on and the Local dovernment, may on receipt of such report, and on any representation made to it by the applicant, pass such orders on
- 3. Any explosion or accident occurring in connection with the 3. Any expression of accession of sale of carbide of calcium shall

be reported by the person in charge of the same Report of accident. for the time being without delay at the nearest nolice station.

- 4. Where a licensee dies or becomes insolvent or becomes mentally incapable or otherwise disabled, the Procedure on death person carrying on the business of such licensee or disability of licensee. shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably be necessary to allow him to make an application for a new license in his own name for the unexpired portion of the original license. Such new license shall be granted on payment of one rupec.
- 5. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted Loss of license on payment of a fee of eight annas.
- 6. The fees chargeable under these rules shall ordinarily be levied by means of impressed stamps. An applica-Levy of license fees. tion for the grant or the renewal of a license shall bear the proper stamp provided that, if the application is refused, the value of the separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license, minus the deductions prescribed by section 54 of the Indian Stamp Act, 1899 (11 of 1899), may be refunded to the applicant. An application should not be made on the stamped paper intended for the renewed license; but where this has been wrongly done, the value of the stamp may be refunded minus-
  - (1) the value of the stamp which should have been affixed to the application, and
  - (ii) the deductions prescribed as aforesaid,

Where the fees leviable under these rules have been made over to any Local body, the fees shall be paid in such manner as that Local authority may, from time to time direct.

7. Any person holding a license or acting under a license granted under these rules shall be bound to produce the Production same when called upon to do so by any Magistrate or Police officer of or above the rank of an officer in charge of a police station.

FORM A,

REGR. No.

Application to the

of

for a license to possess

Carbide of Calcium.

Name in full of applicant with particulars of his residence.

If a firm or company, its name or that of its Agent or Secretary.

Situation of building for which the license is required,

Quantity to be covered by license.

Is the carbide for use or for sale unopened in the vessels in which it is received, and, if not, what will be done with it?

In what vessels will the carbide be kept, what is the capacity of same, how are they closed against moisture, and of what material are they made?

In what part of the building will the carbide be kept?

How are the premises constructed ?

Are the premises used for other purposes, and if so, for what purposes?

Is the carbide to be used for the manufacture of acetylene gas?

How is the generator constructed, and what is its capacity? Give sketch,

Give particulars as to the building in which the generator will be placed, and state whether it is detached from other buildings, and whether it is used for other purposes.

How is it proposed to dispose of the residue?

Will the generator be in the sole charge of a person competent to manage it?

Signature of applicant.

Dated

Postal address.

### FORM B.

No.

A license to possess not more than pounds of carbide of calcium at any one time in the building described on the reverse is hereby granted to

, subject to the rules and conditions endorsed hereon. This license shall continue in force till and become void after, the

(Description of the building referred to on the back of this license.)

Signature.

Dated

19 .

# Endorsement on Form B.

[Here enter rules, I, 2, 3, 5 to 14 of Part II, 1 to 3 of Part IV and 1 to 7 of Part V.]

# Conditions.

This license is given subject to the provisions of the Indian Petroleum Act 1899 (VIII of 1899) and the above-mentioned rules for the possession and sale of carbide of calcium made thereunder.

- 2. If the licensing officer or any officer appointed under rule I of Earth IV calls on the license-holder by notice in writing to execute the property repairs to the building licensed which may, in the print of the safety thereof, the license-holder such officers the repairs wither porior, not being fixed by the newest from the date of receipt of the notice, as may be
- 3. Subject to the provisions of rule 2 of Part II, the licenses shall not deliver any quantity of carbide of calcium exceeding twenty-eight pounds to any one who has not a license sades exceeding half a pound except quantity of such carbide of calcium exceeding half a pound except when the rules as to the manner in which carbide of calcium is to be packed.
- 4. Vessels containing carbide of calcium shall be opened only for the time necessary for the removal of any quantity of carbide of calcium of the refilling of other well of any quantity of carbide of or refilling cuty reasonable precaution shall be adopted for preventiage well as for guarding against the tisk of ignition of any gas which may be liberated.
- Every storage vessel of a greater storage capacity than tropounds shall be secured with a lock or be kept in a locked receptade so as to prevent unauthorized persons having access to the contents.
- 6. Due precausions shall at all times be taken for the prevention of accidents from fire, and no smoking, light, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.
- 7. If carbide of calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be
  - \*(a) The apparatus used, whether manufactured in British India or imported, shall not be made to work at a pressure exceeding 60 inches water column, except when the use of higher pressures is specially permitted under rule 3 of Part II.
  - (b) Every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of carbide of calcium; shall be placed in an outbuilding which shall be separated as far as shall be well ventilated.
  - (c) No fire or such artificial light as would ignite inflammable gas shall be taken into or near the building, in which a

Vide Notification No. 5585.Com. of 4th December 1930.

8. Every apparatus (including generator and gas holder) used for the manufacture of acetylene gas shall as far as practicable, be constructed and used so as to provide against special risk, that is to sav:—

- (a) Copper shall not be used in any part of the apparatus.
- (b) The various parts shall be of adequate strength.
   (c) The escape of gas from the apparatus shall be carefully guarded against.
- (d) Satisfactory provision shall be made against the dangerous development of heat.
- (e) Satisfactory provision against undue pressure shall be made by the employment of an adequate safety valve connected with a pipe discharging into the open air and a suitable pressure gauge shall be attached to the apparatus.
- (f) Provision shall be made for the residue of the carbide of calcium being mixed with at least ten times its bulk of water on being removed from the apparatus.
- (g) No person shall have charge of an apparatus unless he has been properly instructed in its management.

### FORM C.

No.

A general license to transport pounds of carbide of calcium by rail, by road or by water,

, is hereby granted to , subject to the rules and conditions endorsed hereon.

This license shall continue in force till, and become void after

Dated the

# Endorsement on Form C.

### Rules.

[Here enter rules 1, 2, 6 to 8, 10 to 12 and 16 of Part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

# Conditions.

1. This license is given subject to the provisions of the Indian Petroleum Act,  $1899 \ (VIII$  of 1899) and the abovementioned rules for the transport of carbide of calcium made thereunder.

3. Where the carbide of calcium is conveyed by rail, it shall o. where one caronae or catenam is conveyed by tan, is said be subject to all the regulations which may, from time to time be prescribed generally or specially in that behalf by the milway authority of the line over which it is conveyed.

# FORM D.

No.

A special license to transport of carbide of calcium from hereby granted to

pounds , subject to the rules and conditions

endorsed hereon, and by the following route, namely :-The weight of carbide of calcium in each package shall not exceed

This license shall continue in force till, and become void after, the

Dated the

Signature

# Endorsoment on Form D.

# Rules.

[Here enter rules 1, 2, 6, 7, 9 and 13 to 15 of Part III, rule 4 of Part IV, and rules 1 to 7 of Part V.]

# Conditions.

- This license is given subject to the provisions of the Indian Petroloum Act, 1899 (VIII of 1899) and the abovementioned rules for the transport of carbide of calcium made thereunder.
- 2. Where the carbide of calcium is conveyed by steamer, it shall 2. Where the carond of calcium is conveyed by steamer, it shades be stowed in any such part of the steamer and in such manner as may
- 3. Where the carbide of calcium is conveyed by rail, it shall be 3. Where the carotte of calcium is conveyed by rail, it shall subject to all the regulations which may, from time to time be subject to an one regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority

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# FORM E.

This pass covers packages containing pounds of carbide of calcium being the property of (consignee's name) while in transport from

The said (consignee's name) has a license to possess carbide of calcium sufficient to cover the amount above mentioned.

Dated the

Holder of General License No.

# NOTIFICATION No. 46-MARINE.

The 29th May 1917 .- Under the provisions of rule 8 in Part II of the rules published under Notification No. 41-Marine, dated the 19th April 1906, as amended by Notification No. 3-Marine, dated the 16th January, 1907, relating to the importation, possession and transport of carbide of calcium in Bengal, the Governor in Council is pleased to appoint the Commissioners for the Port of Calcutta to be the licensing authority in respect of the quantity of carbide of calcium stored in their special godown built for the purpose.

I. The Governor-General in Council is pleased hereby to declare that acetylene, when liquid or when subject to a pressure above that of the atmosphere capable of supporting a column of water exceeding two hundred and fifty inches in height, and whether or not it admixture with other substances, or when in admixture with atmospheric air or with oxygen gas in whatever proportion and at whatever pressure, and whether or not in admixture with other substances, shall be deemed to be an explosive within the meaning of the said Act, subject to the following exception that if it be shown to the satisfaction of the Governor-General in Council that acetylene declared to be an explosive by this notification when in admixture with any substance, or in any form or condition, is not possessed of explosive properties, the Governor-General in Council may, by order, exempt such acetylene from being deemed to be an explosive within the meaning of the said Act;

Provided that nothing in this notification shall apply to acetylene in admixture with air when such admixture takes place only in a burner or contrivance in which the mixture is intended to be burnt:

Provided also, that nothing in this notification shall be held to apply to an admixture of acetylene and air which may unavoidably occur in the first use or recharging of an apparatus properly designed and constructed with a view to the production of pure acetylene:

Provided also, that acetylenc, when in admixture with oil-gas (that is to say, a gas manufactured from mineral oil), shall not when under compression be deemed to be an explosive within the meaning of the said Act, if the following conditions are fulfilled, namely:

- (1) The accetylene shall be generated only by the Atkins Dry Process.
- (2) The proportion of acetylene shall not exceed fifty parts by volume in every one hundred parts of the mixture of acetylene and oil-gas.
- (3) The acetylene and oil-gas shall be mixed together in a chamber or vessel before the gases are subjected to com-
- (4) The mixture shall not be compressed to a pressure exceeding one hundred and fifty pounds to one square inch :

Provided also, that acetylene when contained in a homogeneous porous substance with or without acctone or other solvent, shall not

\* Government of India Notification No. 596-D of 6th December 1919.

be deemed to be an explosive within the meaning of the said Act if the following conditions are fulfilled, namely :--

- (1) The porous substance shall fill as completely as possible the cylinder into which the acetylene is compressed.
- (2) The porosity of the substance shall not exceed eighty per cont.
- (3) Any acetone or other solvent used shall not be canable of chemical reaction with the acetylene gas or with the porous substance or with the metal of the cylinder, and the quantity of acetone or other solvent shall be such that when fully charged with acetylene it shall not completely fill the porosity of the porous substance at any temperature likely to be met with in ordinary practice or use.
- (4) A drawing showing the method of construction of every type of cylinder it is proposed to use for the storage of compressed acetylene gas shall be deposited with the Chief Inspector of Explosives with the Government of India and no cylinder shall be so used unless it is of a design approved in writing by the said Chief Inspector.

Provided that this shall not be deemed to prohibit the use of existing cylinders for a period of five years from the date of this notification.

(5) The pressure in the cylinder shall not exceed two hundred and twenty-five pounds to the square inch at a temperature of sixty degrees Fahrenheit:

Provided that no cylinder capable when empty of containing one cubic foot of water or more, which has the ends secured to the body by welding only, and no cylinder in which a porous substance is used without acctone or other solvent shall be charged to a pressure exceeding one hundred and twenty-five pounds to the square inch at a temperature of sixty degrees Fahrenheit. This condition shall not apply to cylinders used exclusively for marine lighting by an officer appointed by a Local Government in that behalf.

- (6) Every cylinder capable when empty of containing one cubic foot of water or more in which under this notification the pressure allowed may be two hundred and twenty-five pounds to the square inch, shall be annealed and every cylinder shall be tested by hydraulic pressure to a pressure of not less than four times the pressure to which the cylinder is to be subjected in use, such hydraulic pressure to be maintained for a period of not less than fifteen minutes and no cylinder shall be used which on the first occasion of its being subjected to this test shall show any permanent stretch.
- (7) The compression of the acetylene shall be carried out only on such premises as shall have been approved in writing by

the Chief Inspector of Explosives with the Government of India. Such approval may be withdrawn at any time by that officer.

- (8) No firm shall charge with acctylence any cylinder manufactured by any other firm unless it is in full possession of full particulars and previous history of such cylinder, α has otherwise assured itself that the cylinder complies with the requirements of such notification.
- (9) Whenever a cylinder is charged with acetylene it shall be subjected to a thorough visual examination if the history of the cylinder shows that it has not been subjected to such an examination within the previous twolve months and at the same time the valve shall be removed and the conditions of the porous substance at the neck of the cylinder ascertained.
- (10) Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldared to it the name of the manufacturer and the words "Acetylene compressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry No. 596-D, dated the 6th December 1919"; and every cylinder shall bear a label giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable whom empty of containing one cubic foot of water or more and manufactured after the date of this notification shall have stamped upon it the name or the trade mark of the manufacturer and the serial number of the cylinder.
- (11) Each charging firm shall keep a record of every cylinder charged by it. This record shall give the following information, namely:—
  - (a) the date of each charging of the cylinder;
  - (b) the dates upon which solvent has been added;
  - (c) the dates upon which the cylinder has been added; oughly examined as provided in condition (9), the results of each such examination, and the name of the person carrying out such examination; and.
    - in the case of cylindra first issued by the firm, the traw weight of the cylindre including porous substance and section of other solvent, the nature of the solvent and the maximum pressure allowed in the cylinder. The maximum pressure allowed in the cylinder. The control of the cylindra inspection of the Chief mand be open to the inspection of the Chief capable with the Government of India.

(12) Every facility shall be given to the Chief Inspector of Explosives and Inspectors of Explosives with the Government of India to inspect the apparatus and method by which the optimiders are charged.

II. The Governor-General in Council is pleased to prohibit absolutely the manufacture, possession and importation of such acetylene as is declared by paragraph I of this notification to be an explosive.

A. H. LEY.

A. H. LEY, Secretary to the Govt. of India.

# IMPORTATION AND SHIPMENT OF GASES AND LIQUIDS UNDER PRESSURE.

NOTIFICATION No. 2-MARINE.

The 15th January 1924—In exercise of the powers conferred by sub-section (3) of Section 126 of the Calcuta Part Act 1890 (Bengal Act III of 1890), the Governor in Council is pleased to sanction the following by-laws to regulate the impression and shipment of gases and liquids under pressure, made by the Commissioners for the Port of Calcuta, under Section 126 sub-section (1), Clauses (b) and (c) of the Act:—

### By-Laws.

Packages consisting of cylinders containing gases and liquids under pressure shall not be discharged from or shipped into vessels at the Jetties and Dooks in the Port of Calentta except in accordance with the following conditions, namely:—

- (1) Cylinders must comply in every respect with the recommendations made by the Homo Office Committee appointed in 1895 and must not exceed 8 ft. in length and 10 inches in diameter.
- (2) Cylinders must be separately and securely packed in a strong wooden case or in a covering made of closely plaited one-inch (circumference) hemp, coir or matting of such mature except that:—
- (i) several small cylinders not exceeding 24 inches in length and 4 inches in diameter may be packed in one box, provided that each cylinder is contained in a separate compartment or is separately encased in closely plaited 1 inch (circumference) hemp or coir or matting of such nature. Each box must not contain more than 25 small cylinders and the gross weight of each box and contents nuts not exceed \(\frac{1}{2}\) cwt.
- (ii) small cylinders not exceeding 12 inches in length and 3 inches in diameter containing nitrous oxide may be packed in wicker-work baskets containing two such cylinders in separate compartments.

- (3) All cylinders shall be sufficiently marked as to be easily identifiable as containing gas or liquid under pressure.
- (4) Discharge and loading at night will not be permitted.
- (5) Delivery from the ship's side shall be effected by the consignee immediately, as far as possible, and in any case within 24 hours, failing which they will be removed to the Hazardous Godown at the consignee's cost.
- (6) After being landed and until removed or placed in the Hazardous Godown, all cylinders shall be adequately protected from the sun's rays by a suitable covering.
- (7) Cylinders containing gases and liquids under pressure brought for shipment, shall not be placed on any quay, wharf or road and allowed to remain there, but shall be shipped immediately.
- (8) Cylinders containing gases and liquids under pressure must not be placed near a fire or exposed to other sources of heat.

A. MARR.

Secretary to the Government of Bengal,

# RULES UNDER GLANDERS AND FARCY ACT.

Notification No. 7239-Agri.—The 2nd September 1916.

### Rules

Definition of 1. In these rules—terms used in these rules

- (1) "the Act" means the Glanders and Farey Act, 1899 (XIII of 1899);
- (2) "the hospital" means the Contagious Diseases (Animals), Hospital attached to the Bengal Veterinary College Belgachia;
- (3) "Inspector" means an Inspector appointed under section 4 of the Act;
- (4) "the port" means the Port of Calcutta, and includes the River Hooghly and the channels leading to the said
- (5) "Schedule" means a schedule annexed to these rules;
- (6) "Principal" means Principal, Bengal Veterinary College, or any other officer in charge;
- (7) "Veterinary Practitioner" means a Veterinary Practitioner appointed under the Act.
- N.R.—By virtue of section 20 of General Clauses Act, 1897 (X of 1897), expressions used in these rules have the same meaning as in the Glanders and Farcy Act, 1899; consequently the expression "diseased" has the meaning stated in section 2 (1) of the latter Act, and the word "horses" includes assess and mules—Sterection 2 (2) of that Act.
- 2. The operations under the Act in the port shall be under the direction of the Principal, Bengal Veterinary College.
- Daties of Master 3. Whenever a vessel with one or more horses and signaller on board arrives off Saugor Island,—
  Saugor Island,—
  - (1) the Master shall-
  - (a) report to the Pilot in charge of the vessel the fact of the horse or horses being on board;
  - (b) hoist at the main or mizen mast, for the information of the signaller on duty in the port (if any horse is from Queensland), Flag H, or (if none of the horses are from Queensland) Flag N;
  - (c) keep the said flag flying until he is informed by the Inspector that none of the horses are diseased; and

- (d) not allow any horses to be landed until he has received a report from the Inspector that they are free from disease;
- (2) The signaller at Sangor shall telegraph at once to the Principal advising the arrival of the vessel.

Nore-The telegraphic address of the Principal is "Bencol" Calcutta.

- 4. When any horse is suspected of being diseased, the owner owner to report or person in charge shall report such fact to the Master of vessel.

  Master.
- 5. (1) Whenever a vessel with one or more horses on board is
  Entry of vessel by
  Inspector.

  Entry of vessel by
  Unspector.

  Entry of vessel by
  University of the vessel for the purpose of ascertaining whether there is any horse which is diseased.
- (2) All inspections of horses made by an Inspector under section 5 of the Act shall be made in the presence of the Master or some other officer of the vessel, and of the owner or person in charge of the horses, if he desires to attend.
- (3) Before making any such entry, the Inspector shall, if so required, produce his certificate of appointment. Every such certificate shall be in the form contained in Schedule I.
- (4) When making any such entry and inspection, the Inspector may be accompanied by any other Inspector or a Veterinary Practitioner or a member of the Veterinary Preventive Force whom he may consider it necessary to take with him.
- (5) The Master and every officer of such vessel and the owner or person in charge of the horses on board shall give free access to the Inspector and the persons (if any) accompanying him, and shall in every way facilitate his inspection.
- 6. (1) Whenever an Inspector having reason to believe that any Procedure when horse on board a vessel in the port is diseased or Inspector believes used horse to be diseased. In the port is diseased horse to be diseased. Such horse under section 6 of the Act, he shall deliver the same to a member of the Veterinary Preventive Force to be taken to a Veterinary Practitioner.
- (2) Such suspected horse shall ordinarily be taken, with all due care for the prevention of contagion to other horses and to human beings, to the hospital, there to be dealt with in accordance with the provisions of the Act and of these rules.
- (3) Any horse so sent to the hospital may be detained for such time as the officer in charge may consider necessary and may be submitted to any recognized test.

- 7. (1) When an Inspector seizes a horse, he shall present to Presentation of the Master of the vessel, or to the owner or decements after person in charge of the horse, a notice of seizure seizure shorse. In the form of Schedule II and a printed copy of these rules.
- (2) If the Inspector is a Veterinary Practitioner and if the horse is bound on examination to be diseased, he shall also present to such owner or person a certificate in the form set forth in Schedule III
- (3) If the Inspector is not a Veterinary Practitioner, and if the horse is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, procure from such practitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or person.
- 8. When the destruction of a horse has been ordered under bornetten of section 8 of the Act, it shall be destroyed humanely learnet. in the presence of an Inspector, and the careas shall be disposed of in the presence of a member of the Veterinary Preventive Prese.
- 9. If any horse is certified under section 8 of the Act to be suffering from surra or lymphangitis epizootica, a Veterinary Practitioner may, with the consent of the owner, direct that such horse shall be medically treated in such a manner and at such a place as to ensure that no danger to any other horse is entailed:—

Provided as follows :-

- no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgachia, and
- (2) in the event of the disease proving incurable, the horse shall, subject to the restriction imposed by the following rule, be humanely destroyed in the presence of an Inspector,

No horse certified to be suffering from surra or lymphangitis epizotics shall be destroyed until the existence of one of the said diseases has been confirmed by a bacteriological examination at the Bacteriological Laboratory of the Bengal Yeterinary College at Belgachia.

10. When a horse or carcass which is diseased or believed to be Presentise during the second of the present of

11. (I) If a diseased horse dies, or is destroyed under the Act, because of disease possible, and with all due care for the provention of horses.

contagion to other horses and to human heriges cause the careness to be taken to a suitable place to be there burner or otherwise disposed of in the safest and most efficacious manner practicable.

(2) The means of disposal to be adopted shall be decided in each case by an Inspector, and the work shall be carried out under the supervision of a member of the Veterinary Preventive Force.

Methods of disinfection of vessels and exection of the Act to the Master or the officer in charge of a water heat.

The Methods of disinfection of vessels water when the same distinfected, such disinfection and the Act.

(a) all refuse derived from cleansing, and all dung, litter, straw, grass or hay, shall be taken to a suitable place and burnt;

 (b) every piece of stable gear connected in any way with a diseased horse, including feeding-troughs, pails and battens, shall be burnt;

(c) every part of the vessel which has been within the reach of a
diseased or suspected horse shall be thoroughly scraped;
 (d) in the case of a steam vessel.—

 superheated steam shall be turned on and carefully applied to every part of the deck, hold or other place which has been occupied by any horse;

the deck, hold or other place, shall then be washed with soft soap and hot water containing 5 per cent crude carbolic acid or phenyle; and

(iii) the said place shall then be freely ventilated;

(e) in the case of a sailing ship or of a steamship unprovided with a steam hose, the procedure prescribed in clause (d) shall be adopted, except that servibing with hot water may be substituted for the use of a steam hose.

(2) Notwithstanding anything in sub-rule (1), the Inspector may prescribe any method of disinfection which in the special circumstances of the case may seem to him to be necessary.

Examination of vessel by Inspector after disinfection.

13. (I) Every vessel which has been disinfected under rule 12 shall, after disinfection, be examined by an Inspector.

(2) The Master or officer in charge of any such vessel shall give such Inspector all reasonable facilities for such examination.

(3) If the Inspector is not satisfied that the work of disinfecting any vessel has been thoroughly done, he may pass such orders as he may consider necessary to secure the proper disinfection of the vessel and the master or officer in charge of the vessel shall be bound forthwith to carry out such orders.

14. The expense of detaining, isolating and testing, under the Recovery of ex. Act or these rules, any horse which a Veterinary pones in design Practitioner has certified to be discussed, shall be with disseasily berre. recovered from the owner or the person who was in charge of the horse:

Provided that the whole or any part of such expense may be remitted and debited to the Government by the Principal, Bengal Voterinary College, if it is proved to his satisfaction that the debtor has exented promptly and thoroughly all the duties laid upon him by or muler the Act or these rules.

15. All sums due from any person under rule 14 shall be Recovery of sums recoverable on application to a Magistrate, as if they were fines.

10. If, after completing the examination, the Veterinary Practiforce is not continuate communication and the communication and the

17. In the event of obstruction the Police shall, on the written Assistance by application of an Inspector, a Veterinary Practitioner, or a member of the Veterinary Preventive Force, render such officers such assistance as may be necessary to enable them to perform their duties under the Act and these rules.

18. Every Inspector and every member of the Veterinary Preuniforms ventive Force, who is not a gazetted or commissioned officer, shall, when on duty, wear a distinctive uniform prescribed for his department: Provided that the Principal may exempt any officer from compliance with this rule.

19. Whoever commits a breach of any of these rules shall be Penalty for breach punishable with imprisonment for a term which of rules. may extend to one mouth, or with fine which may extend to fifty rupees, or with both.

20. (1) Compensation may be given to the owner of a horse which is—

(1) clinically diseased;

(2) apparently healthy
Compensation.

Compensation the recognized test and is thus proved to be diseased:

# Provided as follows :--

(a) the horse is proved to the satisfaction of an Inspector to have been the property of its present owner for not less than 14 days prior to the detection of the disease;

to be the property of its present owner; (c) it is not the property of the Government or of a District or Local Board or Municipality or of a company subsidised by Government or local authorities or of an asylum for animals;

(d) the owner of the infected horse has exercised reasonable expedition in bringing the case to the notice of an Inspector;

(e) the owner has given all reasonable assistance to such Inspector and to the officers of the Veterinary Department in preventing the spread of infection;

(f) the premises, harness, etc., have been disinfected or cleaned to the satisfaction of an Inspector;

The Principal shall determine the value of the horse.

(2) The scale of compensation will be-

Half the value of the horse subject to a maximum compensation

The estimate is to be based on the value of the horse immediately before it became subject to the rules under the Glanders and Farcy Act, 1899.

Explanation I.—The object of conditions (a) and (b) in sub-rule (1) is to discourage any dealing in or importation of horses known or suspected to be diseased.

Explanation II.—A horse becomes subject to the slaughter provisions of the Act immediately it is infected, that is to say, before it shows clinical symptoms of disease.

# SCHEDULE I

[See Rule 5.1

GLANDERS AND FARCY ACT, 1899.

Certificate of the Appointment of Inspector. Certified that

has been appointed by Government notification No. , dated the to be an Inspector under the Act, to exercise and perform the powers conferred and the duties imposed by that Act on such officers.

BELGACHIA, CALCUTTA.

Principal, Bengal Veterinary College. 157

# SCHEDULE II.

See Rule 7.1

Notice of seizure under Glanders and Farcy Act, 1899.

Notice is hereby given to you that whereas I am of opinion that your horse is diseased or has been in contact with a diseased horse, thereby constituting a public danger, I hereby order you to keep isolated such horse or horses, as described in the margin, until such time as you shall receive a written notice of release.

Inspector under the Act.

# SCHEDULE III.

[See Rule 7.]

GLANDERS AND FARCY ACT, 1899.

# Certificate that a horse is diseased.

Veterinary Practitioner under the Glanders and Farcy Act, 1899 (XIII of 1899), hereby certify as follows :---

A horse, as noted in the margin, said to belong to

, or to have been in charge of Descriptions --

having been seized under the said Act by Inspector Sex. Colour. , I have this Apparent age Brand or other marks of identi-fication. examined the said horse and believe it to be

diseased within the meaning of section 2 (1) of the said Act.

Belgachia, Calcutta.

Veterinary Practitioner.

# 1. River Due on Imports.

River due is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge river due either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged :-

- (a) On all goods discharged directly from any sea-going vessel into a Commissioners' lighter, on to the quay in the Docks, or on to the Calcutta or Garden Reach Jetties, 12 annus per ton or part of a ton when the landing-charge is levied by weight and in other cases at a rate equal to three-fifths of the landing-charge.
- (b) On all other goods discharged from any sea-going vessel:-(i) When freight is charged by weight by the steamer companies at the rate of Re. 1-4-0 per ton or part
  - (ii) When freight is charged by measurement by the steamer companies at a rate equal to the landingcharge which would have been levied had the same goods been landed by the Commissioners.
- (c) Transhipment eargo :--
  - (i) If landed overside into boats and re-shipped from boats into a second steamer no export river due will be
  - (ii) If landed from one steamer on to the quay, stored for some time in the Commissioners' premises and then re-shipped into another steamer no expert river due will be charged.
- (d) On motor cars or aeroplanes not in cases at Rs. 15 per car or aeronlane.
- On ship's life-boats at Rs. 4 per boat.
- (f) On all petrolcum to which the Indian Petrolcum Act applies at the rate of one pie per gallon.
- Note L.-When none of the above provisions apply river due is charged at a rate
- Note II.—A surcharge of 12% on the river due is levied on all imports other than grain, wheat and other cereals, pulses, seeds, rice, flour, atta,
- Note III.—Sample of sugar and other commedities, catalogues and other articles for which the stonner companies charge no freight and on which no ensure day in payable may be completed at the Commissioners' diagram.

# Section I (A) :-

- The following additional charges are also levied :-
- (a) On all goods (except those specified in sub-sections (b) and (c) below) landed from or shipped into any sea-going vessel

within the limits of the port, an "ad valorem" toll at the rate of four annas per Rs. 100 of value subject to the following maxima:-

- (i) On goods shipped into any sca-going vessel the "ad valorem" toll shall not exceed the total amount of river due payable on such goods.
- (ii) On goods landed from any sen-going vessel the "ad valorem" toll shall not exceed the total amount of river due that would be payable on such goods if they were discharged from a ship lying in the

Norm.—For the purpose of assessing the amount of "ad valorem" toil payable the value of the goods will be taken to be the tariff value as fixed by the Gavernment of India for the purposes of assessment of customs duty, or, if no such tariff value has been fixed, the real value as defined by Scotion 29 of the Sec Cautsons Act (VIII of 1889).

Calculations of the toll payable will be made to the nearest pice subject to a minimum charge of one pice per challan.

(b) A fixed toll at the rate noted against each item is charged on the undernoted goods, which are exempt from the "ad valorem" toll :-

1 anna per ton,

6 annas per ton.

... l anna per ton.

Manganese Ore

Salt

Timber

Wheat, rice, seeds			-
and other cer	eals, Hour, br	an and	
atta	***		4 annas per ton.
Sugar			4 annas per ton.
Baled jute	***		14 annas per bale.
Gunnies			12 annas per ton.
Tea			12 annas per ton.
Hides and Skins			16 annas per ton.
Cotton piece-good	s and all ki	nds of	
cotton twist			4 annas per bale.
Bunker coal			1½ annas per ton.
Shipment coal			½ anna per ton.
Scrap iron			2 annas per ton.
Mineral oil			1 pie per gallon.

- (c) All goods transhipped from one sca-going vessel to another are exempt from the "ad valorem" toll and a special surcharge is levied instead at the undernoted rates :-
  - (i) On sugar, rice, wheat and other cereals the surcharge is equal to 25% of the import river due payable on such goods.
  - (ii) On all other goods the surcharge is equal to 121% of the import river due payable on such goods.

# 2. Differential Tell.

Sec also Section 9B.

In addition to the landing-charges given below a differential tell is stelle of the differential tell is at less fevied on all goods landed at the Calentia Jetties. Differential tell is at less fevied on all goods landed at the Docks or Garden Reach control of the property of the prope

The toll is 12 annas per ton or part of a ton on all goods on which the landing-charge is levied by weight and three-fifths of the landingcharge in all other cases.

EXEMPTIONS.—The following goods are exempt from differential toll:—

- (a) Motor cars and aeroplanes not in cases.
- (b) Transhipment cargo under Section 1(e)(ii) above.
- (c) Ship's life-boats.
- (d) Pure cane molasses.
- (e) Locomotives landed complete.

### 3. Landing-charges.

The following landing-charges are odinarily levied on goods lathemselves the right to levy landing-charges on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:

Schedule No.	Description of goods,	Basis of charge.	Landing charge.
1 2	Cotton piece-goods and all kinds of cotton twist and yarus, Sugar, rice, grain, sage flour, tapiora flour and sucds.	Per ton or part of	Rs. a. r. 0 4 0
4	Gold, Silver and jowellery Animals not in cages	a ton, Por package Kach	0.40
. 6	Motor cars or neroslanous	Per cat or acroplane	2 0 0
ś	Molasses in bulk (as wharfage) Petroleum not in bulk (as wharfage) (For surcharge see Section 9).	Per ton Per ton or part of	0.12 0
9	Ship's life-boats	a ton. Per beat	1 4 0

Schedule No.	Description of goods.	Basis of charge.	Land		
10	All other goods on which freight is charged by weight by the steamer com-	Per ton or part of a ton gross weight.	It.	4	r, 0
11	panies and where the weight of any single package does not exceed 35 cwts. Over 35 cwts, but not exceeding 30 tons		. 3	12	0
19	Over 30 tons but not exceeding 100 tons		10		ŏ
13	All other goods on which freight is charged by measurement by the steamer companies and where the	Per 40 c. ft. or part thereof.	ì	Ō	0
14	measurement of any single package does not exceed 100 e, ft, with a mini- mum charge of 1 anna per package. Over 100 c. ft. and up to 200 c. ft		2	я	0
15	Over 200 c. It		ã	12	0

N.B.—At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning the landing-charge is 2 tons and not 35 cwts.

Nerg L.—The Botting crants. 100-ton shares and Lates cranes at the Decks are used for little of over 35 eres. When a crans owas acrees a ship at the Jottis or Docks, where and, services are normally required, the rates shown in use of a Botting crans or the 100-ton sheers in text of the 100-ton sheers in the 20,00 and for work after 6 to 30 or before 7 a.M. or on a habita, a few of 18 t 10 per lour is obserged or an observed by the 100-ton sheet of 18 or 100 per lours of the sheet of 18 or 100 per lours of the sheet of 18 or 100 per lours and the sheet of 18 or 100 per lours and the sheet of 18 or 100 per lours and the sheet of 18 or 100 per lours and 18 or 100 per lour

Note II —Where no basis for freight charge is laid down the landing-charge and all other charges payable to the Commissioners are recovered on weight or measurement has at the Commissioners' option.

Note III.—Double the schedule charges for landing, rent and removal are charged subject to the provisions of Section 4(d) :=

(a) on all matches not removed from the Commissioners' premises on the

or on an inscrine the removed from the Commissionous premises on the left of the commission of the commission of the commission of the left of the commission of the commission of the commission of the products inving a flashpoint below 2007 F, which are landed or products inving a flashpoint below 2007 F, which are barded or removed from the Commissionsof premises on the day for not removed from the Commissionsof premises on the day of

are not removed from the Commissioner's premises on the casy or landing or unleading.

(c) on all consignments of fire works landed or unloaded at the Docks or Jettes under the authority of Notification No. 3 Marine dated the 15th January 1932 which are not removed from the Commissioner's pennison of the day of familing or anhealing.

# 4. Rent.

(c) Gools are rent-free for three clear working days after the date of Inading, Sundays, Clausher holidays and dise non and days on which the Custom Homes Treasury is closed are not counted as working days. Goods not removed by the evening on the third day after the day of landing are charged rent from the following day at the rates given in the schedules helow whether the following day is or is not a working day.

Norm I.—The free time for wines, counts from the date of receipt in the Wine Godown.

Nore II.—The free time for hazardons goods other than matches and sulphur, counts from the date of receipt in the Hazardons Godown.

If landed at the Calcutta Jetties or Mullick Ghat Heavy Lift Tart ent is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge rent either in a weight or measurement basis at their discretion regardless of the basis on which steamer freight has been charged:

Description of goods.	Basis of charge,	Rent per diem for first 3 days after free time.	Rent per diem thereafter,
Goods of which no package exceeds 35 cwts, in weight.		Ra, A. P.	Rs. л. г.
Cotton piece-goods and all kinds of cotton twist and varn.	Per hale or ease	0 2 0	0 4 0
Sugar, rice, grain, sage flour, tapicea	See page 163		
Motor cars or aeroplanes not in cases	Per ear or aeroplane,	2 8 0	500
Hose-boxes	Rach	100	200
Ship's life boats	,	0 6 0	0 6 0
All other goods on which freight is charged by weight by the steamer companies.  All other goods on which freight is charged by measurement by the steamer companies and where the measurement of any single package does not exceed 150 c. ft.  On any package measuring over 110 c. ft.,	Per ton or part of a ton gross weight. Per 40 cubic feet or part thereof.	0 5 0	0 10 0
Goods of which each package exceeds 35 cwts. in weight.			
All goods on which freight is charged by weight by the steamer companies,	Per ton or part of a ton.	0 15 0	1 14 0
All goods on which freight is charged by measurement by steamer com- panies.	Per 40 cubic feet or part thereof,	1 0 0	20(

If landed at the Garden Reach Jetties or at the Docks rent is charged at the following rates, but the Commissioners reserve to themselves the right to charge rent either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged;

	Description of goods.	Basis of charge.	Rent per diem after the free time.
		-	
C	Goods of which no package exceeds 35 cwts. in weight,		Rs. л. г.
tw	on piece-goods and all kinds of cotton	Per bale or case	0 2 0
- Suga	r, rice, grain, sago flour, tapioca flour d sceds.	See page 163	
Moto	or cars and aeroplanes not in cases	Per car or aeroplane	2 8 0

Description of goods.	Basis of charge.	Rent per diem after the free time,
Goods of which no package exceeds 35 owts. in weight.	,	Rs. A. P.
Horse-boxes Ship's life-boxt- All other goods on which freight is charged by weight by the steamer companies, All other goods on which freight is charged by measurement by the steamer companies,	Each Each Per ton or part of a ton gross weight. Per 40 cubic feet or part thereof.	1 0 0 0 6 0 0 5 0 0 5 0
Goods of which each package exceeds 35 cwts. in weight.		
All goods on which freight is charged by weight by the steamer companies. All goods on which freight is charged by measurement by the steamer companies.	Per ton or part of a ton. Per 40 cubic fect or part thereof,	0 15 0

Note —At the Garden Reach Jotties and King George's Dock the limiting weight for redoning rent charges is 2 tons and not 35 cwts.

(b) On all sugar delivery of which is not taken within five clear freelying days from the dato of landing, rent will be charged from the fourth day affect the vessel began to discharge at the rate of Re. 1 per ton per month or part of a month for the first mouth; at the rate of Rs. 1-8-0 per ton per month or part of a month for the second month, and thereafter at the rate of Rs. 2 per ton per month or part of a month. Parts of a ton are recknoed as a ton.

(c) On rice, grain, sago flour, tapioca flour and seeds, delivery of which is not taken within three clear working days from the date of landing, rout is charged at the rate of 2 annas per ton per week or part of a week for the first four weeks: at the rate 4 annas per ton per week or part of a week for the fifth, sixth, seventh and eighth weeks; and at the rate of 8 annas per ton per week or part of a week thereafter. Parts of a ton are reckoned

(d) On damaged goods including wines for which a claim is ship, rent is not charged until the fifth clear working 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 landed by the ship.

(e) On transhipment goods, to which fourteen days free time is allowed from the date of landing, rent after the free time is charged throughout at the rate fixed in the schedule for the first three days storage after the free time.

(f) On unmanifested eargo, rent is not charged until ten clear working days after delivery of the outturn report to the vessel's agents, and then only at the rates notified for the first three days after the free time.

(g) On goods for despatch by railway or removal to the ware. houses, rent is charged up to the date of acceptance of complete papers, any period intervening between the submission of papers and their acceptance being charged for at the rate fixed in the schedule for the first three days' storage after the free time. In the case of bag imports the date of acceptance is to be taken as the date of registration for despatch.

(h) For rent on non-shipment traffic booked by rail to the docks, including Kantapukur and the Tea Warehouse, see Section 27.

# 5. Removal charge.

A removal charge equal to 75% of the landing-charge is levied on all import goods removed by the Commissioners from one point to another in the Jetty enclosure, or from one point to another within the Dock area, and also on all imports returned from the Calcutta Jetty or Dock or Garden Reach Jetty gates,

NOTE I .- The removal charge on sugar is levied if the goods incur rent, whether the bags are actually removed or not.

Nove II.—The removal charge on wines is not levied unless rent has been incurred. Nore III,-- The removal charge on rice and other grain traffic is levied only if the bags are actually removed by the Commissioners.

# 6. Loading charge.

- A charge of one-third of the landing-charge is made:-
- (a) for loading goods at a Heavy Lift Yard,
- (b) for loading carts or lorries,
- (c) for leading packages weighing over 35 cwts. at the Calcutta jetties or Kidderpore Docks into railway wagons,
- (d) for loading packages weighing over two tons at the Garden Reach Jetties and King George's Docks into railway

# 7. Goods landed and re-shipped into boats.

(a) Goods landed by the Commissioners on to a quay and re-shipped direct into boats are charged the ordinary landing-charge.

(b) Goods landed by the Commissioners on to a quay and re-shipped are charged double the landing-charge if orders for re-shipment are not given at the time of landing, and rent is charged in accordance with Section 4 after four clear working days' free time.

# Miscellaneous charges.

(a) Goods hoisted by the Commissioners' cranes from the hold of an ocean-going steamer on to the deck or direct into boats are charged one-third of the landing-charge provided the weight of each package is not more than 35 cwts at the Calcutta Jettics or Kidderpore Docks and not more than two ions at the Garden Reach Jetties or King George's Dock. If the weight is more than 35 cwts. at the Calcutta Jetties or the Kidderpore Docks and more than two tons at the Garden Reach Jetties or King George's Dock the full landingcharge is levied.

(h) A fee of Re. 1 is charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 is charged for issuing a landing certificate, or transferring charges from one vessel to another.

Norg.-A surcharge of 50% of the wharfage is payable on all kinds of petroleum or A successful of ado, of the wintinge is payano on an analysis perfected its products discharged from a sea-going vessel within the limits of the Port. River-due is also payable as laid down in Sections 1 and 17, See also Section 3 Note III (b).

(a) The undernoted charges are levied at Budge Budge Petroleum Wharf:-

# (i) Wharfage-

Wharfage is payable at the following rates :-

on dangerous petroleum ... 11 pies per gallon.

on non-dangerous petroleum ... 10 annas per ton of 280 and its products

gallons. Note.-Wharfage is charged on petroleum discharged in bulk from a vessel not being A warrage is controlled on performing the same per gallon on dangerous petroleum and at the rate of 15 annas per ton of 280 gallons on non-dangerous petroleum

and its products. (ii) In addition to wharfage, the following charges are made when handling is done by the Commissioners :-

... 4 pies per case. Stevedoring Barrels or drums ... 2 annas per barrel or drum.

... If the distance carried Cases does not exceed 500 feet-6 pies per

> If the distance carried exceeds 500 feet for every 500 feet or part thereof over and above the first 500 feet-an extra 3 pies per case.

If the distance carried Landina Barrels or drums ...

> feet-3 annas per barrel or drum. If the distance carried exceeds 500 feet, for every 500 feet or part thereof over and above the first 500 feet-an extra I anna per barrel

or drum.

does not exceed 500

Stevedoring or landing at night ... 50 per cent, extra. Repairing or refilling cases ... ... 4 pies per tin. Repairing and/or refilling barrels or drums ... 4 annas per barrel or drum. Conveying empty cases ... 6 annas per 100 cuses. Storage ... A charge at the rate of Rs. 3 per 100 sq. feet per week or part of a week reckoned on the maximum space occupied during the week is levied for the storage of non-dangerous pctroleum and its products in cases, drums, barrels, or other receptacles in the Commissioners' storage shed at Budge Budge.

(b) On all non-dangerous petroleum and its products discharged (o) On an non-dangerous perform and its products disconnection bilk from a vessel lying in the Kidderpore or King George's Docks a differential toil of one pie per gallon is levied, and wharfage, river due and surcharges are levied at the same rates as those payable at the time on non-dangerous petroleum and its products discharged from a sea-going vessel at the Petroleum Wharf,

# 10. Moyapur Dopot.

Magazine Fee, (Includes use of boat, landing, removal to magazine and delivery) ... Re. 1 per package. Rent Explosives · As, 8 per package per month or part of a month. River due ... .. Rs. 1-4-0 per ton plus 121% surcharge,

11. Warehouse charges.

Fairtie Warehouse-For non duty-paid or for duty-paid imported goods:

Rent per mensem or part thereof.

Rs. A. P.

Cotton Piece-goods and all kinds of Cotton twist and yarn ... 0 12 0 per package. ... 0 4 0 per eask. Cement ...

All other goods -

(i) if the landing-charge is levied by weight ...

0 0 per ton or part of a ton.

(ii) if the landing-charge is 0 0 8 per cubic foot. levied by measurement

If notice is given to the Commissioners to remove goods to the Fairlie Warehouse within three clear working days of the date of landing, rent is charged from the date the vessel from which the goods were landed leaves the berth after completing her discharge and is payable monthly in advance. Otherwise, the ordinary Jetty rent charges given in section 4 are payable up to the date the notice is given, and the Fairlie Warehouse rates are charged from that date.

Garden Reach "A" Warehouse :- For duty-patd imported goods :-

Rent per mensem or part thereof Rs. A. P.

Cotton Piece-goods and all kinds of Cotton twist and yarn 0 6 0 per package. 0 2 0 per cask.

All other goods-

- (i) If the landing-charge is levied Rs. A. P. ... 0 8 0 per ton or part by weight ...
- (ii) If the landing-charge is levied ... 0 0 4 per cubic foot. by measurement

If notice is given to the Commissioners to remove goods to the Garden Reach "  $\Lambda$  " Warehouse within three days of the date of landing, rent is charged from the date the vessel from which the goods were landed leaves the berth after completing her discharge and is payable monthly in advance. Otherwise, the ordinary Dock rent charges given in Section 4 are payable up to the date the notice is given, and the Garden Reach "A" Warehouse rates are charged from that date. Canning, Clive and Strand Warehouses: -

Compartments are let on monthly tenancy leases at the following

Ground	floor.	•••	Rs.	360	per	2,250	sa.	ft.	ner	mensem.
First	,,			300	٠				Į.o.	menseur.
Second		40.0		250	,,	,,	,,		"	**

Garden Reach " A " Warehouse :-

Compartments are let on monthly tenancy leases at the following rates of rent:—  $\,$ 

Ground fi First	loor	 Rs.	100 per	1,000	sq.	ft.	per	mensem.
Second	".	 33		**				
(DL: )	11	 **	70				,,	**

Budge Budge Petroleum Warehouse—See Section 9.

# CHARGES ON GOODS-GENERAL.

# 2. Charges for Travelling Cranes.

On lifts not exceeding 2 tons ... 1 0 per ton or part of a ton exceeding 4 tons but not exceeding 4 tons ... 1 8 do. On lifts exceeding 4 tons but  $n_{\rm tot}$ 

exceeding 10 tons but not exceeding 10 tons ... 2 0. do

The minimum charge, exclusive of haulage, is Rs. 10 per day or and the maximum charge is similarly Rs. 40.

An extra charge of  $R_8$  25 to cover haulage is made for the use of a travelling crane outside the Kidderpore Dock area.

# 13. Weighment or Measurement charge.

A charge of 8 annas per wagon is made for passing railway wagons over a weighbridge.

In cases where weights or measurements are not shown on invoices or freight bills or where it is necessary for the Commissioners's staff to weight ensures goods in order to assess landing or shipping charges, or for any other purpose, a charge equal to one-third of the landing or shipping charge may be levied.

When freight is charged on weight or measurement basis and the Commissioners elect not to recover their charges on the same basis, no weighment or measurement charge is levid if it is necessary for the Commissioners to weigh or measure the package.

# 14 Freight charges.

- (a) On goods, other than those referred to in paragraphs (b), (c) and (d) below, removed in Commissioners' was made any point outside this area or between any point in the Deck area and any point outside this area or between any point in the detay area and my point outside this area, or charge will be made of 12 annas per ion or part of a ten or Rs. 5 per axle at the Commissioners' option. The Commissioners' risk rate will be Re. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.
- (b) On rice, paddy, gram, maize, dhal and lentils removed a between any two points on the Port Trust Railway a charge will be made of 6 annas per ton or part of a ton, or Rs. 2-8.0 per rack at the Commissioners' option, if the removal be at the owners risk, and at 10 anna per ton or part of a ton, or Rs. 3-12-0 per acle at the Commissioners' option, if the removal be at the Commissioners' risk, except when such carriage is covered by the removal charge leviable under Sections 5 or 20 of the Commissioners' Scales of Charges.
- (c) On oil cake, jute, cotton, hemp and all fibres in bales removed from any point North of Howrah Bridge on the Port Trust Railway to any point in the Dock area the freight charge will be made as in paragraph (b)
- (d) On all commodities transported between any two points on the Port Trust Railway North of Howrah Bridge the freight charge will be made as in paragraph (b)
- (s) On military traffic the axle rate is always charged.

## 15. Local Terminal.

A charge of Rs. 5 per axlo is levied on all coaching traffle, with the exceptions mentioned in Note 1 of Section 16, received at rot despatched from any point on the Commissioners' railway system, and a charge of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option will be levide on all other railway traffle received at or despatched from places east of Tolly's Nullah within the jurisdiction of the Docks, for example, Fort William, Babughat, etc., when neither Port Trust Railway freight nor removal is papable to the Commissioners.

# 16. Shunting Charge.

At any point served by the Commissioners' railway system west of Tolly's Nullah, including Watgunge, the Hooghly Mill, the Remount Depot, Chetla and all private depots and factories within the jurisdiction of the Docks a charge of Rs. 1-4-0 per axle may be levied by the Commissioners for placing loaded or empty wagons or vehicles when neither removal nor Port Trust Ruilway freight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles:

- Note I -For the purposes of section 15 and 16 horse boxes and wagons carrying horses or brake-wans booked to and from the Remount Depot will be charged at Rs. I-4 per axle.
- Note II.—A shunting charge of 18, 1-40 per eale may be levied on all wagons booked to dopots East of Tolly's Nullah reuted from the Port Commissioners when neither Port True, Railway freight nor removal is payable to the Commissioners on the teaffic carried in these wagons.

# 16A. Diversion charge.

A charge of annas 6 per ton or part of a ton in the case of pig iron and of 75% of the shipping charge in all other cases is levied on all goods contained in foreign railway wagons when the wagons are diverted at the request of the shippers or consignees from any point other than a receiving junction with a foreign railway to any other point within the Dock area.

# CHARGES ON GOODS-EXPORTS

# 17. River Due on Exports.

On all goods loaded into any sea-going vessel within the limits of the Port, whether the loading is done by the Commissioners or of the Fort, whether the loading is done by the Commissioners or not, river due is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge river due either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged ;-

- 1. Cotton, hemp and any other fibres in bales whether steamer freight is charged by measurement or
  - by weight
- ... Its. 1-4-0 per ton or part of a ton. 2. Manganese ore, Chrome ore and
- Peroxide ore shipped in bulk ... 10 annas
- 3. Bauxite ore shipped in bulk

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... 4 annas per ton or part of a ton. 4. Iron ore shipped in bulk

5. Bunker coal loaded into vessel's bunkers for consumption on

board that vessel

6 All other export coal

7. Pig iron and serap iron

8. Motor cars or aeroplanes not in ... Rs. 15 per car or aeroplane.

9. Ship's life-boats ... ... Rs. 4 each.

... 5 annas per bale. 10. Baled jute

11. On all petroleum to which the

Indian Petroleum Act applies 1 pie per gallon. 12. All other goods on which-freight

is charged by weight by the ... Rs. 1-4-0 per ton or part of a ton. steamer companies

13. All other goods on which freight is charged by measurement by

Equal to the shipping charge, the steamer companies chargeable for such or similar goods.

Note I - When none of the above provisions apply river due is charged at a rate equal to the shipping charge.

Note II — A surcharge of 124% of the river due is levied on all exports other than manganese ore, obronue ore, peroxide, ore, tes, grain, wheat and other cereals, pulses, seeds, teo, four, att, butts, super and condition which a certificate of shipment has been generate by II God Grading Board under the provision of section 0 of the Coal Grading Board and the pulse of the Coal Grading Board.

Note III.—A relate of 50% of the river due is allowed on export coal in respect of which a Coal Grading Beard's certificate has been submitted.

# Transhipment Cargo :---

- (1) If landed overside into boats and re-shipped from boats into a second steamer no export river due will be charged.
- · (2) If landed from one steamer on to the quay, stored for some time in the Commissioners' premises and then re-shipped into another steamer no export river due will be charged.

### 18. Shipping Charges.

The following charges are ordinarily made for the shipment of goods at the Docks or Jetties, but the Commissioners reserve to

themselves the right to levy shipping charges either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Schedule No.	Description of Goods.	Basis of Charge.	Rate.
1 2	Coal Cotton, hemp, jute and all fibres in bales	ton.	Rs. A. r. 0 8 0
3 4	Grain and seeds excluding rice Hides and Skins	Per bale,  Per ton or part of a ton,  Per owt, or part of a	0 4 0 (See note below) 0 8 0
6	Manganese ore and all ores shipped in bulk  Tea	Per ton or part of a	0 8 0
7 8	Sheep and gonts not in cages,	Per 100 lbs, Per animsl.	0 1 0
9	All other animals not in cages  Horse Boxes	Each	2 0 0
10	Motor cars or acroplanes not in cases Ship's life boats	Per car or aeroplane	10 0 0
12	All other goods on which freight is chargeable by weigher and when the weight of any single poles and when the weight of any single poles and when the calculate Settlers (Souther Settlers) because the Calculate Settlers (Souther Settlers) Books or king George's Dooks and 2 cons at the Gardan Real Settlers or King George's Dooks and Settlers or King George's Dooks and Settlers or King George's Dooks and George's Dooks the Real Settlers or King George Books and Settlers or King George's Dooks and	Per ton or part of a ton.	0 32 0
13	All other goods on which freight is charged by measurement and when the measure- ment of any single package does not exceed 100 cubic feet with a minimum charge of 1 anna per package.		
14	Over 100 c. ft. and up to 200 c. ft.	Per cubic ft.	0 0 5
15	Over 200 c. ft		0 1 0
_		., ., .,	0 1 6

L—A relate of 2 annas per bule is granted on the shipping charge levied just a limit is shipping charge levied just a limit is shipping charge levied just a limit is based on a fleet the research starte, vis. 8 annus per relative charge similarly based on the charge of 4 annas per latic or shipping charge similarly based on the charge of 4 annas per latic or shipping charge similarly based on the charge of 4 annas per latic or in the charge of the charge of the charge of the per latic of the charge similarly based on the charge of the per latic of the per latic of the charge of the c

A rebate of I anna 6 pies per bale is granted on the shipping charge levied on jute in bales, but this rebate does not affect the removal charge on jute, which is I anna 6 pies per bale, or any charge based on the shipping charge.

Note II —On exports transhipped direct from one boat to another or to a ship, one-third of the shipping charge is levied provided no single package weighs over 35 outs. On packages weighing over 35 outs. the full shipping charge is levied.

Norz III.—On experts lauded by the Commissioners on to a quay from boats and shipped direct into bead or ship the ordinary shipping charge is levied.

Norz IV.—On experts handed by the Commissioners on to a quay from boats, stacked in a shed and subsequently shipped by boat or ship double shipping charge and rent charge as faild own in Section IV a rea beview.

### 19. Rent

(a) On goods received for shipment before exports are opened for the vessel by which the goods are to be shipped, rent is charged from the date the goods are received up to the date on which exports are opened at the following rates:—

Manganese ore and all other ores shipped in bulk, scrap iron and pig iron ... R

Re. 0-0-6 per ton or part thereof per month or part of a month, payable on the maximum stock held during the month.

Whent, seeds, gram, dhal, Kantapukur rates of rent lentils and peas. (See Section 27).

Coal ... See Section 23.

All other goods ... 25% of shipping charge per week or part of a week.

Ship's life-boats ... ... Re. 0-6-0 per day per boat.

Cotton (stored in the open at owner's risk) ... Re. 0-0-6 p

... Rc. 0-0-6 per bale per month or part of a month payable on the maximum stock held during the month.

# Shut-out cargo :---

(b) Goods which for any reason are not shipped will be allowed to remain in the shell rent free for seven working days after the vessel for which they were originally deelared has finished loading. If within this time complete documents are not submitted for shipment by a vessel for which exports have been opened, rent will be charged at the rates laid down in section 19(a) from the date of receipt of the eargo in the transit shed or yard up to the date on which complete documents are submitted.

Note.—Goods received for shipment but removed from the Commissioners' premises will incur rent charges at the rates laid down in clause 19(a) from the date of their receipt up to the date of their removal.

Put-back cargo :--

(c) Rent at the rate of Rs. 4,500 per mensem is charged for the occupation of a single-storied shed at the Docks or of one floor of a double-storied shed by cargoes of put-back vessels, and the goods remain in charge and at the sole risk of the Agents or Owners of the vessel. The Commissioners have the option of removing to a warehouse or warehouses.

If land is required for the storage of any such cargo in the open, rent is charged at the rate of Rs. 8 per cottah per mensem.

# 20. Removal and Re-stacking.

(a) On goods removed by the Commissioners from one shel, warehouse or yard to another shel, warehouse or yard within the Dock area, a removal charge equal to 75% of the shipping charge is levied, except that the removal charge on jute is 13 annas per bale.

Goods, excepting oil cake, removed from the Tea Transit Sheds to points other than shipment sheds within the Dock area are charged freight and not removal charge.

(b) When goods are re-stacked at the shippers request or on his account a re-stacking charge equal to the removal charge is levied. -21. Sweepings.

# If sweepings collected by shippers in the shipment shed, are not removed within four days after the ship leaves her berth they are removed by the Commissioners and rent is charged at they are removed by one commissioners and rent is contaged when rate of 2 annua per bug per week or part of a week plus a removal charge of 1 annua per bag. If after one mouth from the date the ship leaves her berth, the bags are not claimed, they will be sold by the Commissioners.

# 22. Jute .-

Burst bales and bales opened for examination:-

(a) Bales ex-wagons-The Commissioners return to the Press Houses, free of charge, examination bales, bales received at the docks in burst condition and bales that burst after arrival.

(b) Bales ex-boats, carts and lorries.—Bales that burst after arrival and examination bales, if not removed within four days after official advice has been given, incur rent at the rate of 2 annas per bale per week or part of a week for the first week, 4 annas per bale for the second week, 8 annas per bale for the third week and Re. 1 per bale for the fourth week. If the bales are not removed by the shippers within a month after arrival they will be sold to defray the Commissioners' charges incurred.

93. Coal.

In addition to the shipping charge of eight annas per ton (see	
be following charges are levied in certain circumstances :-	

On all shipments of bunker coal at the Docks whenever the quantity of bunker coal exceeds one-fifth of the total quantity of coal shipped by the steamer 1 6 per ton or part of a ton.

When coal or coke arrives before the ship is ready to receive it and is dumped ... 3 0 ,, ,, ,,

Nove. - This dumping charge will not be re-imposed, whether the coal arrives before the ship is ready or not, until further notice, except in the following cases:-

(i) When coal is dumped after rejection by the Coal Grading Board, (ii) When delivery of coal is taken by boats, carts, lorries or other vehicles

(iii) When coal is shipped from a rented private dopot.

RENT .- On all coal dumped rent is charged at the rate of one anna per ton or part of a ton per mouth or part of a month calculated on the maximum stock held during the month.

On coal which after being dumped at one berth is removed to another berth for shipment direct from wagons-

... Rs. 0 3 0 per ton or Loading ... part of a ton.

Wagon charge

Removal by coolies from one berth to another

Squaring up and measuring dumped coal after a vessel has completed loading ...

Labour for tending scales for weighing coal ... tons

0 2 0 per ton or Trimming coal shipped overside part of a

Night work (at the request of the shipper) additional charge

i76 · ·	177
Re-landing charges.—	
Landing, (including stevedoring)	(2) (a) Rent, including cost of laying down, opening before and closing after broker's inspection,
Removal from discharged berth.— Actual cost.	will be charged for the first month or part thereof, at 3 annas per
Loading Rs. 0 3 0 per ton or part	90 lbs. After first month per week or part of a
Wagon charge ,, 0 6 0	week 9 pies per 90 lbs.
Rent per week or part of a week , 0 4 0	
Coal loaded into Boats or Lighters, 0 8 0	In the event of congestion in the Warchouses, the rent on sold teas may be increased by the Commissioners, after 7 days notice, to 4 annas per week or part of a week per package from the expiration of the 24th day from the date of sale.
24. Manganese and all ores shipped in bulk.	(b) A removal charge equal to 75% of the shipping charge will be levied on all tea removed from a warehouse
In addition to the shipping charge of 8 annas per ton the following charges are levied if incurred:—	or Tea Transit Shed to a Shipment Shed.
Dumping from wagons Re. 0 3 0 per ton or part of a	When the removal charge is levied no loading charge [Sec. 25(14)] will be levied.
Loading into wagons , 0 3 0	(3) Delivery charge from Warehouse.—
Night work, unless three clear days notice of the	Teas not intended for shipment at the Docks or Garden Reach Jetties:—
shipment is given , 0 1 0	On packages each weighing 20 lbs. net or over 6 pies per package.
,, 0 0 6 , per month or part of a month payable on the maximum stock held diving the stock and the stock held	On consignments consisting of packages each weighing less than 20 lbs. net 6 pies per 20 lbs. or part of 20 lbs. net.
When removed in wagons	(No extra charge is made in the case of shipment teas, the service being covered by the shipping charge.)
wagon charge Re. 0 6 0 per ton or part of a ton but in the case of manganese ore, iron	(4) For transfer from one warehouse to another, the ordinary removal charge is made (See Section 20).
ore, chrome ore and	Kidderpore Docks and Auxiliary Sheds—Direct Shipment Teas.
peroxide ore the charge is 3 annas per ton or part of	(5) (a) Rent, removal, and shipping charges are levied at the rates quoted for exports in general.
a ton and in the case of bauxite ore the charge is 2	(b) On tea not booked to a specified shipment shed and unloaded at Kantapukur, rent will be charged at the rate of 6 pies per 100 lbs, per week or part thereof.
annas per ton or part of a ton.	Miscellaneous charges—
25. Tea.	(6) Cross cutting chests on one side, per package 6 pies.
Tea Warehouses—Sale Teas :-	(7) ,, ,, ,, both sides ,, ,, 1 anna.
(1) Receiving at Warehouse, including wharf toll, per 90 lbs 6 pies.	(8) Re-opening for inspection and closing, per package 6 pies.
··· u pies.	(9) Assorting and re-stacking, per package 2 pies.

.

(10)	Bulking and r chests or h	re-packing full alf chests into	chests into	full per
	o enests	***		

(11) Bulking and re-packing full into half chests, per 2 chests ... ... 1 rupee.

(12) Gross weighing, per package ... 3 pies. (13) Nett weighing, including opening, re-soldering and closing, per package

... 24 annas. (14) Loading into wagons from Tea Transit Shed for direct shipment, per package ... 2 pies.

(15) Charge for permitting public to re-pack with their labour when space is available, per package ... 2 annas.

(16) Lead for repairs ... Actual cost. N.B.—Charges for bulking and re-packing are calculated on the original number of chests, and in the case of all charges, fractions of an unit are charged for as an unit.

# 26. Unloading charge.

A charge of one-third of the shipping charge is made for unloading carts or lorries and for unloading packages weighing over 35 cwts. from railway wagons.

# Grains, seeds, pulses and other inward Rail-borne traffic.

All grains, seeds and pulses booked to the Docks are unloaded at Kantapukur unless booked to a particular shipment shed. Rent is charged from the date on which the goods are unloaded at the following

From 1st to 4th week -/3/- as, per ton or part thereof per week or part of a week.

From 5th to 8th week -/5/- as, per ton or part thereof per week or part of a week.

From 9th and subsequent weeks -/7/- as, per ton or part thereof per week or part of a week.

Shed accommodation at Kantapukur can be leased from the Commissioners at the rate of Rs. 60 per 1,000 sq. ft. per month but the goods remain at the sole risk of the tenant.

Goods for shipment whether from a rented or general shed are charged removal charge plus shipping charge.

Note I—all non-dipment goods booked by not to the Docks, including Kantapakur and the Tea Warchauses, which may be to the Docks, including Kantapakur pending delivery us charges, which will read to Commissioner's custody to the Commissioner's custody where the Commissioner's custody from midnight of the date on which and a week, subject to 48 for manual commissioner of the date on the part of a week, subject to 48 for midnight of the date on which the control of the Commissioner's customer o

on such goots.

Now. II.—When freight is levied by weight, what fage will be levied on such weight and when freight is levied on the vehicle in or on which the goods are carried upon the carrying capacity of such vehicle.

Nora III.—Sundays and other holidays are treated as dies non in calculating wharfage. In all other respects the general rules regarding wharfage in force over the Eastern Section of the Eastern Bengal Railway are applied.

# 98 Hides and Skins.

The rates of rent at the Hide Depôts are :-

Godown accommodation Rs. 50 per 1,000 sq. ft. per mensem.

... Rs. 30 per 1,000 " Vorendehs ... Rs. 4 per cottah per mensem. Compound space

Goods sent from the Hide Depôts for shipment pay removal charge plus shipping charge.

# CHARGES ON VESSELS.

## \*29. Pilotage.

Inward and outward pilotage-for charges see Appendix I.

# \*30. Hospital Dues.

On all sea-going vessels entering the Port 3 pies per tout (on net registered tonnage.) Hospital dues may be compounded for one year from the date of first entry by paying at once on the first entry of the vessel into the Port three times the rate fixed for each

# \*31. Deratisation Fees.

The undernoted fees are charged for deratisation and deratisation

	Fee for the grant of a deratting certificate.	Fee for the grant of a deratting exemption certificate.
For a vessel with a capacity of 50,000 o. ft. and under For a vessel with a capacity of between 03,001 and 10,000 o. ft. For a vessel with a capacity of between 100,001 and For a vessel with a capacity of between 100,001 and For a vessel with a capacity of between 300,001 and For a vessel with a capacity of between 300,001 and For covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the covery 100,000 c. ft. furging the form of the furging the f	Ra. 140 175 220 275 330 60 extra. 40 "	Rs. 50 60 70 80 90 10 extra. 40

<sup>\*</sup> These charges are recovered by the Commissioners on behalf of Government. † Vide Notification No. 659 P. H. dated the 20th March 1926 as amended by Notification No. 2778 P. H., dated the 25th November 1931.

Per day

2.	Port Dues.	34. Mooring hire.
	Port Dues are charged at the following rates on net registered tonuage.—	39. Mooring moo
	Dhoonies and country vessels employed in the coasting trade payable not more than once Re. in 60 days	All vessels up to
	Vessels entering and leaving in ballast and not	33 33 29 39 21 39
	Other sea-going vessels of 20-tons and upwards payable by mail-steamers and coasting vessels not more than once in 60 days 0-4-0	13 29 21 29 23 19 29 23 25
	Tugs and river steamers, payable once between the 1st January and the 30th June and once between the 1st July and the 31st December, in each year 0.4-0 ,, ,,	",", of Reserved moori Occupation of s
33.	Assistant Harbour Masters' Fees.	For the use o by flats, for
	On all vessels not exceeding 5,000 tons gross.	For each succ 24 hours
eac the	(a) Hauling to or from moorings, each operation 40 (b) Hauling to or from swinging moorings, each operation 40 (c) Re-mooring, each operation 40 (d) Hauling in or out of dry docks other than those belonging to the Commissioners, each operation 96 (c) Transporting or removing from one part of the Port to another 36 For vessels over 5,000 tons gross, a further charge is made for hot fide above operations of Ra. 2 for every 500 tons or part recof by which the gross tonnage exceeds 5,000.  (f) An extra charge of Ra. 32 will be made when an Assistant harbour Master is employed on Sundays, holidays or at hollowing day.	For the use of moor Swinging moor Fixed moorings if vessel is in over all, per If vessel is mo all, per vessel 55. Dry-Dock cht (1) For the fi For vessels not gross For vessels for gross
	(g) An extra charge of Rs. 20 known as "detention charge" is levied if a vessel is not ready to move when boarded by the Assistant Harbour Master, or if the Assistant Harbour Master is required to remain on board after completion of transporting.	For vessels from

								art tl	tereof.
									Rs.
All v	essels up t	o 999 to	ns gros	s per	day or	part	of a da	.y	15
,,	" from	1,000 to	1,999	tons	gross	,,	"		18
,,	,, ,,	2,000 to	2,999	"	,,	,,	,,	•••	21
,,	yı 33	3,000 to	3,999	"	**	**	٠,	•••	24
,,	n 21	4,000 to	4,999	**	n	"	**		27
,,	ji 1)	5,000 t	5,999	,,	**	11	,,		30
,,	,, ,,	6,000 to	6,999	2)	11	**	,,		33
**	,, ,,	7,000 to	7,999		,,	,,	23		36
,,	1) 5)	8,000 t	0 8,999	,,,	11	11			39
,,	,, ,,	9,000 t	o 9,999	٠,,	**	,.	,,,		42
,,	" of	10,000	tons gr	oss or	over	,,	,,		45
Rese	rved moor	ings per	month						600
Occu	pation of	swinging	moorin	ngs pe	er diem				3
	the use				dge E	udge			
	by flats, fo							•••	15
	each suc 24 hours	ceeding	24 ho	ours 	or pa	rt of			3
For the u	se of moo	rinas bu	launch	es. ho	use-boo	ıts. et	c.—	por	vessel.
	ging moo			·					3
	d mooring			mont	h				
if	vessel is	not more			et				
	er all, per					52	8 0 p	er me	nsem.
	essel is mo l, per vess		70 fee			60	0 0		,,
					"	00	0 0	,,	,,
	-Dock of								
	For the								
	vessels no	t exceed	ing 2,00			annas	per t	on.	
	vessels fr	m 2 000	to 3.00						
	088				Rs	. 1,21	8-12-0	(the	charge
					for	ra v	essel o	f 2,00	0 tons) every
					pı 50	us II Lans	or pari	of	50 tons
					ab	ove 2	,000.		
For	vessels fr	om 3,000	tons u	pware	ls Rs.	1,40	6-4-0	(the	charge
		,		-				3,0	00 tons) or every
					pt 50	us R			0 tons

Note.—In no case shall the daily charge for the use of any. of the Commissioners by docks for the second and subsequent days exceed the charge psyable for make a charge of Rs. 1,000 per diem for the twenty-first and subsequent days.

Note.—Re-docking is here taken to include all cases in which it is necessary to pump out a dry dock again at the request of the vessel using the dock after it has once been flooded.

(2) The above charges include removal of vessels from the

...

100 0 0

750 0 0

250 0 0

From the 2nd to 8th day inclusive for every six

From the 9th day and thereafter, for every six

When a ship requires a special deposition of blocks,

For re-docking within the period for which the

for the complete operation of laying and replacing

vessel has been regulated or re-regulated,

hours or part thereof

hours or part thereof

for each operation ...

2) The above charges include removal of vessels from the cidal Basin into the Dry Docks and back, docking, pumping, sherin and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing or or cleaning or painting.
(3) The period of a vessel's occupation of the Docks counts from the time the caisson is placed in position after she enters until shears the Dry Dock entrance when leaving.
(4) A charge of Rs. 50 per diem is made for a supply of water or testing tanks or similar purposes.
(5) A charge of Rs. 37-8-0 is made for the use of a Commi- ioners' capstan for the handling of a ship's propellers or for othe work required by the ship.
6. Towing charges.
For the services of a tug:  Between Garden Reach and the Hownsh Bridge—100 per tug.  fote.—The sharps for a tug to assist an ocean-going vessel to turn in Garden Reach  may be in the Commissioner from Re. 100 to fa. Soft in the requiring assistance is lived with a towing all plot of a statutal design.  Above the Hownsh Bridge or below Garden  Reach but within Fort limits  Reach but within Fort limits  10 the tug is not required on the tide applied  for, an extra charge  Outside Fort limits  Turning of outward-bound ocean-going steamers  in Ulubaria Reach or between the southern  limits of the Port of between the southern  limits of the Port of Calcutate and a line
drawn due west from Moyapur Semaphore 200 " "

For other purposes counting from	he time th	e tug le	aves her		
moorings or p	lace of call	to the	time of	Rs.	
her return				600 per	tug.
For towing sailing	vessels, in	vards or	outwards		

between Sandheads and Calcutta or any part of such journey

... 1-2-0 per gross registered ton with a minimum charge of Rs. 1.200.

For towing dhoonies through the Howrah Bridge by means of a launch Rs. 30

Note.-No charge is made if the movement is made to suit the Commissioner's

# 37. Salvage charges.

In addition of 20% to any charges incurred under Section 36 or 41 will be made when vessels' equipment, or plant belonging to the Commissioners are used for salvage operations. The actual cost of replacing any equipment lost and of repairing any damage done to the Commissioners' property during salvage operations is payable by the Owners or Agents on whose behalf the vessels' equipment or plant are employed.

# 38. Jetty or Dock Berth Hire.

Every vessel, whether working or not while alongside a Jetty or her loading or unloading berth in the Docks, is charged Rs. 70 per day or part of it, in addition to mooring hire, except at a coaling jetty, either in the Docks or elsewhere, where the charge is only Rs. 30 per day or part of it inclusive of mooring hire.

Note I.—A vessel occupying a jetty or dock berth for the embarkation or disembarka-tion of passengers only, in addition to mooring line is charged Rs. 200 for the first 21 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof.

Note II.—A vessel occupying a vacant jetty or dock berth, other than a coaling jetty, as a laying up berth, without utilising it for the purpose of loading or discharging, is charged mooring hire only instead of jetty or dock berth hire.

Note III.—Vessels while loading or discharging alongside a landing-stage at Budgo Budgo will be required to pay borth hire at the rate of Rs. 30 per day or part-of a day, in addition to mooring hire except that see-going vessels of less than 100 tons not register will only be required to pay contained borth hire and mooring hire at the rate of Rs. 5 per 12 hours or part thereof.

Nets IV.—When a vessel is removed from a jetty or from a berth in the docks to another jotty or berth, berth hire in addition to mooring kire is charged only for the jotty or berth to which the vessel is removed if she is handed out from the jetty or berth previously occupied by her at or before 5-30 Aug. If she is hauted out after this near bear hire and mooring hire are clearly also as the same of for that day on both berths.

	39 Nr	ght Work.						
	Rs. 2-8-	ressel working either at t M. on one day and 6 0 per crane or derrick pe	r hour,	riie 1	onow	ıng	day is	charged
	: c	Until further notice the Commight work at the Calcutta or crane per hour will be reduced to the local per derrick between the l	teed at the lours of 6 P.A	Calcu	tta Je	tties	to 4	er derriek unnns per
	Note II-	The charges in this section was ancelled before 4-30 P.M.	ill be levied	unless	the ot	her i	for nigh	t work is
	40. <b>H</b>	oliday fee.		,				
	A Chambe except a	vessel working at the or Holiday is charged an at a coaling jetty, where	Jetties of extra Rs. the extra c	or D 150 a	ocks day	on or	a St	ınday or of a day
	41. m	liscellaneous Charges.						
-	(a)	A vessel supplied with charged Rs. 10 from de night to daylight.	electric lig urk to midi	ht fo night	or de	eck Rs.	and l	holds is m mid-
	(b)	Hire of tubs, per tub			Re.	1 j	per die	m.
	(0)	Clayton Fumigating a operation	pparatus,		Rs.	A		
	(d)	Services of a dress diver				0	0	
		" skin divers,	nor man		50	0	•	r diem.
	(e)	Shackle hire, for the	fret 20	•••	10	0	0 ,,	,,
		secutive days		con-	0	4		shackle r diem.
		" " thereafter			0	2	0 ,,	,,
	(f)	Hire of cable chain			4	0	0 per	diem
							1 0	or each ength f 30 athoms.
		Anchor hire			2	0		anchor er diem,
	(h)	Salvage on anchors and	chains		4	0	0 per	cwt. or
	(i)	Hire of hawser boat			20	۸		of acwt.
	(j)	Hire of heave-up boat		•••	40	0	-	diem.
	(k)	Hire of anchor vessel			100	0	0 "	"
	(l)	Hire of lunch		••••	100	0	0 "	**

and the second second	R	S	١.	P. 0 per log.
(m) Salvage of logs		'	,	o per log,
(a) Supply of filtered-water to vessels in King Georges Dock	5		)	0 "1,000 gallons or part thereof as registered on the Commissioners' meters.
In the case of item (c) an extra charge of R apparatus is used on a Sunday or a Chamber ho	liday	or	at	ter sunset.
In the case of items $(c)$ , $(d)$ , $(i)$ , $(j)$ , $(k)$ , charges are levied if services are required outsidened outsidened in the services are required in the se	(l) e Pe	an orb	d lin	(m) double nits.
In the case of items $(i)$ , $(j)$ and $(k)$ Sund charged for at double rates and night work is cha half times the ordinary rate.	ay o	e F d f	Lol or	iday work is at two and
42. Charges on Boats and Flats.				
(a) Registration Fees:-				
For registering, branding and issuing certi	fient	e.—		
(i) if already licensed—	. Λ.	P.		
O1 T1 .	0	0		
Class I boats 9 Class II boats 0	-		20/1	r ton subject
Olass II bones	_	.,	ite	a maximum f Rs. 5.
Cargo flats 4	0	0		
Passenger boats of the dinghy, bholin or green heat class 1	0	0		
onotic or Broom come	0	0		
Other passenger boats 5  (ii) If not already licensed, half the licensed fee—see below.	.,	,		
(b) Licensing Fees:-				
(b) Licensing Fees:— For surveying, painting numbers and issuing license.—				
(b) Licensing Fees:—  For surveying, painting numbers and issuing license.—  (i) Class I boats not exceeding 40 tous 0	4	0	pe	er ton.
(b) Licensing Fees:—  For surveying, painting numbers and issuing Ricense.—  (i) Class I boats not exceeding 40 tons 0  Class I boats over 40 tons but not	4 5	0	pe	er ton.
(b) Licensing Fees:—  For surveying, painting numbers and issuing ficense.—  (i) Class I boats not exceeding 40 tons 0  Class I boats over 40 tons but not			pe	er ton.

	****							
	Subject in every case to a r		Rs 32		١.			
(ii)	Class II boats		0				r ton	
(iii)	Cargo flats					0 "	"	
	Passenger boats—for every pas	•••	8	0	' '	0 eac	h	
	carrysubject in the case of ding bholios or green boats to a m mum of Rs. 7-8-0 per vessel in the case of all other passer boats to a maximum of Rs per vessel	d to thys, naxi- and nger s. 32	0	3	0			
	Combined cargo and passer boats—the cargo or passenger whichever is the greater sub to a maximum of Rs. 32 vessel.	iger rate	v	8	0	per	passenger.	
(c) M	iscellaneous Charges :							
(i)	Manjhees' license							
(ii)	License plate for passenger boat		0		0	cack	1.	
(iii)	Endorsement of change of owr ship on certificate of registry a license		0	8	0	,,		
(iv)	Issue of duplicate license	•••	2	0	0	,,		
(v)	Issue of duplicate certificate	•••	1	0	0	"		
				_				
	Extension of certificate—One-size of the annual license fee per more or part of a month.	nth	2	0	0	"		
Note.	For method of calculation of							
(i)	A charge of one anna per ton or the registered tonnage (subje Rs. 2) is levied on all books							
(ii)	A fixed charge of Re. 1 per thou thousand manuals on the	sand	tne ma	Do und	eks	ar n	art of a	

(ii) A fixed charge of Re. 1 per thousand maunds or part of a thousand maunds or care graphity is levied on all flats licensed as such by the Commissioners' Boat Surveyor which enter King George's Dock.

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	*₽	E.	256																
		4	+00	00 -	0	2 00	0	00	00	2	0	00	00	+	00	9	+ 00	- 00	-7
	40	88	2228	98	100	92	8	88	139	129	98	313	535	996	313	120	13	299	656
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	1,0	gg.	ននៈ	88	89	8 8	8	33	168	151	212	9 19	279	318	37.5	Ŧ2	253	12	187
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		88	243	88	25	€8	97	22	195	ŝĵ.	S i	100	302	333	Ŧ,	102	829	12	816
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Inward Pilotage.	e <sup>2</sup>	Rs. A	848	2° 9:	202	38	22	12	153	82	353	8 55	\$14	478	263	9	25	0	181
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# SAILING VESSEI

Vessels taking steam for any portion of the distance are entitled to a reduction of one-fourth of the charges for such portion of the distance.

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	" ditte			- 1	1,175	1.078	086	885		989	288	190	395	594	196	86
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Other fees incidental to pilotage incurred by vessels trading to the port.

Lead-money' payable to licensed leadsmen for heaving the lead inward or ontward ... ... ... consward
Composations for pilot of outward-bound vessel being carried away to
see, per diese, to pilots of whatever mank
Detention of pilots by vessel waiting for earge or for orders; vessel to pay
to pilot a rate per diese quivalent to pay of rank of the officer.
Row boat hire for use of tovernment boat, per diese Use of moorings at Diamond Harbour, November to May, per diem Ditto ditto June to October, per diem Salvago on anchors and chain cables picked up by Government boat, per ...

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, Garden Reach.

Twelfths.	Placis.	Distance from Fort William.	Miles be- tween each station.
1	2	3	4
Vietos vi	To below Budge-Budge boundary pillars Do. Hog River obtailst Do. Ambourne Covels obtailst Do. Ambourne Covels obtailst Do. Budge Development Do. Budge Twide Semaphore Do. Budge Twide Semaphore Do. Konkhall Light Tedegraph Station, cant Do. Konkhall Light Demonster west Do. Konkhall Light Vessel or line este E west of J. tony. Western Change Lower Hary or L. tony Western Changel Do. Intermediate light-vessel Do. Lower Heel boay Do. Lower Heel boay	13·6 23·6 33·2 43·4 52·0 61·6 71·1 81·0 90·1 99·3 107·6 115·8	10·7 10·0 9·6 10·2 8·6 9·6 9·5 9·9 9·1 9·1 8·3 8·2

A ressel applying for a particular pilot and all foreign ressels, are bound to take a Government braheam whenever one is available (ville Government of Rongal's order No. 4193, dated 51st July, 480, and No. 21, dated 21th January, 1887).

185, and No. 21, sheed with aimmay, 1862. If the cost of centing him look to the station, "The worst is close to have expense as glade, and the cost of centing him look to the station, "I theretical noney is not insured by any young whose purposes is dispited by the weighted of the worst. Described him to present the station of the worst. Described him to present only of the present of the worst. Described him to be considered for the worst. The cost is the state of the present of the present

# \*Night Navigation Focs.

The following fees, in addition to the ordinary pilotage fees, are levied on wasels in respect of any pilotage done at night, i.e., between the hours of amost and sunrise in any part of the flught libitage vaters where a vessel is permitted to be under weigh at night by the pilotage rules: (1) Vessels of 3,000 tons gross and under ...

(2) Vessels of over 3,000 tons gross (3) Vessels of ever 5,000 tons gross

\*\*Onno into force from the lat March 1998, side Government of Bongal Marino Department Nedification No. 18 Martine Small the 27th February 1928 and were cancelled with effect from the 1st April 1922, of Government of India, Commerce Department Nedification No. 270—1-14, (10) 31 dated the 22th March 1920.

# Appendix II.

# Schedule A.-Wharf Toll.

1. (1)	Animals:-		1	As,
21 (-7	Beasts of burden and wild a	mimals .		4 each.
	Sheep, goats and other sma	ll animals		1 "
	Birds in crates and baskets			3 per crate or basket.
	Bamboos fishing rods or poles			1 per 25
(3)	Bicycles, rickshaws, palkees tors	& perambu	ln- 	4 each.
(4)	Bricks			4 per 750
	Cocoanuts and cocoanut shell	ls		4 , 500
(6)	Empties:— Barrels and casks	-1.		1 per 4
	Buckets, canisters, cases, cast iron pans and receptacles	similar sm	ns, all	1 per 25
(7)	Furniture	loads o	 r 1 a	1 " 2 coolie nna per package.
(8)	Gunny bags:			
	Hessians, baled		•••	4 per 2 bales.
	Other bags, baled			4 ,, 3 ,,
	Loose bags		•••	4 , 600 pieces.
(9)	Horn			4 , 500 ,
(10)	Jute:-			
	Bales	***	•••	4 ,, 5 bales.
	Drums	***	•••	4 , 20 drums.
	Bags or bundles		•••	<ol> <li>4 ,, 10 bags or bundles.</li> </ol>
(11)	Mats, Durma			4 , 500 pieces.
(11)	" Hoglah			4 ,, 1,000 ,,
(12)	Oil, Kerosene	***	***	<ol> <li>5 cases or 10 tins.</li> </ol>
(13)	Piece-goods and twists, woollen, in bales or cases	silk, cotton	or 	1 , bale or case,
ań	Strant			1 "kahun.
(14)	Sua.			
	25			•

Bhurs

" boat. 52

... Re. 1 per day per bhur.

Charges on a consignment of 1,700 bundles of iron weighing 85 tons 8 cwt. 1 qr. 3 lbs. discharged at the Calcutta Jetties (freight charged by weight).

The following Commissioners' charges were necessarily incurred :--

Landing I	Rs. į	4	0 per ton or part of it	Rs. 107	A. 8	
River due	,, 0	12	0 ,	64	8	0
Differential toll				64	8	0
Surcharge	., 12	8	O per cent, on river due	8	1	0

Rent was incurred on every bundle as no deliveries, were effected within 3 clear days of the date of landing. Out of 1,700 bundles 75 bundles were landed on the lat, 430 on the 2nd, 960 on the 3rd and 235 on the 4th, delivery was taken on the 8th.

In calculating ront bills in such cases, it is assumed that all the bundles are of the same weight. The total of the rent bill amounted to Rs. 60-15-0 as follows:—

75 b	undles	weighing	4 (	óns	@	Rs 0	. A. 5	Р. О а	dev fo	r 2 days	Rs.	A.	P.	
75 430	"	,,	4	**	"	0	10	0	",	1 day				
	"		22	"	,,	0	5	0	,,	3 days	 20	10	0	
960	23	**	49				5		,,	2 days	 30	10	0	
235	n ·	"	11	n	,,	0	5	0		1 day				
											60	15	0	

Charges on a consignment of 20 cases measuring altogether 199'-8" discharged at the Calcutta Jetties (freight charged by

The following Commissioners' charges were necessarily in-

Landing River due	Re. 1 0 0 per 40 c. ft.		 Rs. 5	A. 0	P. 0
	# of landing charges toll # of landing charges		 3	0	0
Surcharge	12½% of river due	•••	 3	0	0
	2% of liver due		 0	6	0

Rent was incurred on every case. Eight cases were landed on the 30th August, four on the 31st and eight on the 1st September, delivery was taken on the 6th September.

Rent bill amounted to Rs. 5-5-0 as follows:---

100110									
Quality.	Landed.	No. of days rent incurred.		1	Rate.			. A.	
8	30-8	3	-/ 5/-	per day	per 40 c. i	t. or part	١ ،	14	0
		1	-/10/-	,,	,,	.,,	- 1	4	0
4	31-8	3	-/ 5/-	.,,	,,	,,	0	15	0
8	1-9	2	-/ 5/-	. ,,	31	,,	1	4	0
							5	5	0

# Appendix IV.

# Marine Dues.

Marine dues which would be paid by a vessel of 8,258 tons gross and 5,280 nett registered tennage on the following supposition:—

The draft of the vessel on the inward voyage is 25 ft. 4 inches and on the outward voyage 24 ft. 6 inches. The vessel arrives on the 3rd of a month (a 51 days month), moors in the stream and discharges general curve, proceeds alongside one of the Calentz Jetties on the 53th, goes into Dry Dock on the 26th and remains there should be a supported to the complete solding on the 4th of the next month. Step proceeds to see on the 5th. The following charges would be paid:—

Inward siles	Rs.	A.	P.
Inward pilotage on a draft of 25'-4"	949	11	0
Inward lead money	16	0	0
Hospital dues 3 pies per ton nett	82	8	0
Inward night navigation fees		~	-
Port dues 4 annas	54	0	0
Assistant Harbons M	1,320	0	0
Assistant Harbour Masters' foes on 3rd for transporting vessel from Garden Reach, where he takes over from the Flick, (Rs. 36.1+1) placing her in moorings in the stream (Rs. 40-14)  Extra fee for Assistant Harbour Master for day and night work on the 3rd (Sunday) two fees (the Assistant Harbour Master having worked say from 5 pm. to 8 phaser having worked say from 5 pm. to 8 pm. to 8 pm. to Hire of moorings 3rd to 15th, 13 days at Rs. 39 per dieg of the say that the say of the sa	104	0	0
Assistant Harbour Masters' fees on 16th for hauling vessel out of moorings (Rs 40+14)	507	0	0
Hire of jetty berth 16th to 25th, 10 days at	158		0
Hire of jetty moorings 16th to 25th, 10 days	700	0	0
at Rs. 39 25th, 10 days	390	0	0

18 B 35	Rs.	A.	Р.	
Extra fee on 16th	32	.0	0	
Night work at Rs. 2-8-0 per crane per hour	900	0	0	
Heavy lift charges—use of floating crane for overside deliveries	97	11	Ö	
Assistant Harbour Master's focs on 26th for hauling out of moorings (Rs. 40+14) trans- porting to Docks (Rs. 36+14) and hauling into Docks (Rs. 40+14) and subsequently hauling out (Rs. 40+14) and placing in Dock	212	0	0	
Extra fee on 26th	32	0	0	
Hire of tug required by vessel for removal from Jetties to Docks	100	0	0	
Hire of Dry Dock, 5-30 P.M. on 26th to 5-30 A.M. on 30th (3 days 12 hours)	3,201	4	0	
Hire of a Dock tug on the 30th	60	0	0	
Assistant Harbour Master's fee for placing in Dock loading berth on 30th (Rs. 40+14)	54	0	0	
Extra fee for night work on 30th	32	0	0	
Hire of dock berth from 30th to 4th, 6 days at Rs. 70 per diem	420	0	0	
Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 39 per diem	273	0	0	
Night work at Docks at Rs. 2-8-0 per crane per hour	870	0	0	
Holiday fee (the vessel worked on the 2nd which was a holiday)	150	0	0	
Assistant Harbour Master's fees on 5th for hauling vessel out of Dock berth (Rs. 40+14) and transporting her to Garden Reach (Rs. 36+14)	104	0	0	
Extra fee for day and night work on the 5th (holiday) two fees (the Assistant Harbour Master having worked say from 4-30 a.m. to 10 a.m.)	64	0	0	
Detention charge (Assistant Harbour Master was required to remain on board waiting to be relieved by the Pilot after transporting to Garden Reach)	20	0	0	

MISCELLANEOUS CHARGES-	<u>.</u>			1.0	$R_8$ .	A,	þ.
Hire of shackles			10.			- 1	
	•	•••		•••	23	0	0
Hire of tubs					12	0	0
Electric light					20	0	0
Charges on goods again	ist ship's	s accor	int		299	13	0
Outward pilotage on a	draft of	24'	6"		887	1	0
" Leadmoney				•••	16	•	-
					10	0	0
" Night naviga	tion fees	٠			54	0	0
		Тот	ΑĹ	1	2,279	0	0

THE COMMISSIONERS' DIGEST OF CHARGES.

# DIGEST OF CHARGES ON

(N.B.—Charges under Section 14

									-			00	usun	110	
ş	DESCRIPTION OF GOODS.	Basis of		CHANGES RECOVERABLE ON DE							DE	ELAVIET			
Schedule No.	mattes,	charge,		La	ndi	ng.		tive Due.		Diff tial	ferer Tol		Surei on I Da	iter	
_	1	2	- -		3			4	+	5					
1 2	Cotton piece goods and all kinds of cotton twist and yarn Sugar, Rice, Grain, Seeds, Sago Bour and Tapicca flour	Per bale or ease. Per tor		0	4	0		A. 1	e. 5	Rs.	A. 1	5	Rs. ,	. 2.	
3	Gold, Silver and Jewellery	or part of a ton Per pkg.	1			0	0	2 :			2 1	10	0 1		
5	Animals not in cages Horse-boxes	Each				0	1	3 :	1		3 5		0 :		1
6	Motor cars and Aeroplanes not in	Do.		4	0	0	2	6 6	5	2	6 5	J		1 9	1
7	Molasses in bulk	seronlana	1	0	0 -	0	15	0 (				1	1 1	6 8	1
8	Petroleum not in bulk (c)	Per ton	1	0 1:	2	60	0 1	2 (	1			1	0	6	۱
9	Ship's life-boats	Do, Per boat.	1	1 4		100	0 (	) 1	d ·	0 15	2 0	1	1245 col.	4.	1
10	All goods on which freight is	Per ton or	1	1 (			4 (						0 8	6 0	
	steamer companies and where the weight of any single pack- age does not exceed 35 cmt. (See	part of a ton gross weight.	1	1 4	0		0 15	. 0	1	) 12	9 0	f (S	() 1 Sec 1 (i)].		
11	Over 35 cwt. but not exceeding	Do,	,	12	0	ļ	0.10							6	
12	Over 30 tons but not exceeding	Do.		0	0	1	0 12 0 12	0	ì	12		1	-	6	۱
10	where the measurement of any single package does not exceed 100 c. ft. with a mini-	Per 40 c, ft. or part thereof.	1		0	1	0 12	7	0			1	0 1		
14	Over 100 c. ft, and up to 200	Do,						-							
15	Over 200 c, ft	Do.	3	8	0	3		0	1	8	0	0	3	Û	
_	None (2) 11 11		d	1.5	0	2	4	0 1	2	4	0 /	0	4	6	ш

Nore (i)—As the Garden Reach Jatties and King George's Dock the limiting weight for (i). The exclusing the heading of what change is 2 tens and not 56 weters.

(ii) Franciscopies for white the water than other create, pulses, flour, attack (ii) Franciscopies for the properties of t

# IMPORT GOODS.

have not been included.)

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Description of goods.	1	1. Coal	2. Cotton, Hemp, Jute and all fibres	3. Grain and seeds excluding rice	4. Hides and Skins	5. Manganese Ore, Chrome Ore and Peroxide Ore shipped in pulls	6. Bauxite Ore	7. Iron Ore	8. All other Ores shipped in bulk	9. Pig Iron and Serap Iron	10. Tea	11. Sheep and Goats (not in cages)	I . All other animals not in cages	13. All other goods on which freight is chargeable by weight and where the weight of any single package does not some any single package	Calcutta Jettles, or Kidderpore, Dooks and 2 tons at the Garden Back, Jettles or King George's Docks,

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	Do.	Do.	Per c. ft.	Do.	Do.	Each.	Per car or aero-	plane. Each.
	14. Over 35 cwt. at the Calcutta Jotties or Kidderpore Docks and 2 tons at the Garden Reach Jettlee or King George's Docks but not exceeding 30 tons.	15. Over 30 tons but not exceeding 100 tons.	16. All other goods on which freight is charged by measurement and where the measurement of any single package does not exceed 100 c.ft. with a minimum charge of 0-1-0 per prackage.	7. Over 109 c. ft. and up to 200 c. ft	18. Over 200 c. ft.	19. Horse boxe-	20. Motor cars or aerophanes not in cases Per car or aero-	21. Ship's life-boats

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# PORT COMMISSIONERS' BYE-LAWS.

NOTIFIED UNDER NO. 39-MARINE OF 22ND MAY 1893.

BYE-LAWS made by the Commissioners in Meeting under Act III.
(B. C.) of 1890, 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 Jetsy premises.

2. All the quays, sheds, gates, and the land within the Dock or Jetty fence ship is relarge of the Dock or Jetty Superintendent ping of goods storage relations connected with the landing and ship for the proper custody for the sheds and open. He will be responsible of improper characters, and will take whatever steps may be necessary for the proper maintenance of order on the promises.

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

A. Masters and owners of vessels shall obey the directions of, and offer no obstruction to, Duck or detay officers in mooring, unmoor grounding, moving or removing, any vessel from one part of the Duck or discharging of such vessel.

5. When berthed or moored in the Dock, a ship's propeller shall given to, and permission obtained in writing from, the Dock Superintendent.

6. Projections from any vessel, whilst hauling in or out of vessel's loading or discharging, shall be removed on requisition by the Dock or Jetty Superintendent or other duly authorised officer of the Commissioners.

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

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 allot a berth.

9. The Owners and (or) Master of a vessel shall-

(a) supply warping and other necessary appliances;

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

(e) keep their vessels so loaded, and (or) 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 (or) when, owing to insufficient light injury might result to life, limb or property;

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

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

10. The owners and (or) 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 surrise one lantern at each end of a gangway so placed;

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

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

12. Heavy lifts of over 35 cwts, shall be declared by Masters ressels, 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 is being hoisted by the ship's own gear. Breaking out every dock or jetty cranes is strictly prohibited.
- 14. Vessels requiring to curry out petty repairs may do so in the West Dock when a berth is available without detriment to onlinary tanfle, but subject to the condition that a curvas-shoot or other sateguard be provided so as to prevent losse material, chips, pieces of wood or other like material falling into the water.
- 15. Every hurge 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 shall so remain."

Cargo boat or barge up to 15 tons ... Rs. As. P.
Do. above 15 and up to 25 tons ... 1 8 0

16. No bun-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.

Do. above 25 tons

17. The control of barges, earge boats and hum-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 eargo, and no fires shall be allowed on them between 9 year, and 5 and

The person in charge of any cargo boat, buye, flat, or any other craft within the Kidderpore Docks or in the entances to the same, shall remove his craft, even other place within the Docks, or the entrances when called a point to the so by any person authorised by the Commissioners for the Pet of Colentat to regulate traffic.

- 117A. Goods detained by the Customs Department for special XIIII of 1878), shall, during such period of the detection as may be fault or large and period of the detection as may be fault or negligence on the part of the importer, be exempt from Jetties wharf-rent.
- 18. Every cargo boat, barge or bum-boat may be searched, at the discretion of the Dock Superintendent before leaving Dock, either by a Dock official deputed to do so, or by the Police.

19. No person shall open, or attempt to open or shut, any dock gate, shuice or valve, nor any swing-bridge without orders from a duly authorized 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 board ships in Dock.

 No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock or at the lattics.

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.

5. Smoking and the use of any unprotected fire or lights in any sheet or wardness within the Dock or Jetty enclours are sirriely prohibite. When the property of the property of the probability is a sirriely prohibited that the property of the property

26. Fires of coal, charcoal, or coke may be used in the cabins, deck-houses, forcenstles and cabooses of vessels in Dock, only between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Dock Superintendent.

Fires for donkey engines, steam 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 oil-lamps or candles, used on board vessels in Dock, except as mentioned in the following paragraph, shall be in globes or secured lanterns.

Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, carcless, or negligent a manner as to risk or endanger the safety of, or to ignite any goods, property, or vessel in the Dock or in the Dock premises.

<sup>†</sup> Vide Notification No. 131-Marine, dated 6th September 1898. ‡ Vide Notification No. 27-Marine of 4th April, 1917.

- 'All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Deck Superintendent before 5 o'clock P.M., and shall specify the circumstant ces under which the request is made; if granted, the application, after best under which one requess is made, in granteen, one appreciation, and having been endorsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded and is to be returned to the Dock Superintendent by 10 a.M. on the
- 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 is to be shifted in any of the holds or bunkers after the vessel is blocked, without the special permission of the Dock Master. If done, it will be at the risk and responsibility of
- 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
- 33. As soon as a ship is in Dock, the Commanding officer will station his men to hook on the tackles for putting the ship fair over the blocks, both forward and aft, and to assist in pulling up the shores.
- 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
- 35. Masters of vessels shall furnish special notice to the Commissioners before landing hazardous goods, e.g., saltpetre, acids, missioners below annuing mazardous goods, e.g., saltpetre, acids, su-phur, matches, spirits of wine, kerosene oil, turpentine, pitch, tar and
- 36. No person shall remove from the Dock or Jetties any goods 30. No person snan remove from the Dock or Jetties any good, other than those for which bills-of-lading, accompanied by Agent's or

- Master's delivery order, Customs bill-of-entry, and Dock or Jetty challan, have been deposited with the Commissioners.
- 37. Every package, bale or case sent for shipment at the Dock or the Jetties shall be entered in a cart ticket in the form prescribed. and no goods unaccompanied by this ticket will be allowed to pass into the Dock or Jetty enclosure. Every cart ticket shall contain the date, name of vessel on which the goods are to be shipped, the exporter's name, the marks, quantity, and description of articles shipped, and the current license number of the cart.
- 38. Working hours at the Dock or at the Jetties shall be as may be notified from time to time. Wharf-rent will not be charged for the days observed as kolidays by the Custom House, but goods can be received and delivered on such days on payment of Custom House
- 39. Application to work at night or on Sundays or holidays, must be made to the Commissioners, who, on production of the Custom House permission, will order all the necessary arrangements for the proper conduct of business. For work at night and on Sunday, and the holidays prescribed by the Commissioners, the extra rates fixed by the Commissioners from time to time must be paid.
- 40. The holidays, for which fees shall be granted, shall be all 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 the places assigned for the purpose by the Superintendents of the Wharves or their subordinates.
- Boats shall not be moored or anchored at the wharves, in order that the owners of 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 authorized holidays, except on payment of overtime or extra fees respectively.

 $N.B.-\!\!-\!\!\mathrm{Rules}$  28 to 34 apply only to vessels going into the Graving Dock.

- 47. When goods are to be landed or shipped inward or outward authenticated challans, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these challans, the passes will be drawn up and the tolls levied. In the absence of such challans, or where reasonable doubts exist with regard to their genuineness of correctness, the calculation for levying the toll shall be based on the registered tennage of the boats or vessels from which the goods are to be landed or on which they are to be shipped,
- 48. No unauthorized person shall lay hold of, or get into, or upon, any engine, carriage, or truck on the Commissioners' tramway.
- 49. No driver shall drive his engine over the Commissioners' tramway at a greater rate of speed than six miles an 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
- 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 re-
- 55. No person shall smoke within any of the sheds and warehouses belonging to the Commissioners.
- \* No person shall wilfully discharge into the river or into, or on to any dock, any petroleum or other inflammable liquid.
- No person shall wifully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.
- † No ballast or rubbish, nor any cargo, goods or such other article, substance or thing as last aforesaid shall be cast or thrown or persubstance or taning as hast aloresaid shall be east or thrown or partitle or suffered to fall into the docks, dock channels or river from any pier, quay, jetty or vessel or in any other manner whatso-
- † No ballast or rubbish, nor any cargo, goods or other article, sub-Two names or running, nor any cargo, goods or other areas, stance or thing likely, after falling into the water, to be or become detrimental to navigation or to cause damage to shipping shall be laid or
  - \* Vide Notification No. 87-Marine, dated 6th August, 1906. † Vide Notification No. 69-Marine, dated 12th July, 1910.

placed upon any quay, pier or jetty within three yards from the margin of the dock or riverside margin of the jetty, nor upon any such quay, pier or jetty, nor upon any vessel in such a position or place that same shall be likely to full into the water.

In the event of any such cargo, goods, article, substance or thing being cast or thrown or falling into any docks or dock channel or the river from any vessel, the Master or other person for the time being in actual charge of such vessel or her cargo, shall within three hours (excluding hours between 6 P.M. and 10 A.M.) give notice of the occurrence, furnishing full particulars thereof to the Docks or Jetty Superintendent, as the case may be, and take all lawful and proper measure, and use every endeavour to have such cargo, goods or other articles substance or thing recovered, taken out of and removed from the docks, dock channel or river, as the case may be, and shall in regard to such recovery, taking out, removal or the measures and endeavours thereto or in the attempt thereof, obey and conform in all respects to any directions received from such Superintendent as from the time when the same shall be received.

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.

#### NOTIFICATION No. 10-MARINE.

The 28th February 1931 .- The following bye-law made by the Commissioners for the Port of Calcutta in exercise of the powers conferred by Section 126, Sub-section (1) clauses (b) and (c) and Section 127 of the Calcutta Port Act, 1890 (Bengal Act, III of 1890), to regulate the marking of the weight or heavy packages transported by vessels, which has been published in three consecutive issues of the Calcutta Gazette as required by Sub-section (4) of section 126 of the said Act, is hereby confirmed :-

#### Byc-Law.

No person shall load or ship or attempt to load or ship or tender for loading or shipment on ar into any vessel within the port any package or object of which the gress weight is one metric ton (2,204 lbs.) or more unless and until the gross weight of such package or object has been plainly and durably marked upon it. If the exact gross weight of any oxceptional package or object is not available such package or object must be marked "Weight not more than—" and the gross weight so marked must not be less than the actual gross weight.

# Penalty for breach of the foregoing bye-law.

Any person committing a breach of this bye-law, either by omitting to mark the gross weight plainly and durably or by understating the gross weight, shall be liable to a fine which may extend to Rs. 500 in respect of any such breach.

E. N. BLANDY,

Secretary to the Government of Bengal.

# JETTY AND DOCK RULES.

# Observance of Port Rules and Bye-laws.

 Commanders of vessels are required to acquaint themselves with the Port Rules and Byc-laws, copies of which may be obtained from their local Agents.

#### Placing of cranes.

2. When a vessel has been made fast a responsible Ship's Officer should be deputed on the the Caranes are positioned by the Port Commissioners' shaff where actually required. When such disconnected and replaced, causing considerable avoidable delay and extra work.

# Working of cranes,

3. When a vassel requires to work at night previous notice of such intendent must be sent to the Jetty Superintendent not later than 1 pM. on ordinary working days and 12 noon on Saturdays tendent, East Offices, between Nes. 5 and 7 shods not later than P.P.M. in those of vessels in the Docks, in order that rarangements may be made for staff, crames and lighthy.

 Should a vessel desire to work a derrick or port at night in addition to cranes an entry to this effect should be made on the crane order.

 If eranes for day work are not booked on the day previous to their being required, Commanding Officers must expect delay in obtaining cranes, although every endeavour will be made to supply eranes and staff promptly.

 Cancelling orders for cranes booked for night work should be sent to the Shed Master or Inspector concerned before 4-30 P.M. otherwise the full charge will be made.

7. Cranes for day work ordered for the following day must be cancelled by 4-30 P.M. the previous day if not required.

8. The lifting capacity of crauses is 2 tons at the Riverside Starlet (Glarden Reach) and 35 costs, cleavedners. The attention of Starlet Reach and 35 costs, cleavedners. The attention of Mesters of vessels is invited to the loss in working when the crauses are used to lift situge insufficiently loaded, and they are requested to instruct their officers to insist on crauses being given full loads of 35 cvts, whenever possible. Their attention is also invited to the following Bye-laws framed under Sections 126 and 127 of the Calentta Port Act III of 1890 B. G.:—

#### Bye-Laws.

Heavy lifts of over 35 cuts, shall be declared by masters of vessels, who shall be responsible for accidents arising owing to misdeclaration of weights of such lifts.

No evane shall be hooked on to more than it is certified to lift by itself, and two crames shall not be hooked on to one article. No crame 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 crames is strictly prohibited.

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 catend to Rs. 200 for every day after the first during which the breach continues.

#### Working of derricks.

 If a steamer elects to use her own derricks instead of the Port Commissioners' cranes, the Chief Officer must sign an undertaking to the effect that in the event of an accident he will accept all responsibility.

# Use of Electric Lights.

10. Applications for Electric lights for use on deck or in holds by vessels in the Docks should be sent to the Assistant Superintendent, East, not later than noon of the date on which they are required.

#### Slinging cargo.

11. The Commissioners do not supply slings for ordinary cargo and will not be responsible for any damage that may arise through the breaking of slings or bad slinging previous to the cargo being safely deposited on trucks or on the quar.

#### Heavy Lifts.

12. When heavy packages are to be discharged into the Port Commissioners' lighters by the ship's gear, the Master should advise the Shed Master or Inspector concerned, in order that a Shed Clerk may be deputed to tally such as the case. Masters of vessels must furnish the Jetty or Dock Superinscharges. Masters of vessels must through their Agents with the cased weights of all lifts on beard over 35 cwts. They will be responsible for accedents arising from misdeclaration of such weights.

# Arms and ammunition.

13. Arms and ammunition are not to be landed at night, and can only be landed during the day under arrangement with the Shed Master or Inspector and under the supervision of a Custom House

#### Wines.

14. Wines can only be lauded during the forence and on ordinary working days only. This must be done under arrangement loaded direct into wagons and unloaded in the Customs Wine Godowns the same day.

# Special cargo.

15. The Shed Master or Inspector should be informed before its stock, valuable packages, hazardous goods and other special cargo reception and care of same.

# Damaged and repaired packages.

16. Damaged and repaired packages and other cargo which have to be stored in the lockfast should only be landed during the day whilst the shed lockfast is open. The landing of such packages at night will only be permitted on finishing nights under a written application from the vessel.

#### Receipts for Export cargo.

 No cargo should be taken on board for which clean receipts cannot be granted by the vessel.

#### Care of gangway.

18. When a gangway is supplied for the use of any vessel, the officers on board are responsible for properly securing and looking after it. Should any damage occur, or the gangway be lost, the amount of such damages or loss shall be debited to the vessel's account. A lighted lantern should be supplied by the vessel at each end of the gangway between sunset and surrises.

#### Passing out of ships' stores.

19. Ships' stores will be passed out of the Dock and Jetty premises during the hours of 10 a.m. and 6 P.m. and 10 a.m. and 5 P.M. respectively, on gate passes in form 7.25 signed by the Preventive Officer on duty and countersigned by the Inspector or Shiel Master.

# Entry to and exit from Jetty and Dock enclosure at night.

20. Two gates, Nos. 6 and 15, are kept open for cutrance or exit at the 3-tettes and in the absence of a Gate Officer ingress or egress will not be allowed at any other gate. All the gates are kept open day and night at the Kidderpore Docks. At the Riverside Sheds (Garden Reach) only No. 3 gate is kept open at night and on Sundays and Holidays.

#### Gratuities and treating prohibited.

21. No fees, gratuities or rewards are permitted to be taken by any officer or servant of the Commissioners, nor are Jetty or Dock Officers allowed to receive or partake of any refreshment from or on ship-board on pain of dismissal.

#### Warning against thefts.

22. Officers of steamers are advised to take special precautions to prevent the theft by persons from shore working on board of such articles as watches, binoculars, brase enqulpings, nozzlee, caps, brass and copper work and other similar articles of value which are readily removed and easily concealed.

# Bathing prohibited in Docks.

23. Bathing anywhere in the Docks or Boat Canal is strictly prohibited. The following Life Saving Apparatus has been supplied for all the berths in the Docks:—

Place.	Number and Description.	Position,
Berth Nos. 1, 3, 5, 7, 9, 11, 24, 25, 26, 27, 20, 14, 2, 4, 6, 8, 10 and 12.	36 Life Buoys and 2 Grappling irons,	2 Buoys at each borth secured, on Shed doors and Shed walls quay side, one grappling iron in Ins- pector's Office, East and one in Inspector's Office, West.
Nos. 15, 16, 17, 18, 19, 20, 22, 23, 28 and Horse Jetty.	20 Late Buoys and 2 Grappling irons,	2 Life Buoys at each Berth on Jety approaches, one grappling from at 20 Berth Office and one at the Office of Deputy Dock Superin- tendent, Coal.

# Precautions to be taken with vessels at Coal Berths.

- 24. The Commanders of vessels loading at the coal berths in the Kidderpore Docks are warned that as the loading progresses the head and stern mooring lines are apt to become slack, owing to the vessels going down in the water
- 25. Head and stern lines must be kept taut, and Commanders of vessels will be held responsible for damage to the Commissioners' gangways, jetties or other property caused by failure to observe this
- 26. The necessary lights must be provided at all hatches into which coal is being shipped; also on all gaugeways accommodation or otherwise, to prevent accidents to cooles and others. Sufficient lashings must be supplied to seeme all gaugeways placed on board for loading or other purposes.
- 27. Loading gangways in the Coal Berths are not designed for use as accommodation or passenger gangways. A Commander remove as far as possible all risks to persons passing to and from his vessel.
- 28. The Commissioners' fenders are on no account to be used as rafts for painting, etc.
- 29. Vessels loading at the Coal Berths should supply derricks for placing and removing gangways.

# Use of water closets on vessel prohibited.

- 50. The use of water closets and lavatories on board vessels while in the Docks is strictly prohibited. While in the Docks all lavatories on board must be locked and the keys kept with some responsible person.
- 31. On the East Side of the Dock the lavatories for Europeans and Indians are situated alongside the routway at the South end of Sheds Nos. 1, 5, 9 and 11 and between Sheds Nos. 24 to 29. On the West side of the Dock the lavatories are situated at the end of Sheds Nos. 14, 4, 6 and 10. The lavatories for Indiana are situated against the Dock boundary wall to the West of No. 2 gate and between Sheds Nos. 8 ard 10 and 10 and 12.
- 92. Masters of vessels are requested to make over to the Conservancy Impactor or his Januader the keys of any lawrotory which can in their possession, before leaving a berth in the Docks, and if no one is present at the time of the departure of their vessels, the keys should be deposited with the Assistant Superintendant or the Berthim Master or any other officer of the Commissioners on duty.
- 33. All commodes and pans supplied on board must be landed on the quay before the vessel leaves the berth.

#### Fresh water for vessels in Bock.

34. Fresh water may be had on application to the water supply office situated at No. 1 Dock Gate or the Town Hall Calcutta

#### Warning against defiling the waters of the river, etc.

- Attention is invited to the following section and Bye-laws
  of the Calcutta Port Act III of 1890 in connection with the above.
- Section 137.—Any person who wilfully deposits, or permits to deposit any dust, dirt, dung, askes, refuse or filth of any kind or any animal matter or any broken glass, earthentoare or rubbish in or upon any dock, wharf, quay, stage, jettly or pior belonging to the Commissioners, or in or upon any part of the river bank within the Port, shall be liable to a fine not exceeding Rs. 10 for each offence.
- In exercise of the powers conferred by Clauses (c) and (f) of Section 126 of the 'alculta Port Act, 1890, as amended by the Calculta Port (Anandment) Act VI of 1895, the Commissioners in Meeting hereby make the following bur-laws:—
- No person shall wilfully discharge into the river or into, or on to, any dock, any petroleum or other inflammable liquid.
- No person shall wilfully throw any liquid of a nozious character or any fills or rubbish into the waters of the river or of any dock.

In exercise of the powers conferred by Section 127 of the Calcutta Port Act 1890, the Commissioners in meeting direct that breach of any of the foregoing bye-laws shall be menishable with fine which may extend to five hundred rupers, and when the breach is a continuing breach, with a further fine which may extend to two hundred runees for every day after the first during which the breach continues,

#### Chipping and scraping vessels, sides and pumping out bilges prohibited.

- 36. Chipping and scraping the sides of vessels in the Docks can only be allowed provided measures are taken to prevent the chippings from falling into the Docks.
- . 37. The pumping out of dirty and oily bilges is strictly prohibited in the Docks.

# Removal of rubbish, etc.

38. Masters of vessels must use the Port Commissioners' ash boats and trucks, which are supplied free of charge, for the removal of all cinders, rubbish etc., whilst in the Docks (Kidderpore Docks or King George's Dock). The use of private boats for this purpose is not allowed. Vessels alongside a quay must use trucks for the removal of ashes etc. whenever a quay line is available for placeremoval of asses etc. whenever a quay time is available for puse-ment of trucks. Indents for the supply of ash boats or trucks should be made on the Shed Master or Shed Foreman concerned, and in the case of Coal Dock on the Dy. Dock Supdt. Coal. Vessels at buoys should apply to the Shed Master or Shed Foreman of the nearest shed-12 hours' notice is required for the supply of ash boats or

Ash boats can not be used at night and they should not be detained for more than 2 hours after they have been placed alongside a vessel. Any difficulty experienced in connection with ash boats or trucks should be reported to the Dock Supdt. On no account are einders, rubbish etc., to be dumped overboard or on shore.

39. All galley refuse must be carried ashore and dumped in the place creeted for the same. Bins have been provided for galley refuse; this refuse must be deposited in these bins.

# Fire Regulations.

40. Instructions for the guidance of Commanders and crows of vessels on the out-break of fire on board of vessels lying at the Calcutta

The steamer's fire bell should be rung and an officer sent to give the alarm :-

(a) Through the Fire Alarm Pillar situated under the staircase of the Jetty Superintendent's Office near No. 6 Jetty (b) Through the Fire Alarm Pillar situated at the north end of No. 8 Jetty Shed Railway platform.

(c) By ringing up Fire Brigade (no number necessary) from any of the following offices :-

(i) Yard Foreman's Office near No. 7 Jetty Gate.

(ii) Hydraulic Engine House behind the north end of No. 5 Jetty Shed.

(iii) Assistant Superintendent's Office Near No. 13 Jetty Clata

(in) Shed Master's Office inside Nos. 3 and 8 Jetty Sheds if these sheds are open.

#### NOTIFICATION NO. 52-MARINE.

The 11th May 1929,-In exercise of the power conferred by subsection (3) of Section 126 of the Calcutta Port Act, 1890 (Bengal Act, III of 1890), the Governor in Council is pleased to confirm the following bye-law made by the Comissioners for the port of Calcutta under clause (c) of sub-section (1) of the said section of the Act for the safe and convenient use of the swingbridges at the Kidderpore Docks and the approaches thereto :--

#### BYE-LAW.

The speed of vehicular traffic of every description shall not exceed 5 miles per hour at the following places :-

- (a) Swing Bridge No. 1, between the Tidal Basin and Kidder-pore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Soorkee Mill level crossing on the cast and the junction of Tea Warehouse Road and Garden Reach Road on the west
- (b) Swing Bridge No. 2, between Kidderpore Docks No. 1 and 2 and along the approaches of road in both directions between the junction of Eastern Boundary Road and Circular Garden Reach Road on the east and the junction of Dumayne Avenue and Circular Garden Reach Road on

Any person committing an infringement of the foregoing byclaw shall be punishable with fine which may extend to five hundred

#### A. Cassells.

Secretary to the Government of Bengal.

#### BYE-LAWS FOR THE SAFE AND CONVENIENT USE OF THE COMMISSIONERS' DRY DOCKS.

Published under notification No. 20-Marine of 7th February 1903.

\*1. Applications to dock vessels in the Dry Docks shall be made in writing to the Deputy Conservator in the printed form attached (Appendix A), which may be obtained at the Harbour Master's office. Such applications shall be entered in the order in which they are received in an Entry List. A vessel may not be entered for docking until she has been signalled at the Sandheads or until six days before she requires the Dock, whichever is earlier.

\*2. The Owner, Agent or Master of a vessel shall, as soon as practicable, submit an application under his own signature, for regulation in the form in Appendix B. The acknowledgment of this form by the Deputy Conservator shall be deemed to be an acceptance of the vessel's regulation.

\*3. Vessels other than there provided for in bye-law No. 6, shall be docked in the order in which they are entered in the Entry List, subject to acceptance of the form in Appendix B, but in the event of any vessel not being ready on her booked date or on the date the Dy Deck is vacant, whichever is the later, she shall forfeit one place in the list.

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 orders taken with reference thereto, viz.:—

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

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

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

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

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

\* Vide Notification No. 89-Mnc. of 8th September 1920.

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

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

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

\*In event of any vessel being refused admission into the Dry Docks because of any of the provisions of this by-law not having been earried out, all the expenses incurred by the Commissioners in respect to the docking of such vessel shall be borne by the vessels

5. Save as hereinafter mentioned, no vessel shall remain in the Dry Docks longer than the time for which such vessel shall have been regulated. If, before the expiration of the time for which a vessel has been regulated, the Deputy Conservator shall be satisfied, on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated, or beyond the control of the parties engaged in the work, will prevent the completion within the period for which the vessel was regulated, of work which can only be done in a Dry Dock, a new regulation may, if the Deputy Conservator thinks proper, be made for such further time, but no reseal 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.

\*\*60. In regulating the admission of vessels into the Dry Docks personne shall be given to vessels with a gross tonange of not less than 1,000 tons, and the Deputy Conservator shall likewise be at liberty, with the approval of the Vice-Chairman, to give priority of regulating to such vessels as shall require the use of the Docks for the least time not exceeding 24 hours, without regard to the order in which such vessels stand on the list. But no vessel 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. Similarly, priority may be given to vessels which are regulated for periods exceeding 24 hours but not exceeding 72 hours, over those which are entered for longer periods, but no reset to which priority has been given under this provision shall be entitled 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 the Deputy Conservator may, with the approval of the Chairman, remove any such vessel.

Vide Notification No. 99-Marine, dated the 10th June 1921.
 Vide Notification No. 89-Mno., dated the 8th September 1920.

The owners of any vessel removed from the Dry Docks under the provisions of this bye-law shall pay to the Commissioners all the expenses incurred in so doing including the cost of making the vessel water-tight if necessary.

- 8. The Deputy Conservator may, in his discretion, allow any ressel, which shall have 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 Decks actually necessary, to enter the Dry Docks in priority to all other vessels standing on the regulating list.
- 9. Blocks, shores and stages will be provided by the Commissioners as follows:—

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

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

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

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

- 10. No block, shore, stage, pole, rope or other article belonging to the Commissioners may be removed without the permission of the Commissioners' officer in charge of the Docks.
- 11. No article belonging to the Dry Dooks may be destroyed cut or otherwise damaged or allowed to go adrift, nor timber or other heavy thing thrown down upon the steps and stone work, 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 byte-laws No. 4, 5, 7, 10, 11 and 12 shall be jis a continuing breach, to a further fine which may extend to Rs. 200 for every day after the first during which may extend to Rs. 200 for every day after the first during which the breach continuing.

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### APPENDIX A.

I have to request that the undermentioned vessel may be

PORT OF CALCUTTA.

THE DEPUTY CONSERVATOR,

	Owner n of work to be done in Dry Dock—
For how r	nany days the use of the Dock will be required
Date	Signature of Applican
	APPENDIX B.
To	
T	HE DEPUTY CONSERVATOR,
	PORT OF CALCUTTA.
Sir,	
wz have t	o request that you will arrange to take the underme of which Lam the*, into D
ioned vessel,	of which image the*, into D
lock :—	
Name of	vessel
Length	
Beam	hold
Orona ton	hold
Droft for	nage
Draft aft_	1110
Displacen	ent weight of vessel at draft stated
Whether	keel is a keel-plate or bar-keel hour when vessel will be ready to dock
Date and	hour when vessel will be ready to dock
Description	on of work to be done in dock many days the use of the dock will be required
ror now 1	many days the use of the dock will be required
bye-laws for t	agree to accept the terms and conditions imposed by the regulation of the Commissioners' Dry Docks und Act, 1890, section 126 (c) and (i).
	Signature
ŧ	of S.

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

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

1. The period of a vessel's occupation of the Dry Docks counts

from the time the caisson is placed in position after she enters till she clears the Dry Dock entrance when leaving.

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

3. The trim of a vessel is not to be altered, nor heavy weights  $S_{00} \; B_{\rm Ye,lnw} \; No. \, 12.$  moved on boardship while in the Dry Docks.

and stern ports to be shut.

# APPENDIX C.

ABRANGEMENTS have been made for the admission of the

Your attention is invited to No. 4 of the Commissioners bye-

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

each side, fore and aft, and gantlines rove for mast-head

"Suitable hawsers and heaving lines must be in readiness on

into the Kidderpore Dry

\_day of\_

THE COMMANDING OFFICER

M. on the

SIR.

Docks at

laws, which is as follows :---

"The man I	See Bye-law No. 12. moved on boardship while in the Dry Docks.
"The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, and the bilges must be perfectly dry, fore and aft and kept so. All side and stem ports to be shut.  "The ballast tanks must either be pressed full with their does properly scoured or purned out to deep the state."	4. Water bullists is not to be run out of a vessel while in the Dry See Bye-law No.12 cl from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of ap- plication may be obtained from the Officer in charge of the Dry Door
"The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra bands are required on board, they shall for that nursely a required on board, they shall	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 see Bye law No. 4. out into the Dry Docks without the sanction of the officer in charge of the Docks.
furled.  "The vessel may be inspected by a Dock Officers, and should be find that any one of the control of the	<ol> <li>Galley refuse, sweepings and rubbish are not to be thrown See Section 137, about the Dock premises, but must be deposited Calentia Port Act, in the proper receptacle which will be provided by III of 1890.</li> </ol>
find that any of the above monitoned provisions of this by- law have not been carried out the vessel may be refused mission into the Dry Doeke.  The vessel shall undock at.  Any of the Mark of the M	<ol> <li>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.</li> </ol>
	8. All persons working in the Dry Docks shall obey the orders of the Deputy Conservator, or any officers acting under his orders.
Notice must be getterely closed.  Notice must be greaterly closed.  The pour vessel will be undocked, in order that he may make his	Dimonsions.
PORT COMMISSIONERS' OFFICE:  Galcutta, the	Height of Extreme Length on Breadth at labeve Depth length. bottom entrance, bottom of sill. Dook.
	No. 1 Dry Dock 549'0" 538'9" 69'6" 2'0" 25'0". No. 2 Dry Dock 499'6" 488'6" 69'6" — 27'0"
Friday and the second	

# \*DRY-DOCK CHARGES.

,
Bas
.und
pain or c
the clea
for

(1) For the first 24 hours :-For vessels not exceeding 2,000 tons gross. For vessels from 2,000 to 3,000 tons gross.

93 annas per ton. Rs. 1,218-12-0 (the charge for a vessel of 2,000 tons) plus Rs. 9.6.0 for every 50 tons or part of 50 tons above 2,000.

For vessels from 3,000 tons upwards

Rs. 1.406-4-0 (the charge for a vessel of 3,000 tons) plus Rs. 7-8-0 for every 50 tons or part of 50 tons above 3.000.

From the 2nd to 8th day inclusive for every Rs. As. P. six hours or part thereof From the 9th day and thereafter, for every 100 0 0 six hours or part thereof From the 21st day and thereafter, the Com-150 missioners may, if they wish, make a charge per diem of For re-docking within the period for which 1,000 0 0 the vessel has been regulated or re-regn-

lated, for each operation (2) The above charges include removal of vessels from the Tidal (2) The apove energes include removal of vessels from the commitment of the Dry Docks, and back, docking, pumping, shoring and locking, also the use of the stages and stage repes for cleaning and ting, but the Commissioners do not undertake any repairing work

(3) The period of a vessel's occupation of the Docks counts from time the caisson is placed in position after she enters until she are the Dry Dock entrance when leaving.

(4) A charge of Rs. 50 per diem is made for a supply of water

for testing taken of Signature purposes.

(5) A charge of Rs. 37.8-0 is made for the use of a Commissioner's capstan for the handling of a ship's propellers or for other work

\* Vide Notification No. 38-Marine, dated the 20th March 1922.

# TONNAGE SCALE FOR PILOTS, 1933.

The following procedure will be followed from mid-night of the 19th November 1933 as regards the appointments of Pilots for draft nage of vessels, as a temporary measure :-

Her poststande as	. ,		
, Branch Pilots		5,350 tons and over	Any draft.
Master Pilots		5,151 to 5,350 tons	Do.
Senior Mates		4,600 to 5,151 tons	
Junior Mates		under 4,600 tons	25'-0"
. Junior Mates (une	ler one y	ear service) under 4,600 tons	22'-6"

# STRENGTH OF THE BENGAL PILOT SERVICE, 1933.

Pilote	 	 	 44
Hore	 		10
eadsmen	 	 	 10

THE COMMERCIAL FLEET OF CALCUTTA.

			crivals	in the	Port.		
	SA	ILING VESS	ELS.			STEAMERS.	
YEAR.	Number.	Gross Tonnage.	Average Tonnage	Number	Passed through the Sue Canal.	Green	Average Tonnage.
1909	2	1,514	757	1,585	254	6,060,756	3,823.8
1910	2	437	218.5	1,687	258	6,435,196	3,814-5
1911	1	375	375	1,681	277	6,599,985	3,926-2
1912	1	3,765	3,765	1,744	268	7,048,729	4,041-7
1913				1,629	279	6,825,505	4,1895
1914				1,491	255	6,255,371	4,195.4
1915	1	375	375	1,233	250	5,256,585	4,263.2
1916	2	4,015	2,007.5	1,124	Not ob- tainable.	4,567,504	4,063€
1917	7	5,433	776-14	927	96	3,596,024	3,879-2
1918	8	8,819	1,102;37	874	156	3,522,836	4,0307
1919	10	11,506	1,150-6	1,092	258	4,554,857	4,171.1
1920 1921	4	2,600	650	1,395	371	6,192,817	4,4395
	2	1,216	608	1,275	294	5,997,632	4,704
	6	13,580	2,263.3	1,169	312	5,644,757	4,828.7
1928		•••		1,144	304	5,769,689	5,043.4
1924		•••		1,222	348	6,457,182	5,284.1
1926	-	828	276	1,171	320	6,347,121	5,420-2
1927		•••		1,250	359	6,752,412	5,401.8
1928				1,402	384	7,617,449	5,433.2
1929		•••		1,445	410	7,838,241	5,424.3
1930				1,537	402	8,318,882	5,4124
1931		***		1,342	334	7,462,127	5,560 4
1932				1,276	310	7,047,996	5,522.7
1933				1,193	246	6,558,766	5,497.7
				1,164	287	6431166	E E95-0

EXCHANGE, PRECIOUS METALS, &c.

**EXCHANGE.**QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1933.

DATE OF MAIL.	Telegraphic Trans-	Ters. (Solling rate).	Demand Drafts.	(Selling rate).	Credits, four	(Buying rate).	Credits, six months	(Buying rate).	Document for	payment, three months.	Document for acceptance, three months.  Silver per voz. in			Imperial Bank of India minimum.	Bank of England rate of discount.	Government Secu- rities, 33 per cent	Government Secu- rities, 3 per cent.
1533.	s.	d.	s.	d.	s.	đ.	s.	d.	8.	d.	s.	d.	d.	Per cent	Per cent	Rs.	Rs.
5th Jan.	1	645	ì	65	1	64.5	1	68	1	64	1	6%	1678	4	2	75	64-0-0
19th	1	6∱; to }	1	6,5 to \$	ı	6,20	1	633	ı	6,2	1	63	162	4	2	76 <del>1</del>	65-4-0
lith "	1	61	1	εă	1	62	1	6.4	1	6.24	1	6‡	16 <u>ğ</u>	4	2	793	67-8-0
29th <sub>y</sub> ,	1	61	1	64	i	61	1	6 <sub>1.6</sub>	1	6,20	ı	6}	17 ₹	-4	2	792	67-15-0
2nd Feb.	1	eř	1	63	ı	63	ı	$6\gamma^{\rm s}_{\rm d}$	1	63	1	$6n_0^2$	17	4	2	807	69-10-0
9th ,,	1	61	1	61	1	61	1	646	ı	63.5	ı	6)	169	4	2	821	70-8-0
161 ,,	1	nı	1	61	1	$6_{37}^{-1}$	1	633	1	$6_{30}^{2}$	1	6‡	1674	31	2	83	71-6-0
23rd "	1	649	ı	$6_{n_{2}}$	1	63	1	6,5	1	63	ι	6,2	17	3 /	2	824	70-8-0
2nd Mar.	1	6,3	1	$6_{3}$	1	6‡	1	6√2	1	61	1	6,5	17√€	31	2	837	71-3-0
9th ,,	1	533	1	511	1	68	1	$6\frac{3}{15}$	3	63%	ı	67,	18	31	2	829	71-2-0
Kth ,	1	533	1	531	1	$6_{50}$	1	659	1	61	1	6,5	17 🕏	33	2	93	71-2-0
23cd ,,	1 to	6.1 1.6	l t	6-1-6	1	$6\eta_{ij}$	1	62	١	6,5	1	$6s_{3}$	17-78	31	2	85%	72-15-0
30th ,,	1	6,4,	1	6,1	1	6₁% to 55	1	61 to 1/2	١	6,5	1	$6\frac{1}{5}$	17{}	31	2	869	74-6-0
<sup>8th</sup> April 18th ,,	} н		•	0		L		1		D		Λ	Y	s			
Onh ,	1	65%	1	6,15	1	6,4	1	64	1	6,5	,	61	188	33	2	874	74-14-0
-		. !			1		1				1						-

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUITA DURING 1003.

- Q			188	ICO.	UIN	6 03			DA	XS I	N (	SALA	CUTTA	DURIN	G 1933,	(Confid.)		i
DATE OF MAIL.	Telegraphic Trans-		Demand Drafts.	(Selling rate).	Credits, four	(Buying rates).	Credits six months.	(Buying rate).	Document for	payment, tares months.	Document for ac-	ceptance, three months.	Silver per oz. in London,	Imperial Bank of India minimum.	Bank of England rate of discount.	Government Secu- rities, 35 per cent	Carried Marie Cook	ı
1933.	8.	d.	8.	d.	۶,	d.	ě,	d.	2.	d.	s,	d.	d.	Per cent	Per cent	Rs.	k.	
27th April	1	6 <sub>3</sub> 1 <sub>2</sub>	1	6 %	١	657	1	$6\varphi_{\ell}$	1	$6\frac{1}{29}$	1	61	184	31,	2	589	7611	3
4th May	1	6,1,0	1	$6^{2/6}$	1	65	1	64	ι	63	1	65	1976	31,	2	88	12	, 7
11th ,,	1	642	1	645	1	$6\eta_z$	1	63	ı	67,	ı	64.	1844	31	2	85	74	1
18th ,	1	$6\gamma_e$	1	6 %	1	$6^{\frac{3}{12}}$	1	6}	ł	6,3	1	$6\rho_{\rm p}$	19	31	2	811	7/2	2
25th .,	1	65%	1	$6_{3_{2}^{1}}$	1	$6_{3_T^2}$	1	$6_{5_{2}}^{7}$	1	$6\Lambda_{p}$	1	63	1844	31	9	814	34	1
1st June	1	654	ı	$6\lambda_2$	1	$\theta_{37}$	1	$6\gamma_{p}$	1	64	1	61	19,1	31	2	807	65	
8th ,,	1	63,	ı	6,1	1	64,	1	6,2	1	659	ī	61	19√8	31	2	813	693	
15th .,	1	$6_3$	1	$6_{3}^{1}$	1	$6_{N_2}$	1	6/4	1	6,5	1	61	19√6	31	2	799	161	. 9
22nd .,	1	632	1	$6_{X_{\mathcal{I}}^{k}}$	1	6,5	1	67,	1	645	1	61	19 🛵	31,	2	807	61	
29th . ,,	1	6312	1	$6g_0$	1	639	ı	642	1	64	1	61	1845	31	2	80{	101	
6th July	H			0		ь		1	1	,	1		У.					
13th ,,	1	8,17	ı	$6_{N_2}$	1	$6_{14}^{*}$	1	$6\chi_2$	1	$6_{3_{3}^{\prime}}$	ı	6,5	187.	31	2	824	7,2	
20th ,,	1	635	ı	$a_{\alpha b}$	1	$6_{\P^{\prime}}$	1	$6\tau_{\rm s}$	1	6,3	1	$6A_2$	18%	31	2	854	755	
27th .,	1	63/4	1	$6_{3}$	1	$6_{3^{\circ}}$	1	6,7	1	65	ı	61	172	34	2	85	721	
3rd Aug.	1	6,1,	1	e <sup>a</sup> j	1	6,%	1	6,2	1	6,70	1	6),	175	31,	2	85 <sub>7</sub>	Į.	,
10th ,,	1	632	1	6,72	1	6,4	1	646	ı	$6_{A_2^k}$	1	62	1712	33	2	Sõg	735	1
17th ,,	ı	6,5	1	685	1	6,5	1	64	ı	6,2	1	61	172	33	2	841	721	
4th ,,	1	6,3,2	1	642	1	630	1	61%	1	6,1,2	1	61	1714	31	2	84-	1	1
											_							1

**EXCHANGE.**QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1953.—(Concld.)

Organization Shouse	DATE OF MAIL	Telegraphic Transfers. (Selling rate)	elling rate)	Credits. for months. (Buying rate).	Credits, sin months. (Buying rate).	Decument for payment, the months.	Document for a	months.	Silver per oz. London.	Imperial Bank India, minita	Bank of Engle rate of discou	Government S	Government S
1	1003	s d.	, d.	s. d.	s=d.	s. d.	۸.	d.	d.	Per cent	Per cent	Rs.	
781	1	1 620	1 624	1 67,	1 6%	1 6%	ı	61	181	33,	2	85,5	73-6-0
1	31st Aug.	1	1 6,4	1 64	1 62		1	61	18/2	34	2	851	73-4-0
134	8		1 6	1 6k	1 68	!	1	6/4	181	31	2	8413	72-12-0
71	Hth	,	1 6	1 6%		1	1	61	$18\sqrt{\epsilon}$	31	-2	84%	72-0-0
1 7		н	0	L	1	D		A	٧.	. 31	2		71-7-0
	M Oct.	1 6,3	1 6,2	1 64	1 6₹		1	61	184		2	83	71-2-0
Į ja	12h	1 635	1 65/4	1 64	1 64		1	64	18 <sub>1</sub> 5	31,	-		
8		н	0	L	1	( D € 1 68	١,	A 6-2e	1		2	82 Ve	70-15-0
2 60	26th ,,	1 6	1 6	1 64	1 6,	(6)					2	827	70-7-0
	201 AOV.	1 523	1 588	1	1 6		1	-	1		2	83 5	71-9-0
g B	8	1 534	1 55		"		- 1		18	31	2	823	70-5-0
A) e	10th ,,	1 588	1 58	1	"			1 51	18.	34	2	818	69-15-0
8 6				10	1.0	3. 1 C	à	1 6	18	å 3½	2	813	70-0-0
	1. "	1 512 to 11	to 3	3		1	30	1 63	18	6 3)	2	81	69-6-0
	7th Doe,	1 6	1 6	1			10	1 6,	-	70 B	2	81,	
147	: 14th ,	1 6 1 2	1 6,	· 1		0.01	اداداد	1 6		32	2	813	70.3.0
a)		1 6%	1 6	1 1		6,7,	33			39 3	2		
1	20			Ή '									
1	S.					İ	- 1			-			
ig T	,,	TOTAL	LAMO	OUNT C	OF STE	ULING YEA	PUR R M	9 <i>IIA</i> :	SED 1	N INDI	A DURI	NG THI Rs. 4,63,799	,

In Calcutts
, Bombay (including Karachi)
, Madras
, Rangoon

9,754,000 13,185,000 3,581,000 1,430,000 27,900,000

12,94,63,769 17,43,16,122 4,75,44,013 1,89,67,138 3,7,02,91,072

**EXCHANGE.**QUOTATIONS RULING ON MAIL DAYS IN CALCUITA DURING 1822

DATE OF MAIL

1932. 7th Jan. 14th ,,

28th ,,

31st ,,

28th ,, 5th May

7th April 14th "

4th Feb. 11th ,, 18th , 25th ,, 3rd Mar. 10th , 17th ,,

1 6 3 1 6 1

237

#### EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1932.—(Contd.)

	Document for a	months.	London.	Imperial Bank of India minimum	Bunk of England rate of discount.	Government Seou- rities, 34 per cent.	Trees summer Summer	Date of Math.	Telegraphic Trans- fers (Selling rate).	Demand Drafts. (Selling rate).	Credits, four months. (Buying rate).	Credits, six months	(Buving rate).	Document for pay- ment, three	montas.	Document for ac- ceptance, three	months.	Silver per oz. in London,	Imperial Bank of India, minimum.	Bank of England rate of discount.	Government Secu- rities, 34 per cent.	Government Secu- rities, 3 per cent.
1		- 1		Per cent	Per cent	Rs.	b.	1932.	s. d.	s. d.	s. d.	8.	d.	s. 6	1.	8.	d.	d.	Per cent	Per cent	Rs.	Rs.
	1	eft :	20 👌	8	-6	518	4Ha	11	1 588		1 6.4	١,	6,5	1 6	10.0	1	642	173.	5	21	638	54-4-9
	1	B <sub>T</sub>	1913	7	6	531	45.44	19th May		1 58			ı				- 1					
	1	7m 1	1818	7	6	531	460)	38th ,,	1 582	1 535	1 6,4	1	64	1 6	20	1	6 <sub>1</sub>	1644	5	21	63%	54-3-0
	1 6	i <sub>1</sub> 7 <sub>2</sub> 1	91	7	6	541	4650	2nd June	1 5%	1 52 to 33	1 62	1	629	1 6	14	1	6,4	1648	5	21	622	53-11-0
	1 6	١,	91	7				9à ,	1 589			ı	$6_{5^{p_q}}$	1 6	4	1	6-3,	17	5	21,	612	53-0-0
	A				6	531	45-151	169 ,,	1 5%	1 58	1 61	1	632	1 6	315	1	624	1618	5	21	6015	52-14-0
		1,						21rd ,,	1 55%		1 6,3	1	6.4 o 18	1 6	3,5	1	676	1612	5	21	618	52-12-0
	1 6	75 15	14%	7	6	572	49-51	Sith ,	1 534	to 1	1	1	0 長 6表	1 6	il I		6.%	1672	5	21	62-7	54-3-0
	6	19	13	6	5	584	56-154	"		-		i										59-1-0
1	6	] 19		6	5	613	53-114	7th July	1 6	1 6	1 6,	1	6,52	1 6	ำใ	1	64	16 <sub>7</sub> °	4	21	698	
1	63	17,	3	6	5	631	54.59	Hth ,,	1 635	1 63	1 67	1	63	1 6	144	1	64.	1613	-4	2	691	59-7-0
1	6,	18	.	6	4	614	52.83	flat "	1 670 to 32	1 6-1 to 3	1 6 <sub>4</sub> 2	1,	64	1 6	646	1	6₹	162	4	2	698	59-7-0
1	6,0	1	1			- 1	- 1	titli "	1 6,4		1	1	6,0	1 (	61	ì	$6_{3}^{7}_{2}$	17,7	4	2	695	60-1-0
			1	6	31	61	52-51	th Aug.	i 6 <sub>75</sub>	1 64	1 6,7	1	6,%	1 (	0.2	1	6,%	17,3	4	2	70	59-13-0
	61	178		6	35	618	52-114	lin ,	1 6%	1 64	1 6,7	,	6,%	1 (	G <sub>2</sub> 2-	1	644	172	4	2	69.2	59-2-0
	6,73	17		6	31	601	52-50	Ba ,	1 65	1 65	'		6,6		0. <del>1</del>			187	4	2	692	59-4-0
1	6,7	165		6	31	60\$	F2-94	964			1						64					59-2-0
1	6 <u>1</u>	16‡	6	,	31	612	52.141	"	1 61		1 6,7	1	6%	1 6	0 <del>1</del>	1	6,5	1872	. 4	2	69	
1	61	1746	5		3	624	53-74	let Sept.	1 63	1 6	1 63	1	6,4	1 6	52	1	6,7,	18∤₀	4	2	689	58-12-0
1	6,4	16g.	5		3	-1	53.54	8th "	1 6,3	1 6,	1 63	1	618	1 6	333	1	61	1878	. 4	2	68A	58-12-0
				1	-																	

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1932.—(Could.)

3.1	é ÷	14		- di	1				1002,-	-(Constitt.)	
DATE OF MAIL.	Telegraphic Trans- fer, (Selling rate).	Demand Drafts (Solling rate.)	Credits four months. (Buying rate)	Credits, six months, (Buying rate)	Document for pay- ment, throc months,	Document for ac- ceptance, three months.	Silver per oz. in London.	Imperial Bank of India, minimum,	Bank of England rate of discount.	Government Secu-	Organisment Scon.
	Tel		5	Cree	8 11	D00	Sil	Imp	Bank	Gove	
1932.	s. d.	e. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cen	Per cent	-	ħ.
15th Sept.	1 632	1 64	1 6,5	1 68	1 62	1 61	1718	4	2	683	08-114
22nd "	1 6%	1 63	1 6%	1 611	1 62	1 63	1742	4	2	68/4	55-130
29th ,,	Н	0	. L	1	D	А	У.				
6th Oct.	) н	0	L	1	ь				١.		
13th . ,	1			•	U.	Α	Y	8.			
20th ,,	1 61	1 61	1 6,5	1 633	1 650	1 63	172	4	2	741	63-34
27th ,,	1 63	1 63	1 6.0	1 633	1 63	1 6‡	172	4	2	73]	6834
3rd Nov.	-1 6g	1 6à	1 62	1 611	1 6%	1 63	18 %	4	2	76]	61-114
10th ,,	1 6-	1 64	1 6%	1 68	1 64	1 6 0	182	4	2	74	(8.8)
17th ,,	1 6 %	1 6,4	1 646	1 68	1 65	1 6,2	18	4	2	731	62.90
24th ,,	1 6,5	1 64	1 64	1 6g	1 676	1 6 <sub>87</sub>	181	4	2	73	6274
Ist Dec.	1 6∄	1 6,4	.1 613	1 611	1 611	1 6%	172	4	2	72	61-15
8th "	1 6%	1 64	1 6 <sub>7e</sub>	1 68	1 64	1 6 <sub>3°5</sub>	17.2	.4	. 2	721	61-154
15th ,,	1 645	1 6	.1 6 <sub>Ye</sub>	1 68	1 645	1 6,32	174	4	. 2	74	63-165
22nd. ,,	1 652	.1 63	·1 6 <sub>1%</sub>	1 68	1 64	1 6 23	1612	.4	2	731	63.30
29th ,,	1 6	. 1 C 24	1 6,2	1 63	1 648	1 62	164			795	

TOTAL AMOUNT OF STERLING PURCHASED IN INDIA DURING THE YEAR 1992.

In Calcutta
,, Bombay (including Karachi) ...
,, Madras
,, Rangoon

.. 50,012,000

Rs. 20,79,49,021 32,56,87,805 9,15,91,688 3,66,83,650

66,19,12,164

Comparative Statement of the Prices of Rupee Paper ruling in each month in London, Calcutta and Bombay from 1931 to 1933.

	Highest	T.c	NDON 31	ζ.	CAI	LCUTTA 3	1%-	В	ombay 33	%.
MONTHS.	and Lowest	1931.	1932.	1933.	1931.	1932.	1933.	1931.	1932.	1933.
		£.	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
(	Highest	46	391	. 58	631	513	801	63 vi	544	81
January	Lowest	451	38	54	62§	51,7a	7411	62 <del>7</del> 6	518	741
ſ	Highest	45}	431	61	6211	618	83-75	623	60%	838
February	Lowest	441	39	58	61 💏	53%	8018	61-2	53 <u>ê</u>	803
	Highest	451	45	63	632	63}	88,%	6315	638	. 878
Marela {	Lowest	441	433	61	61,6	60å	81%	614	601	81,
	Highest	451	443	64	63	628	889	$63\frac{1}{8}$	625	891
Apeil	Lowest	451	441	64	$62^{-5}_{78}$	601	867	62g	601	86
May {	Highest	451	443	64	625	633	88	62%	6311	88
	Lowest	45	445	60	611#	62	795	$61_{73}$	6218	79
	Highest	45	45	60	615	631	811	614	627	81,
	Lowest	43	443	591	582	601	7978	58‡	601±	79
falv [	Highert	431	50	62	614	70	85%	61g	701	86
	Lowest	43	45)	591	593	663	SIĞ	5975	63 %	808
August	Highert	43	51	62	591	694	85.7	59 Å	70	85
	Lowest	42	50	62	57 <sub>1</sub> t <sub>6</sub>	683	841	$56\frac{11}{16}$	67#	84
September {	Highest	416	51	62	57	69 ve	8513	56 %	698	859
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Lowest	37	51	611	52	68‡	838	511	68-7π	83
October	Highest	381	551	618	531	76	837	54	77	834
	Lowest	37	51	61	51	70	91구승	50}8	70 <sub>1/6</sub>	823
November {	Highest	40	55	61	55g	76 <u>1</u>	838	55 <u>†</u> l	751	837
(	Lowest	394	581	60	53	714	811	52g	71 <sub>76</sub>	81
December J	Highest	391	54	60	53½	74-∤6	821	522	74 <sub>18</sub>	82
1	Lowest	381	53	60	512	71,2	8014	511	712	808
Daring the	Highest	46	551	64	632	764	888	6318	77	891
ear (	Lowest	37	38	54	51	5178	7411	5012	513	741

# GOVERNMENT OF INDIA LOANS. (A) RUPEE LOANS.

-					
_	Amount.	Interest per cent,	Year of Issue	Repayable at Government option.	Market quotation on 28th July 1934.
	Rs. 3,17,62,000 23,03,27,000 22,76,06,000 37,35,52,000 2,86,63,000 35,93,60,000 14,97,17,700 56,74,94,000	3 3 4 3 5 5 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1896-97 1842-43 1854-55 1865 1879 1900-01 1933 1919-25	3 months' notice, 1943 1945-55	Ra. 77g 89 <sub>1</sub> , 106g 117 <sub>1</sub> ,
	Bonds. 12,83,15,000 63,21,71,000 19,53,79,000 25,98,05,000 9,05,70,000 27,78,12,000 16,94,72,000 19,13,89,000 25,18,47,000 30,81,74,000	5 4 4 4 4 5 5 5 5 3	1925-29 1926-33 1927 1928 1928 1929 1931 1962 1962 1963	1935 1960-70 1934-37 1935-43 1955-60 1939-44 1935 1940-43 1940-43	1047

# (B) STERLING LOANS.

			LOANS.	
Amount.	Interest per cent.	Year of Issue.	Repayable at Government option.	Market quotation on 28th July 1934.
£				Zath buly 1504.
11.539,986 77,024,185 88,667,884 17.500,000 39,852,418 12,000,000 17,181,249 10,000,000 12,000,000 10,000,000	25 3 35 445 6 55 4 35	1927 1922 1930 1931 1932 1933 1933	One year's notice 1958 68 1950-55 1930-37 1930-38 1942-47 1948-53 1955-60	£ 684 804 93 115 1124 105g 1124 106g

REGISTERRED DE BIT.

Jakishini iyi Heyistered Dobs in India ara England Brows and Andrea Dobs in India of the Cash
tats day of selv between, and the interest payable manufall is India and Bundand demonstrating on NR 1813.

	Name of the last	+NET AMOUN -NET AMOU	-NET AMOUNT BORROWED.	TOTAL BERT REGISTRING ON THE LAST DAY OF EACH YEAR.	AL DEBT REGISTREED ON THE LAST DAY OF EACH YEAR.	CASH BALANCE DAY OF EA	CASH BALANCES ON THE LAST DAY OF EACH YEAR.	INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND.	ENGLAND.
		In India.	In England.	In India.	In England.	In India.	In England.	In India.	In Brigland.
		Rx.	લ	Rx.*	- 4	Rx.	q	Re.	-41
1913-14	1	+2,849,100	-2,111,430	115,685,579	177,064,737	23,412,350	8,157,739	5,078,052	6,693,919
1914-16		116'015'+	\$74,399	150,526,520	176,190,358	100,691,22	7,913,236	5,223,055	5,682,883
1912-16		+4,933,530	-1,018,529	155,459,770	628,171,571	18,021,084	12,973,348	5,452,999	5,665,349
1916-17	. 1,	+7,400,537	-1,027,105	162,860,307	174,144,724	22,939,824	11,391,993	5,742,573	5,647,491
1917-18	. :	+7,218,579	+62,912,531	170,078,579	236,937,575	20,937,786	16,625,416	5,135,819	8,327,162
1918.19		04'956'83+	-34,429,005	199,005,319	202,528,570	25,930,387	14,715,827	8,601,356	7,139,069
1919-20	.;	F 20,380,749	-9,597,459	219,446,098	192,631,051	26,175,996	11,997,393	9,020,995	6,652,185
1920-21	4	+ 37,699,786	-1,301,533	227,138,584	191,329,246	13,835,690	7,209,832	11,341,430	6,000,145
1921-22(a)	· ·	+31,525,509	+13,781,315	417,010,015	205,113,561	25,051,517	8,995,382	(4)812,120,01	7,478,918
1922-53		- 5,938,990	+37,517,938	411,071,025	212,631,197	25,938,043	9,521,969	17.665,391(6)	6,133,671
1923-24		488,114	991'891'15+	410,582,911	263,800,632	31,136,229	10,384,247	20,105,277(6)	9,967,328
1924-25		+9,411,203	+17,144,292	450,027.119	341,040,430	31,733,074c	13,516,825	(4)786,108,02	12,650,478
1925-28	1	-2,087,778	+1,159,055	+17,939,341	342,199,485	25,148,804	15,016,306	99,762,007(6)	10,625,168
1306.57	1	-2,028,216	-3,113,032	415,911,195		-67,977,507	\$61,000,000	19,523,031(6)	10,517,137
1927-58	ı	4,137,133	+5,309,066	411,773,992	344,335,519	9,161,009	5,661,555	19,903,877(6)	10,818,655
1959-29	1	+59,110,103	+8,985,996	123,531,003	353,381,515	9,204,010	5,945,930	20,836,812(6).	13,132,267
1529:39	į	+ 58,477,701	+10,230,965	470,381,798	363,612,450	25,763,363	. 6,386,535	21,336,010(8)	13,103,259
1600-31	ı	+8,148,038	+51,257,394	478,006,834	337,819,875	17,382,375	5,553,251	21,826,914(b)	13,539,913
1601.39	1	+50,873,494	-8,861,744	529,383,328	379,035,131	12,091,074	15,864,942	23,766,037(4)	14,841,500
1991-23	. 1	- 50,920,760	- 919,158	508,462,388	-818,115,945	190/855/11	8,894,092	23,469,039(6)	14,731,683

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# BILLS ON INDIA AND ON LONDON

COUNCIL BILLS and TELEGRAPHIC TRANSFERS DRAWN ON INDIA by the SECRETARY OF STATE and the AMOUNT OF STERLING PURCHASED IN INDIA.

			Council I T. T.'s Lon	sold in	Sterlin in	purchased India.	7	otal.	Aven	nge Rate.
	-		Rs.	Sums received in respect of bills drawn	£	Amount paid Rs.	Rs.	£	Conneil Bills,	Sterling purchases
April 1	1032								* d.	5. d
May	17				223,000	29,43,000	29,53,000	225,400		1 6123
June					***				1	1 0 143
July	,,	***		1						
August	**			1	3,165,010	4,10,43,000				
October	**	***			6,579 000	7,77,39,000	4,10,43,000 7,77,39,000	3,165,000		1 6:110
November	**	***	***		4.S48 ena	5,74,48,000	5.71,48,000	5,879 006 4,316,000		1 6:150
December	**	***		1	8,275,000	10,92,82,003	10,92,82,000	8 275,000		1 6/156
	933		***	/	7,686 000	10.15.07.000	10,15 07,000	7,686,000		1 6:171
February	**				3,754,0 0	4,96,07,000	4,96,07,000	3,751,000	100	1 6 162
March			***		1,355,000	1,79,11,000	1.79 11 000	1.353.009		1 6186
					1,050,000	1,39 45,000	1,39,45,010	1,150,000		1 6000
Total.	1802-53	***		1	55 733 600	47,23,85,000				
1931.39							17,23.85,000	35,733,000		1 6156
1939-31					10,019,000	58,03,66,000	13,03,68,000	40.019 000		1 6 193
19:9-30		***	700				7,25,75,000	5.395.000		1 6123
1928-29			- 1		15,315 000	20,39,12.0 0	20,39,12,000	15,215,000		5 907
1927-28					80,810,000	41,12,18 000	11,03,18,000	30,810,000		1 6:02
1926-27				P	23,125,000 2,115 000	37,77,39,000	37,77,30,000	25,325,000		1 6.60
1925-26					45 317 000	2,81,70,000 61,23,87 000	2 81,70,000	2,115,000		1 648
		***	10,09 60,000				\$1,23,87,000	46,317,000		1 6.12
1922-23			12.68,57,000		13,100,000	18,76,67,010	35,39,88,000 31,45,47,000	40,770,162	1 6.63	1 5.88
			8,75,00,000	2,570,026	714	,,,,	3,75,00,000	21,838,706	1 4'53	1 4:75
		-	-				0,10,00,000	2,570,026	1 4'45	

STERLING BILLS and TELEGRAPHIC TRANSPERS DRAWN ON LONDON and the AMOUNT OF STERLING SOLD by the GOVERNMENT OF INDIA.

							Amount sold.	Sums received in exchange,	Average rate obtained.
April	1932						£	Rs.	s. d.
May	"	417		***	***		1	ı	1
une	22			100			22144		
ply			***	***	***	***	******		
August		***	***	***		***			
September	,,	***	144			***			
letober	,,	***			***	***	******		*****
November	**	***	***		***	***	77.14		*****
December	17	***	***	***	***	***	*****	*****	
anuary	1933	***			***	***			
nnuary		***			***				******
Petruary	**	***	111		***			******	
March	**	***	***		***		*****		******
			*4.0	***	274	-	17.04		444.44
				Tot	al, 1932-33				
031-32						***			
830-81		***	100	***					******
679-30°	***		***		***	***	14,048,000	18,97,75,000	1 577
928-29*	***	**	***		***		5,734,000	15,27.75,000	1 577
925-29* 927-98*	***	***	***		***		0,734,010	7,74,67,000	
927+28* 926-27	***	***			**	1			*** **
925-26*	***	***			***	1	******		4.44
923-28°	***	***	***		***	1	1,425,000		*****
921-25	***		***		****			1,92,68,000	1 5.75
923-24*	***	***	***	***	***	1	terms.	*****	
922-23*	***	***	***		***	1	******		46.0
			***	***	110		*****		******
									******

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# GOLD-EXCHANGE.

Table of Gold for 25 years, from 1909 to 1933.

YEAR.	Ouantity	Value.	(PRI	N IMPORTS. IVATE SENMENT). AL YEAR). Value.	Rate, first sale Jan- nary. Council Drafts, Calcutta.	Promote demand	rate of Bx-	Amount received in sterling for Go- vernment Drafts and Telegraphic Transfers, Year,)
	Fine.				#	1-		
	07	\$	oz.	€*	s. d.	8.	d.	£
1909	21,965,111	454,059,100	3,505,136	14,452,007	1 315	1	355	27,144,609
1910	22,022,180	455,239,100	3,843,422	15,985,769	1 45	1	$4\gamma_d$	26,212,866
1911	22,397,136	462,989,761	6,224,026	25,173,184	1 45	1	$4\sqrt{\epsilon}$	27,067,839
1912	22,605,069	467,288,203	5,562,071	22,667,475	1 455	1	4,4	25,743,710
1913	22,928,579	473,975,794	3,749,437	15,549,200	1 437	1	$4^{7}_{16}$	31.200,827
1914	21,875,618	452,209,154	1,177,983	5,098,277	1 315	1	321	7,748,111
4915	23,010,348	475,666,106	-261,147	-739,413	1 315	1	$3^{\pm}_{5^{\pm}}$	20,354,517
1916	22,400,370	463,056,748	2,265,400	8,823,566	1 47	1	4 %	32,998,095
3917	20,457,475	422,893,501	4,207.069	16,785,727	1 483	1	412	31,880,681
1918	18,701,294	386,590,027	-955,649	-3,709,212	1 5	1	512	20,946,314
1919	17,376,201	359,197,954	5,606,706	35,330,236	2 43	1	852	(a)31,226,219
1920	16,130,273	333,442,345	820,557	2,108,241	(b)	2	0,4	(6)
1921	16,006,695	330,867,771	-250,356	-2,864 443	(b)	1	432	(b)
1922	15,576,270	321,990,089	5,858,298	41,190,855	(b)	1	38	2 570,026
1923	17,977,807	371,634,253	4,319,356	29,186,401	1 435	1	385	8,738,705
1024	18,667,063	385,882,387	11,965,221	73,926,588	1 5¢e	1	5,3,	7,579,162
1925	18,734,102	387,268,260	6,135,581	34,854,588	(b)	1	64	(b)
1926	19,251,794	397,969,883	3,385,529	19,400,545	(b)	1	584	(6)
1927	19,180,231	396,490,561	3,181,759	18,099,995	(6)	,	515	(b)
1928	19,399,124	400,995,484	3,785,441	21,199,869	(b)	1	6	(b)
1929	19,585,536	404,968,955	2,523,562	14,220,840	(6)	ı	588	(6)
1930	20,836,318	430,724,934	2,242,653	12,751,811	(b)	1	512	(b)
1931	22,329,525	461,592,277	-7,730,682	-57,982,979	(6)	1	581	(6)
1932	24,141,486	499,048,746	-8,353,829	-65,522,796	(6)	,	64	(b)
1933	Not yet	available.	-6,695,298	-57,053,596	(b)	,	6.	(5)

\* £1 = Re. 15 and from 1920 £1 = Rs. 10 and from 1927 £1 = Rs. 13].

† Compiled from the Report of the Director of the Mint, U. S. A. Revixed from 1913 due to revisee

(b) No sale of Council Bi

# THE GOLD TRADE.

TOUCH, PRE TOLAIL IN CALCUITA.										24	4													
TOUCH, PER TOLAH IN CALCUITA.	Lowest.	Bs.	0.0.12	23.8.0	24-12-0	0-1-92.	-0.0-62	23.0.0	20-8-0	58.40	95.0-0	03.60		0.0-07	20.60	20.20	20.1-0	9	9di-15	21.7.0	91-13-0	07.8.0	39.0.0	
TOUCH, I	Highest.	Rs.	23-14-0	27.3.0	58-5-0	30-6-0	33-10-0	31-14-0	30-1-0	33.0.0	29-8-0	08.19.0	0.8.0	200	0-0-63	0.8-02	0.8-82	25-12-0	23.0.0	22.12.0	31-0-0	32.0.0	.0.0-52	-
COLYAGE.	Single Mohurs.	Rx.			15,376†		5,107,612(a)		-		-					1	1	1			-	-	-	- }
MINTS.	Total.	Rx.	25,919	736	128	353	8	917	31,931	2,100	300	2	100	8	3 5	: 8	3 8	8	-			-	. [	_
RECEIVED INTO THE MINTS.	From From Ludividuals, Government.	Rx.	25,919	736	82		63	133	31,931	2,100	346	11	221	8	2	5	8 8		-		:		******	
RECEIV	From Individuals	Rx.			I,			=					-			-			_	1	-	-	-	-
	Not Imports.	Bx.	5,098,977	-739,413	8,823,566	16,785,727	-3,700,212	33,339,336	2,108,241	-2,854,443	41,199.855	29,186,401	73,926,557	34,851,588	19,400,545	18,099,995	21,199,869	14,220,840	19.751 911	110,101,01	Different to	-65,522,796	-57,033,356	-
es.	Not I	ox.	1,177,983	-261,147	2,255,400	4,207,059	-036,649	5,006,706	820 557	-230,336	5,538,298	4,319,358	1,965,221	6,135,581	3,385,529	3,181,739	3,785,411	3,523,562	2.252.653	_	_	_	-6,505,298	
PRIVATE AND GOVERNMENT.	Exported.	Rr.	2,007,005	4,260,531	68,317	2,610,693	5,226,736	12,129,21	31,465,572	16,681,585	133,063	66,752	363,212	375,356	100,655	34,411	19,100	10,338	193,434	_	-	_	59,153,023	
PRIVATEAN	Br	.00	527,105	1,093,910	17,523	F21'940	1,315,645	2,222,730	2,907,002	2,019,202	19,455	9,892	58,792	466,934	17,577	6,257	3,144	1,655	85,973	01 001 8		142,020,8	6,830,199 -	-
74. 61 <sub>1</sub> 662	Imported.	Rr.	7,135,585	3,551,121	8,891,913	19,395,639	1,517,544	122,123,83	23,573,813	13,520,412	41,323,918	29,253,163	74,259,799	35,229,944	19,501,200	18,134,400	696'818'16	14,231,148	13,245,245	-	-		1,099,429	
(4) (4)	II.	8	1,705,088	832,772	2,919,923	-	259,956	7,829,436	3,727,589	1,789.956	5,877,743	1,329,218	12,024,013	6,291,515	3,463,006	3,188,026	3,789,585	2,525,247	3,329,626	650.050	120 419	110,710	134,901	
(6) (3)		1,9 1,9 incred	£15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1021-22	1993-23	1923-24		1923-29	1926-27	1927-25	62:536	\$29-90 9	1000-31	1831.32	930.33		1920-04	-

		IMPORT	s (PRIVATE.	IMPORTS (PRIVATE AND GOVERNMENT.)	MENT.)			EXPORTS	(PRIVATE A	EXPORTS (PRIVATE AND GOVERNMENT.)	(EXT.)	
TEAR	Bars, ingo	Bullion, (Bars, ingots and other		Coin. (Sovereigns, &c., inclu-	To	TOTAL.	Bars, ingo uncoine	(Bars, ingots and other uncoined gold.)	(Sovereigns, ding other o	Sovereigns, &c., inclu-	TOTAL	· .
	nicoln	uncoined gold.)	~	ing other comed gold.)						1	-	
				1		Bri	03,	Rx.+	ox.	Rx. 7	-20	Rx.+
	02.	Par.†	ž	163.1	30		100	1,007.003	182 286	1.030,544	527,105	2,037,60
		. 171.010	191 015	1.861.540	1,705,088	7,135,852	152,721	1,007,007	*00,000			
1914-15	_	20021800			000	101 101	539,682	2,035,323	563,277	2,225,211	1,053,919	4,260,52
91-\$161	689,327	2,927,056	150,445	600,400	277,208	0.001.001.0	9 538	10,883	11,657	57,164	17,523	68,3
1916.17	1,852,050	7,561,749	330,873	1,330,164	2,282,923	8,881,918	600,000	2 101.802	39,516	100'611	696,174	3,010,8
	1 6% 580	6,677,892	8,276,653	12,719,228	4,503,243	19,396,620	600,000			0.000.000 1 0.0.000	1015.015	2 000 3

		TAPOLE	Canton and	Direction (Printed and Co.				-		Name and Address of the Owner, where		
TEAR	Bul (Bars, ingo	Bullion, (Bars, ingots and other	Coin. (Sovereigns, &c.,	Coin. ms. &c., inclu-	TOTAL.	at.	Bars, ingot uncome	Bullon. (Bars, ingots and other uncoined gold.)	Correspns, &c., inclu- ding other coined gold.)	in. sech.	Torac	1 .
	minonini.	in Bound							-		-	4
1				***	8	Bx.	03,	Rx.+	ox.	Rx. †	0.5°	JCX.T
	ž	Har.T	20	-		100 000	963 791	1,007,061	263,384	1,030,544	527,105	2,037,605
914161	1,234,073	5,474,042	131,015	1,661,510	1,700,005	#60'00T'	000 000	0 0 0 2 2 0 0	563.977	9.255.211	616,839,1	4,260,534
	689,397	2,927,056	150,445	290,100	832,772	3,521,121	290,062	on contra	0.00	101	17 503	68,357
		7 561 749	339,873	1,330,164	2,282,923	8,891,913	2,536	10,883	18,03/	50.75		0.000
1916-17	_	0 0000 0000	9 076 653	19,719,228	4,503,243	19,396,620	602,658	2,491,802	39,516	100,011	111169	2,010,070
1917-18	-	0,011,000	010 000	1 501 950	200,006	1,517,544	506,357	3,173,813	557,258	2,062,943	1,345,645	5,226,756
1918:19		13,150	200,000	000	200 400	10 951 557	1,710,813	9,931,377	511,918	2,859,944	9,222,730	12,921,321
1919-20	6,391,662	20,406,744	1,524,774	8,844,813	1,5229,400	and to the	100 001	16 757 109	395,425	2,725,463	2,997,033	21,465,572
10.0501	2,679,743	16,715,983	1,047,847	6,557,830	3,727,589	23,515,813	ann'enn'e			0.000.011	000 000	16 651.995
	_	5.849.995	1.022.528	7,971,235	1,795,936	13,820 441	1,094,777	13,731,071	2010/2010	110,000,000	20101014	
1871721	_		. 010 000	010 010	N 977 TEC	41,323,918	787	5,646	18,648	127,417	19,430	133,003
1922-23	4,258,551	20,340,300	1,019,202	010,010,011	911	00 000 163	154	966	9,738	65,756	268'6	66,733
1923-24	3,140,599	21,203,416	1,188 739	8,049,737	4,328,245	20,200,100		9000	101 72	353.516	58,792	263,212
1004.95	9.629.269	20,430,795	2,394,744	100'658'41	12,024,013	74,259,739	1,588	9,550	101110		-	010 110
	_	94 608 651	1 000 802	11.133.293	6,201,515	25,229,944	16,743	95,407	19,191	2/0,040	0.00	narias n
1820-03		10 100 086	1100 001	0 195 165	3 403 006	19,501,200	633	3,640	16,812	97,015	17,477	100,655
1925-27	_	10,110,000	Liviani,		900 001 0	10 131 506	176	1,822	6,001	33,189	6,267	35,411
1927-23	1,916,676	10,947,578	1,271,350	7,186,830	3,155,040	000 010 000	-		3,125	19,010	111'8	19,100
1923-29	1,909,537	11,412,170	1,789,048	9,806,799	3,783,333	20,215,709	: 1	200	1,633	9,833	1,603	10,308
1959-39	1,103,877	6,316,052	1,421,370	7,915,095	2,525,247	14,231,148	g	2			66 973	167 507
1800.31	1.009.281	1.477,431	1,250,312	7,103,218	2,529,626	13,245,245	88,881	492,916	21	919	1000	
		_	000 000	1 300 116	170,050	2,799,537	7,838,330	58,437,963	352,402	2,344,552	8,180,732	00,425,910
	CONT. 222	-i	200,000	1	100	1 316 150	8 000 834	63,441,701	126,607	3,399,231	8,520,241	66,840,935
1835-33	116,134	883,969	825238	434,170	172,413	1,010,100		920 400 64	185.319	1,555,659	6,830,199	55,153,025
		100 000	200 000	000 000	100 001	1,059,129	0.645.557	20,000,000	-			

THE SILVER TRADE.

٠	Average price in London per ox.	Standard (Calendar year) Pence.	444-6-4-1-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-
		Value. + Rx.	5,914,314 12,5219,718 12,5219,718 15,5229,817 16,543,701 18,549,610 18,549,610 17,124,110 18,549,600 20,074,407 17,124,110 18,589,600 20,074,407 18,539,600 19,670,30
	Net Indian Imports. (Private & Government).	Quantity.	55,786,123 92,082,373 92,103,865 257,633,408 90,41,752 90,541,752 90,531,418 91,532,418 91,532,42 91,532,42 92,531,813 63,530,53 92,531,813 63,531 63,531,813 63,531,813 63,531,813 63,531,813 63,531,813 63,531,813 63,531,813 63,531,
5 to 1953-34.		Value. † Rx.	1,488.666 4,209.73 2,418.866 7,418.866 7,718.451 2,518.719 2,518.719 2,518.719 2,518.719 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718 3,518.718
1000 0) Sitter for 20 years from 1914-15 to 1953-34	Exports. Coin and Bullion. (Private & Government).	Quantity.	8, 394, 005 6, 190, 506, 190, 506 14, 125, 290 14, 125, 290 14, 120, 120 17, 120 17, 120 17, 120
for 20 years		Value. ↑ Bx.	7,409,000 4,448,038 16,748,038 16,748,038 11,138
tote of others	IMPORTS. COIN AND BULLION. (PRIVATE & GOVERNMENT).	Quantity.	64, 100, 128 116, 503, 217 116, 503, 217 116, 503, 217 116, 503, 217 117, 804 117, 8
7.7	RODUCTION.  R CALENDAR  R).	Value.	95, 201, 700 88, 911, 501 121, 601, 387 200, 502, 388 200, 502, 388 200, 202, 388 175, 402 1172, 403, 387 1172, 403, 387 1172, 403, 388 103, 503, 503 103, 503, 503 103, 503, 503 103,
	World's Production. (Figures for Calendan Year).*	Quantity.	172, 203, 506 183, 517, 500, 507 183, 183, 517 203, 183, 517 203, 183, 517 203, 517
	YEAR,		199416 195417 197417 19

THE SILVER TRADE\_\_(conedd.)

quantity and walve of Silver (Prints and Covernment) improved into, and approved from, British India, India, Prop. of Silver in parts and of the silver Perived into the Indian Mints, Silver Colomps in the Indian Mints, and Prints of Silver in

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

SILVER IN STANDARD	Lowest.	, d.	1 103	1 101	2 273	\$1115	6	3 113	97	3 63	9	50 00	(* c)	3 75	\$ 6	10 0	2,12 2	1 9%	1 %	1 0	=	
LONDON PER STANDARD OZ.	Highest,	÷,	8	8	3 0 15		17	12.	7 59	22	3 13	H6 5	3 013	2 94	9 75	**	*	21.5 E	1 99	246 1	1 .8,7	
VALUE	COLNAGE.	Rx.	2,179,533	1,620,230	82,327,927	21,816,234	58,112,93	35,097,776	1,519,536	1,662,536	627,545	500,079	153,620	152,518	501,913	101,592	(8) 527,657	(5)19,500	(0) 187,353	(c)400'0 0	(d)774,820	
Minis.	Total.	Fr.	2,070,095	1,635,239	29,544,655	29,517,403	\$4,626,03\$	39,742,797	7,921,067	1,340,300	1,199,700	1,407,200	1,227,000	1,750,473	1,572,271	(a)2,413,450	6,020,230	6,546,100	10,820,404	8,228,446	6),681.063	
SECRIVED INTO THE MINIS.	From Government.	Bx.	2,070,095	1,641,256	29,457,536	22,517,403	58,737,003	39,742,797	7,854,733	1,306,100	1,071,000	1,407,200	1,927,000	1,463,235	1,572,271	(a)2,445,450 (a)2,448,450	6,020,230	6,548,100	10,441,852	8,159,553	9.631,963	
RECEIVE	From	Rx.	1	13,913	87,269	1	1,855,191	1	66,335	94,900	19,700	1	1	827,218	!		-	-	478,523	88,584	1	
		Bx.	5,914,314	3,219,718	12,533,409	12,694,538	45,979,312	29,225,547	6,483,991	15,096,181	18,354,668	18,698,009	20,074,067	17.124,115	19,868,034	13,536,463	9,770,693	8.621,220	10,079,306	- 431,709	-2,013,095	
SIS.	Net Imports.	70	55,766,123	32,932,373	92,193,598	74,531,498	287,028,617	96,911,782	93,939,446	84,134,316	58.057,143	93,255,057	102,354,159	93,363,754	124,212,345	92,521,513	605,022,53	62 511,257	50,535,935	-11,141,231	-24,517,292	
FROM AND TO FOREIGN PORTS.	Exported.	Rx.	1,458,696	1,223 320	1,999,791	2,418,336	180,149	758,451	4,705,692	2,532,430	2,553,621	8,404,719	4,208,667	2,772,935	1,895,352	2,637,279	6,151,138	4,797,863	3,356,968	4,848,105	3,642,611	
SOM AND TO	Expo	.20	\$,391,005	6,900,908	94,765,319	14,252,960	4,719,157	4,110,179	20,991,767	9,703,900	10,413,006	14,578,483	19,975,224	14,982,597	9,763,691	14,829,876	39,859,710	34,976,431	30,659,491	43,510,420	32,916,724	-
54	ted.	Rx.	7,403,000	4,443,038	16,743,930	15,112,924	16,059,461	29,567,298	11,159,653	17,478,611	20.943,257	23,102,739	24,290,734	19,597,050	21,763,416	16,473,742	15,921,531	13,419,053	13,466,273	4,426.398	1,629,516	
	Imported.	.20	64,160,128	39,533,279	116,959,115	88,814,458	411,747,504	101,051,961	43,221,213	73,538,216	98,500,149	107,838,545	122,329,353	108,346,651	134,005,039	107,651,659	103,690,619	97,457,688	111,225,416	32,399,139	8,429,433	_
	. 1		1	:	:	:	i	1	1	1	1	i	i	1	÷	1	:	1	1	i	:	
			191415	1915-16	11-9161	1017-18	1918-19	1919-20	10:00:01	1931-23	1923-23	1923-24	1924-25	1925-28	1928-27	1927-28	1928-29	1929-30	18:0861	1931-32	1902-33	

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The character of representations are also as a second control of the character of the chara

Table showing the value of Gold, Silver and Copper Moneys coined at the Calcutta and Bombay Mints, respectively, during 20 years in TENS of RUPEES, from 1913-1914 to 1932-33.

17	SAR.		CALC	UTTA.			Во	MBAY.	J	7	OTAL FOR	BRITISH IN	DIA.
11	SAR.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx,	Rx.	Rx.	Rx.	Rx.	Rx.	Rx,
913-14			6,633,606	3,000 208,5448	6.845,150		6,523,248	289,500(a)	6,812,748		13,156,854	${3,000 \atop 209,5145 \atop 289,500(a)}$	13,657,898
914-15			1,460,486	(b) 4,312 46,0708	1,510,868		719,047	264,700 a)	983,747		2,179,533	46,070}	2,494,615
915-16			1,040,214	18,3908	1,058,604		580,006	47,939(a)	627,945		1,620,220	251,700(a)) 18,3905 47,939(a)	1,686,549
916-17			16,280,200	(d) 4,375 $70,655$ §	16,355,230	(e) 15,376	16,047,727	303,520 a	16,366,623	15,376	32,327,927	4,375(d)	32,721,853
917-18			9,986,522	(r) 2,000 (a) 33,500	10,230,382		14,829,712	433,175(a)	15,262,887		24,816,234	363,520(a) 2,000(f) 208,3603 460,675(a)	25,493,269
918-19			27,476,665	218,3558 974,600(a)	28,060,670	5,107013	24,735,297	611,265(a)	30,454,175	5,107,613	52,211,962	218,8555 1,585,915(a	59,123,815
919-20			16,803,383	1,473,199(a) 329,0293 250(g)	18,606,461		21,204,392	1,029,265(a)	22,233,658		38,007,775	2,502.465(a 329,629	40,840,119
920-21	73	200	1,440,000	(402,943(a) 152,9805	1,997,923		3,079,536	179,539(1)	3,259,075		4,519,536	250(g 582,482(a	3 5,256,998
921-22	April 1	-	930,180	2,000(i) 134,934(n) 14,9405	1,080,054	1,000	. 732,356	30,477(a)	762,833		1,002,536		13
922-23			627,545( <i>k</i> )	37,300(a) 9,340§ 5,000(i) 250(q)	679,485			15,036(a)	15,036	-	627,545	11 - 5,0001	11. 0000
023-24		10 1. 1 111/2	396,263	(85,350(a) 9,390§ 5,000(i)	496,003		103,816	129,596(a 4,5405			500,079		731 05
924-25	1 1212		321,425	202,050(a) 7,590 12,530(i)	543,595	 	132,195	178,354(a : 18,948§		:. ···	453,620	5,000(a) (390404(a) 26,5389 12,530(a)	B
025-26			266,857	297,150(n) 38,570§ 250(q)	602,827		376,494	154.158(a 26,727			643,351	451,508(a) 65,297 250(g)	1,160,20
026-27			354,300	{ 178,100(a) 37,978}	\$ 570,378		150,643	{ 111,133(a 34,21	3 295,989		504,943		
927-28			101,592	128,350 (a)	249,062			141,005 (a 16,032			101,592	11 35,175	106,11
928-29			303,798(1)	\$200,400(a) 58,8108	623,038(1)		223,860	15,7093	300,716		527,658	74.5495	923,75
929-30		´ ]	19,500(m)	113,860§	\$ 599.710(m)		2,163,894		2,163,894		2,183,391(m)	C466 350 L	2,763,60
930-31			492,353(n)	{ 64,400(a) 64,960§ (p) 266 }	}751,979(n)		506,035	15,071§	521,106		999,385(n)	80,03 (p) 266	\$ 1.273.08
931-32			490,000(q)	18,970§	508,970(n)						490,000(q		
932-33		'	774,320(r)	{ 8,500(a) 24,010\$	\$ 506,803(8)						774,320(r)	8,500(c)	806,83

(b) Includes Rx. 312 in 1914-15 representing value of Aman Cash for the Padukottai Durhar.
(c) Includes Rx. 305 representing value of coins for the Saliana State.
(d) Educate Rx. 305 representing value of coins for the Saliana State.
(e) Represents value of English Cash of Padukottai Durhar.
(f) Represents the value of Aman Cash for Padukottai Durhar.
(g) Represents the value of Aman Cash for Padukottai Durhar.
(g) Represents the value of Aman Cash for Padukottai Durhar.
(g) Represents the value of mickel coinsign excluding the value of Aman Coolean Cash of Padukottai Cash (g) Represents the value of mickel coinsign excluding the value of Aman Coolean Cash (g) Represents the value of Malaia Coolean Cash (g) Represents the value of Wall are not known.
(e) Include Rx. 1000 basing the value of Blatan Government Rx. is excluding the value of Wall are not known.
(e) Include Rx. 1000 basing the value of Blatan Government Rx. is excluding the value of Wall are not known.
(e) Include Rx. 1000 basing the value of Blatan Government Rx. is excluding the value of Wall are not known.
(e) Represents the bank of Ullaigne Durhar (Mercear) Sarupshahi Rx. (g) pint for Blatan Government.
(g) Represents the bank of Ullaigne Durhar (Mercear) Sarupshahi Rx. (g) pint for Blatan Government.

			1983	1932	1931	1930	1929	3928	1927	1926	1925	1924	1923	1972	3	1920	1919	1918	1917	1916	1915	1914		i		
(d) Excludes 2. (e) Excludes 7. (f) Excludes 3.	(b) Excludes (c) Excludes Gover	*Converted at Rs. † (c) Excludes 2,000,00 Government very which Notes w	:	:	:		:	:	:	1	:	:	1	1	:	:	:	;	:	:	:	:		Years.		Government totals for all
xeludes 2,000,000 Do xeludes 7,000,000 Do xeludes 3,750,000 Do	12,000,000 Di 8,000,000 being It nment under Sec.	nverted at Rs. 10 per £1, 13-5-4 ludes 2,000,000 being In Government under Sec. 1 which Notes were issued	176,895,119	178,136,756	160,843,573	177,230,629	188,032,574	184,874,455	184,132,171	193,340.976	184,194,023	185,850,722	174,701,478	174,764.725	166,156,975	174,524,596	153,464,779	99,793,760	86,375,173	67,733,454	61,629,961	66,117,593	R <sub>x</sub> .	notes cashed in other circles.)	Notes in cir-	Treas Indic
500	Do. g Internal sec. 20 of the	or Re. ternal	25,994.053+	5,280,8681	25,847,4501	32.273,584+	32,216,6791	29,763,338+	22,320,600*	22,318,558	22,317,273	22,319,335*	21,318,826*	21,319,194*	24,171,303*	14,365,344	17,389,912	26,849,525	11,999,193	19 242,714	7,644,577	22,435,307	Rx.	Gold.	RESERVE	uries on the last d for 20 years from
D, D,	Do. Do. Internat Bills of Exchange held 20 of the Indian Paper Carroncy		111,857,135	111,186,620	124,800,102	110.955,047	99,896,401	106,380,333	104,474,039	84,912,237	76,754,339	80,004,413	87,051,122	77,518,947	65,565,691	39,851,766	32.352.338	10,790,362	19,075,389	23,055,302	32,335,390	20,532,292	R <sub>x</sub>	Silver.	III GTEIII	ny of 1914
		for 11-30016 grains of fine gold for 8-47512 ills of Exchange held on acc ne Paper Currency Act 1910	39,044,631	57,939,2701	10,196,021	33,819.604	43,228,473(d)	37,959.161(4)	49,765,891(4)	57.111,495	57, 126, 295(c)	57,527,495(4)	57,480.757	65,079,357(4)	68,071,595	19,585,495	16,079,995	9,999,995	9,999,995	9 999,995	9,999,995	9,999,995	Rx.	Government Securities held at Culcutta.	Імил.	euch official to 1933.
D. D.	Do. on account of Act (X of 1923)	gold. n account of 1910, against	2,122,915	2,911.084	2,076,981	2.042,039	1,988,032	1 926,854	1,832,536	2,275,140	2,791,642	2,505,864	3,428,928	3,073,662	3,959.276	5.716.584	7.776.142	5,508,938	7,508,053	7,106,768	8,878,342	9,935,735	Rx.	Currency Notes in Government Treasuries.		l year in

PAPER CURRENCY RESERVE COINS.

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	India,	• Price per Fy. md. of Bengal and Tirhoot middling to fine. (c)	Highest Lowest Rs. Rs.		300 0 400 0 400 0 275 0 370 0 300 0+	000	130	255 0‡ (3 12 0 per unit (e)	te B grade (7)	3 S 0 D grade 3 0 0 to 3 4 0 per unit.	15.100 (3.40 (a)	le unit (h)	3 0 0 per unit. 2 8 0 to 3 0 0 per unit. 4 0 0 to 2 8 0
	.ž	Tirh	Yield. Hig owts. R	26,800 M 55,100 GH			34.500	21,700	28,200 (2	10,000	15.100 (3	75 mr.tr	13,000 11,100
	and Province to 1982-33.	Toral.	Area. Y		710,600 292,000 248,300		179,500	111.900	135,300	104,800	81,000	70,000	63,800 32,500 39,800
	iy and 14 to	AND Ing		900,000		1,500	98.7	1,100	00+	000	200	99	383
	Presidency and 1913-1914 to 1	Bonnay and Sand. (including Khairpur States.	Area. Yield.	002,4			7,700	6,690	3,500	2,700	1,500	2000	9998
	each Pr from 19		Yield.	11,500	96,88 60,48	27,800 48,600	32,600	17,100	19,100	7,400	10,900	11,500	10,300 7,800 8,800
	, in ears	Mamak	Area.	71,700	324.400 144.400	112,100	89.400	70,200	77,600	53,600	18,600	52.800	37,200
D1G0.	of Indi	PROV.	Yield.	3,000	3,800	7,300	2,200	1,400	1,600	007,1 800	000	100	300
Z	duction ket, dur	UNITED PROV. OF AGRA AND OUDS.	Area.	21,400 12,300 13,200	159,300 190,2:0 49 100	15,800	39 100 20,600	12,500	14,800	12,100	5,700	4,000	900
	showing the cultivation and production of and price in the Calcutta Market, during	<u></u>	Yiold, ewts.	3,500	3,200 3,200	7,4,9	9,300	1,000	4,400	1,000	2,700	1,900	1,000
	vation c	Pussali	Area.	22,400 20,400 21,400	90,300 17,000	27,000	36,400	6,400	20,500	23,300	19,300	6,807	9,000
	the cultivo s in the	AND SA.	Yield.	5,500	10,200	8,200 1,000 1,000	900		2,700	1,600	200	1,200	800
	showing the cu and price in	BIRAR AND ORISSA.	Area.	63,100 38,500 60,800	86,700 64,900	44,400	35,400	16,100	18,900	13,100	5,900	5,900	4,000
	ent sl	l	Yield owts.	986				_	(g	€€	ĝ	Ð	56
	Statement	BENGAL	Area.	1,300	1,200	9,700	7,300	90	ē	33	Ð	(g	
		Year.		1913-14	1916-17	1920-21	1923-92	1924.25	1923-96	1926-27	1928-29	1929-30	1930-31

\* Prices for 1014-15 are for Dondpere indigo per manuel (of Less than 60 verts. car Dondpere indigo per manuel (of The figures in this too, are thaten from the Prices (of No culturation. car of the Dengal Chamber of Commerce (a) No culturation.

+ Relates to the quality "ordinary to mid Quotations for "middling to fine" qual

available and August # Ralazs to price for two months July and August # Ralazs to price for two months not available.

(g) On 1st February 1929 only.

(k) On 1st February 1929 only.

	1.04	-				Quantity in owt.	žą.	Va	Value in rupees.	
Countries to which exported,	which exp	ortea.			1930.31.	1931-32.	1932-33.	1930-31.	1931-32.	1932-33,
United Kingdom				-	121	176	2,1	31,480	47,520	8,610
Other Native States in Arabia		:	***	:					-	*****
Syria		:	1	:	20			0,740		
:		:	;	÷	:::	-		:	-	
Germany	:	:	:	:						******
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mark		:	;	:				:		
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Darkey (Aslanc)		:	:	:				-		
Posts in the Levant and Black			:	:						
		:	÷							*******
Georgia	:	:	:	:			-			
Parliamin Donner			÷	:				3		
Treatment in Burdpe		:	:	:	oc.	11	=	2,400	3 733	31.0
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Egypt	:			:	*******	-		no.	00,140	00411
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United States ! Atlantic port						-		:	-	
Pacific ports				-			:		:	
	-			-						******
Hong-kong				:	:	:			:::	
astraba						:			******	
China (ex. Hong-kong and Macao)				:	:	*****	-			
Japan				:		******		-		
			:	:	-	20	-		0000	
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with certification of the	***			-			-	000-	000	:
Cyprus						-	:	:	-	
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					-					******
Other British possessions				:				:		
ther revergn countries				:						

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OD	0977
PR	ales
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OI	40
CULTIVATION AND PRODUCTION OF JUTE.	" 30 means of Fule in hales (460 lbs.) for 20 nears from 1914 to
ō	

		BENG	BENGAL (a)	BULLE AND ORDSA	Oursea.	ASSAM		COUCH BIHAR STATE.		Nepaltb)	TOTAL.	W.	
•	YEARS	Acres	Bales,	Arres.	Bules.	Acres.	Bales.	Acres.	Bales.	Bales.	Acres.	Bales.	1 1
		0.879.600	9.308.000	330,100	683,200	105,100	307,300	44,400	135,200	37,000	3,352,200,10,443,900	0,443,900	
1914	:	008 980 6		188,100	609,606	74,100	136,800	27,500	72.300	95,000	2,376,000 7.344,800	7.344,800	
1912	:	000 120 2		007700	332,000	95.200	250,400	31.800	08.000	70.000	2.702.500	8.309.300	
1916	1			A29 2111	002 600	100,500	248,400	36,200	95,000	41,000	2,736,200	2,736,200 8,867,200	
1917	!	2,370,200			000 200	162 100	SN Sm	39.800	43,300	73,000	2,500,400	6,955,700	
1918	:	2,219,200		149,800	210 200	182 300	331.200	39,200	69.800	66.000		2,838.900 8,481,300	
1919	!	2,459,000	7,567,500	203,4110	000-10	nonfran	000	000 00	000	000 000		3 500 000 5 915 000	
1930	:	2,169,000	5,247,000	179,000	335,000	125,400	2,0.000	000,00	95.000			000	
1601		1.316.000	3,595,000	108,000	255,000	81,000	154,000	13,000	11,000			000,658.5000,816,1	
1099			4,746,000	160.000	343,000	90,000	267,000	22,000	52,000	57,000		1,800,000 5,408,000	
10.00			7,463,000	000,855	328,000	120,000	339,000	35,000	71,000	98,000			<u> </u>
3 3				246,000	489,000	134,000	333,000	32,000	74,000	20,000	2,779,000	8,962,000	
100		poortsools	·	263,000.	640,000	136,000	279,000	31.000	70,000	41,000		3,115,000 8,940,000	
1920		200000000000000000000000000000000000000	-		261,000	186,000	399,000	13,000	117,000	40,000		3,847,000 12,132,000	
1920		3.321,000		_	000 000		166.000	39,000	51,000	82,000		3,374,4 00 10,185.000	
1927		2,933,000					001.00		20.000	2000		3,144,000 9,906,000	
1938	:	2,670,000			0.035,000	ma'chi	000000	000				3 415 000 10,335,000	
1829	:	2,989,000	9 9,190 000	238,000	19.000		302,000	000,10				0 162 000 11 905 000	
1930		3,031,000	000'988'6	238,000	620,000	192,000	619,000					00000741	
1931		1.598,000	4,986,000	149,000	342,000	000,66	197,000	16,000	17,000	_		1,562,190 5,542,000	
1930*	!		000'691'9	170,000	519,000	127,000	340,000	23,000	14,000	49,000		2,143,000 7,072,000	
1933	!	2,144,000		192,000	118.000	130,000	368.000	25,000	44,000	9	2,491,000	7,908,000	_ أ
	.	- 1	1	-		200	,						Ì

# THE JUTE TRADE .- (Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Guttings from Calcutta and Chittagong to European countries during 5 years, from 1928-29 to 1932-33.

· · · · · · · · · · · · · · · · · · ·	July to Ju	ne.			JUTE-(A BALE=400 lbs	s.)	
Years,	auty oo o		London.	Dundee.	Other ports in U. K.	Continental ports.	TOTAL EUROPE.
			Bales.	Bales.	Bales,	Bales.	Bales.
1932-33			1,894	743,000	10,930	2,195,878	2,951,702
1931-32			12,561	715,464	2,831	1,687,121	2,417,977
1939-31			8,969	518,614	7,653	2,216,757	2,752,068
1929-30			8,093	794,753	3,944	2,645,166	3,451,956
1928-29			6,501	941,465	2,115	2,900,077	3,850,158
				P	EEJECTIONS—(A BALE = 40	00 lbs.)	
1932-33				16	059	13,986	30,045
1931-32				29	,339	30,023	59,362
1939-31	,		ļ	34,	458	38,774	73,232
1929-30				71	747	75,685	147,432
1928-29				64	.676	47,229	111,905
					CUTTINGS—(A BALE=40	0 lbs.)	
1932-33				40	,999	42,397	88,396
1931-32			ł	39	,664	49,518	89,182
1930-31	****		1	41	,015	54,814	95;829
1929-30	·			61	,325	79,849	141,174
1928-29		· · · · · · · · · · · · · · · · · · ·		54	,913	73,237	128,150
			J		<u> </u>		

| 1000043

THE JUTE TRADS. Statement showing the quantity and whates of Track, Texas presents from Bengul Presidency to each Greeks country from 1980-31 to 1932-33.

-

Yes July t	irs, o June,			JUTE-(A 1	PALE=400 H	×,)	
		Europe.	America.	All Other ports	Australia	China and Japan ports.	TOTAL A
		Bales.	Bales,	Bales.	Bales.	Bales.	-
		2,951,702	304,532	160	7,83		Bales.
		2,417,977	306,581	175	5,49		3,399,4
		2,752,063	297,056	100	3.71	01,000	2,827,76
		3,451,956	399,863	455	2.16	10,010	3,126,90
1928-29		. 3,850.158	477,772	100	2,52	100,000	3,955.07
						1 00,1332	4,423,88
		$R_{EJ}$	ECTIONS-(A B	LE=400 lbs.)			
		. 30,045	6,594	250		1 1	
		. 59,362	15,042	781		"	36,889
1930-31		. 73,232	25,236	254		"	75,18
		. 147,432	60,594	2,593			98,72
1928-29		. 111,905	26,286	1,321			210,67
	,						139,50
		Cor	TTINGS-(A BAL	E=400 lbs.)			
1932-33		83,396	P2 0				
1931-32			38,248	21,143			142,787
1930-31		1	48,525 94,396	13,013			150,720
1929-30			121,632	11,215			201,44)
1928-29		128,150	111,471	17,985			250,791
				20,697			259,713

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# THE JUTE TRADE .- (Contd.)

Statement of clearances of Jute, Jute Rejections and Cuttings from the ports of Calcutta and Chittagong in vales (a vale=400 lbs.) during 25 years, from 1908-1909 to 1932-33.

duran	g 20 year	s, jrom	1909-1909	10 1002-00		
			Jute.	Rejections,	Cuttings.	TOTAL
Year	s, July to J	ine.	Bales.	Bales.	Bales.	Bales.
1908-09			3,975,759	55,258	599,594	4,630,611
1909-10			3,796,562	67,395	145,416	4,009,373
1910-11			3,298,591	92,559	139,916	3,531,066
1911-12			4,166,048	95,648	364,554	4,626,250
1912-13			4,402,802	146,429	392,930	4,942,161
1913-14			3,637,755	117,224	437,739	4,192,718
1914-15			2,606,700	77,278	283,084	2,967,062
1915-16			2,747,016	82,504	277,242	3,106,762
1916-17			2,494,110	88,926	227,391	2,810,427
1917-18				Not ava	ilable.	
1918-19*			946,002	59,671	40,546	1,046,219
1919-20			2,924,099	134,151	300,901	3,359,151
1920-21			2,008,777	61,350	272,876	2,343,003
1921-22			2,607,564	157,105	203,284	2,967,953
1922-23			2,550,145	153,425	197,993	2,901,563
1923-24			3,327,417	171,399	272,422	3,771,238
1924-25			3,438,852	180,915	202,285	3,822,052
1925-26			3,095,075	191,722	229,995	3,516,792
1926-27			3,969,509	206,439	273,078	4,449,026
1927-28			4,451,041	160,619	274,920	4,886,580
1928-29			4,428,885	139,512	259,718	4,828,115
1929-30			3,955,072	210,619	280,791	4,446,482
1930-31			3,126,263	98,722	201,440	3,426,425
1931-32			2,827,765	75,185	150,720	3,053,670
1932-33			3,399,463	36,889	142,787	3,579,139

<sup>\*</sup> From 1st January to 30th June 1919.

TEA CULTIVATION IN NDIA.
Statement showing the progress of Tea Cultivation in the Teagrousing Districts during 20 years from 1913 to 1992.

	Total India.	Aores.	610,104	624,497	634,940.	649,030	880,799	678,533	691,768	704,059	709,006	708,199	711,209	714,710	727,663	739,423	755,994	775,898	188,001	803,532	658'908	607 700	000	
	Coehin.	Mores.		:		- 1	:	:	:		1	:	1	:	:	:	:	:	296	521	621	603	020	
	Mysore	Acres.			:	:	:	:	:	:	:		1	:	-:	:	1,882	2,387	3,264	3,989	4 0%	Gao!	4,230	
	Travancore.	Acres.	37,430	38,809	10,890	45,415	43,756	44,458	45.641	-47,105	48,699	48,308	49,393	49,770	50,852	54,057	57,338	61,364	65,384			_	74,357	
	Coorg.	Acres.	4			:			:	i,	1	:	:	316	364	364	416	415	412	415		410	415	,
	Madras.	Acres.	26,278	.26,965	27,103	30,468	35,600	38,528	39,725	44,297	42,496	44,549	16,411	- 46,945	48,783	51,864	58.114	63,601	926 928	01000	00,000	72,436	73,513	60
	Panjsb.	Acres.	9,322	9,892	9,875	7,495	7,498	7,508	9,764	9,737	9,770	9,762	9,720	9,702	9,591	9,693	9.718	9.719	002.0	0.000	9,039	9,693	9,637	(a) Discontinued.
	United Provinces.	Acres,	7,978	7,994	7,946	7,968	7,854	7,987	7,778	6,656	6,533	6,016	6,031	6.210	6,453	6.174	1,071	0.000	070'0	nanto	775.0	6,254	6,286	(a) Discont
	Bengal.	Acres.	156,089	159,304	161,313	166,340	167,713	169,108	173,148	(6)175,311	(6) 182, 152	(6)185,311	169'281(9)	69186.626	(6)192,998	(10104.68)	CA1106 70.4	10001 280	000,102(0)	C+0+02(a)	(6)207,507	(6)206,978	(6)207,011	
	Bihar and Orissa.	Arres.	2,160	2,160	2,153	2,178	2,178	2,178	2,113	2,098	2,156	5.116	2.098	1 873	9.146	9110	0101	1,340	3,521	4°0.4	3,691	3,659	3,659	
1	char and Sylhet.	Acres.	141,835	144,475	146,335	146,702	149,926	151,197	152,715	154.133	148.535	145.791	144 991	102.191	145.001	100.001	100,01	146,800	147,059	144,774	147,107	144,336	141,542	
-	Brahma- Ca putra Valley.	Acres	226,012	231,900	536,489	242,636	219,761	254,754	259,184	966,022	968 665	900 316	966.871	1000	200,104	210,012	274,083	277,203	280,139	284,711	285,833	286,617	286,638	
	Barma.	Acres.	3,000	2,998	2,836	2,828	2,799	2,815	1,700	1,700	(0)	3	3	3	1	(a)	(a)	(a)	(E)	(a)	(a)	(a)	(a)	
1	si,	-	1	:	:	:	:	_			:	:	:	:	:	:	:	:	:	:	:	:	1	
	YEARS.		1913	1914	1915	1916	1917	1918	1919	1000	1661	001	1093	1001	1001	0201	1920	1927	1928	1929	1930	1831	1932	and the same of th

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TEA PRODUCTION IN INDIA.

			l e-	_			0	92	10		61			20	68	72	11	8		2 6	3	19	38		68	-1	
Torat		sq.	\$07.949.669	TT 102 616	a typodoro	372,202,674	370,313,559	371,296,338	380,458,975	377,055,639	345,339,576	074 963 771	,	311,638,930	375 355,689	375,255,874	363,506,571	909 033 189	200 010 015	330,919,0	404,153,169		201,080,788	394,083,505			
Coehin.		lbs.		:	:	:	:	i	:	:			;	:	:	-		:	:	:	:	55,074	61.719	20 043		182'ta	
Mysore	-	lbs.		:	;	:	:	:			:	:	:	:	1		:	:	:		81,763	112,925	100 601	199,000	÷	153,843	
	rivalione	lbs.		15,155,635	16,010,166	20 248 787	17.959.801	19 665,246	026 069 66	010 202 00	20,000,010	23,399,125	19,876,702	22,307,431	92 683 916	000 -10	21,000,300	98,075,119	28,531,699	28,825,276	30,188,320	30.513.697	000 000	28,028,200	<u> </u>	32,640,970	
-	Coorg.	lhe		:	:	-		:	:	:	:	:	:			:	:	116,506	133,068	151,819			_	167,537	174,362	219,767	
	Madras.	The state of	di l	7,089,045	8 607 641	11 961 580	000,100,11	11 304,440	10,390,212	10,518,373	10,469 358	12,255,755	11 521.836	00000	14,240,056	18,095,755	19,696,357	21,113,061	_	_			27,422,488	26,439,520	27,508,514		
-grososog	Punjab.		ig l	2,129,835	1 011 200	1,000,000	1,909,050	1,530,101	1,050,219	1,388 729	1,731,218	1,663,547	1 405 000	and and	1,548,418	1,721,731	1,936,762	1.810.976	1 075 108	0010101	2,076.300	1,004,866	1.930,100	1.896,286	_	_	1,000,000
m in the Fe	United Provinces.	Ì	lbs.	2,579,072	0.000	2,379,104	2,905,945	2,352,732	2,290,057	2,234,700	2,123,834	1.491.887	0.000	1,006,209	1,542,351	1 961,459	1,741,316			_	1,597,625	2.133,764	1,488.842				1,299,798
ea Productie	Bengal.		Ibs.	e0 108 705		16,572,201	89,526,057	92,644,990	91,852,856	89,983,561	89,511.408	792 900 12	11,000,000	(6)58,777,876	(6)71,834,933	216,423 (6,88,176,654	777 450 450 477	000 000	037,413 (0)80,219,050	(6)95,829,920	(8 97,942,054	(6,96,105,654	\$06,525,111 (4) 515,525,903	0120000000	010,012,240,010	(5)90,096,271	672,006 (0) 110,506,505
T fo season	Biliar and	OFFISSA.	The.	000 110	000,110	282,414	293,207	246,002	300,908	323,864	119.511		110,188	172,553	200,163	216.423	010 010	10,010	237,413	278,492	306,651	719,496	910 525	000,000	202,202	886 471	672,006
owing the p	John and	Sylbet.	lbs.		74,897,403	75,441,735	82,538,722	81,072,947	81,148,898	81 584.343	22 170 663	10,110,000	80,132,495	50,309,038	62,660,658	12 919 HRG	00001011	11,371,203	72,813,018	74.310,240	72,537,555	79.931.814	200 000	73,781 +17	69,358,756	71,156 279	80,716,922
Statement showing the progress of Tea Production in the Tea-growing Desir loss was	Assum	Valley. Sylhet.	lbe.	<del>-</del> -	124,824,497	133,110 572	163,213,204	163.000,184	161 475.018	021 082 120	001,000,111	163,962,010	154,181 566	131,193 736	137 304 660	200 001 612	100,251,510	165,781,842	152,371,909	167,671,433	163,350,276	173 785 864	Total Control	185,156,297	164,057,327	172,073,059	176 341,711
	١	Burma. 15	The	Ì	153,797	155,218	145,534	1.19 356	100 001	210 011	010,011	138,490	134,192	(8)	3	(i)	(a)	(a)	(u)	(a)	(1)	3	(a)	(g)	(g)	(a)	(a)
		YEARS.	1_		1913					/161	1918	6161	1920	1001	1001		1923	1924	1925	1926			1928	6561	1930	1931	1932

(a) Discontinued.

# TEA EXPORTS FROM BENGAL

Statement showing the quantity and value of Indian Ton (black) exported from Bengal by sea to each foreign country from 1930-31 to 1932-33.

9). (3).	Ex	ported to-					uantity in lb	s. ·	1	Talue in rupe	18.
1						1930-31.	1931-32,	1932-33.	1930-31.	1931-32.	1932-33
Juited Kingdom										1031-02.	1932-33.
		***	***			254,554,486	l	1		1	
ape of Good Ho	***	***				204,004,486	247,841,237	279,770,678	16,17,47,109		ł .
	pe						60	480	10,11,47,109	13,21,57,768	10,45,20,52
Maria	***	***			•••	632,732	561,405	462,820			289
anzibar and Pen	ıba.			***	***	133,221	83,676	62,999	4,63,644	2,80,974	2,30,50
Senya Colony	***				***	39,290	54,084	39,520	1,30,658	53,598	24.03
ransvaol			***	***	***	91,770	63,375	39,520	30,820	28,994	20,96
omaliland Prote	ntorete		•••	***		394		2,402	78,776	40,162	1,10
Inuritius & Depe		***	***	***		202,372	114.202	199	298		
den & Dopender	nwencies	***	***			193	11,690	82,740	1,13,004	47.021	31,02
ahrein Island	idios	***				280,910		5,000	90	4,503	1,25
traits Settlemen	***					986,780	406,355	301,054	1.59.885	1,75,537	1.14.14
evion	te.				***	302,659	1,158,775	711,868	6,06,942	4,32,732	2,33,85
eyion					•••		270,556	220,284	2,28,398	1,65,917	1,10,09
long-Kong					***	52,730	1,218	1.238	34,464	699	1,10,08
Vest Australia			••	***	***	492	2,811	4,247	492	938	
outh Australia (i	nolading M	Territory)	***	***	***	138,059	168,718	107,925	85,023	91,963	1,59
ictoria			***	***	***	962,835	566,644	474,575	5,37,871	2,73,936	55,86
ew South Wales	***	***	***	***		1,475,478	675,229	129,158	8.36,893		2,14,80
ueensland		***		***		1,942,995	1,092,806	925,397	14.21.230	3,72,685	66,33
deenstand	***	***				6,460	1,002,000	2,000		5,54,546	4,61,36
ew Zealand	***					356,051	1,005,018		7,669		2,19
iji Islands				***		11,102	15,619	1,138,498	2,35,250	5,37,600	5.71.0:
annda Atlanti	o coast					5,260,312	15,619	16,085	5,500	5 568	5.19
	coast					0,200,312	7,646,186	9,473,915	32,23,405	36,68,210	45,70,2
ritish Guinna			***	***	***	4,915,367	6,444,001	7,202,172	29,63,311	30,28,945	34,43,7
ederated Malay	24	***	***	***		8,150	11,320	22,500	3,809	4,745	10.2
		***	***	***		4.017	1.128	895	4,005	619	
	•••	***				1,051,389	779,586	451.516	6,11,971	0 47 074	
gypt	***	***	***			3,550,439	3,273,851	1,999,343	21,61,819	3,47,374	1,99 99
eychelles	***	***	***			7,745	7.764	7,877		14,70,957	8,43,96
oumania	***	***				27,500			4,688	3,563	3.19
weden	***		***			7,000	21,250	11,000	20,624	10,625	5.50
orway					***	7,330	20,929	20,226	6,407	10,464	11.28
enmark					***	3,000	1,320	4,180	1,949	647	1,39
ermany					***	2,880	678	3,820	2,047	564	1,49
ussia —	***	***	***	***	***	142,638	99,792	102,312	1,14,391	73,868	1,49
Southern									2,17,001	14,808	61,76
Northern	***			•••		2,602,441	1,383,551	2,761,350	14,95,799	6,91,737	
Pacific ports			•••	***		579 709 I	248 003	17.01,000	2,86,398	0,91,737	13,18,559
corgia	***			•••		3.068,509	1,826,747	95.874	17.49.979	1,24,001 8,23,572	46,795
						2,199,578	1,816,542	614,326	14,81,221		

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# TEA EXPORTS FROM BENGAL-(concld.)

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1930-31 to 1932-33.

					,	J10M 1000			·	7-1	
	n	rted to-					Quantity in 1b	8.		Value in rupe	es.
i.	Expo	rtea to-				1930-31.	1931-32.	1932-33.	1930-31.	1931-32,	1932-33.
,											
Fanganyika Territory						59,064	5,720	450	52,059	5,607	1,260
yria						94,530	197,749	185,410	76,079	86,211	77,988
rmenia				-11		14,175	625	3,600	10,630	469	1,525
myrna				***		16,750	8,750		12,182	4,375	
etherlands						67,136	79,033	115,071	35.584	42,030	59,450
oland			***	***		85,696 450	67,268	100	90,533	62,126	2,395
elgium					***	123,509	186,404	4,454 186,279	77,629	1.09.845	1.03.375
rance			***	***	***		180,404	180,279	71,629	1,09,845	1,03,875
pain				***	***	1,000	3,140	11,237		1,603	
aly				***	***			11,237	2,744	1,003	5,734
hodesia		**		***	***	8,400	8,400	8,400	8,410	8,400	5,872
ımatra			***	***	•••	3,410	3,400	90	3 253	0,400	149
ava			****		***	230,295	179,700	97,750	1.50.188	1,09,232	62,781
urkey, European (inc	maing U	rete or Ca lack Sea	ndia)	***		200,200	110,100	31,100	1,00,100	1,00,232	02,151
				***		372,115	290,052	426,013	2,67,411	1,35,278	2,00,459
,, Asiatic Persi			•••		***	012,110	200,002	320,010	2,01,211	1,00,210	2,00,400
ritish West India Isl			***	***	***	26,430	54,950	174,604	16,406	23,676	74,514
				***	***	125,035	59,525	30	70,891	21,994	30
					***	3,750	6,250		2.812	3,125	
ripoli talian East Africa				***	•••	216,470	370,361	352,902	89,742	1,48,033	),22,541
adagascar			***			4,578	5,192	1,100	2,689	2,326	550
ortuguese East Africa					***	31,436	31,311	36.194	16,410	16,072	12,150
Vest Africa					***	01,100	4,420				1
reach Somaliland						68,424	99,647	50,872	38,213	43,901	18,902
Inseat Territory and	Trucil O	mon				47,504	73,924	124.077	27,722	28,063	34,724
luscat Territory and ther Native States in	Arabia					1.137,975	1,178,875	1,596,413	7,22,575	4,44,949	4,20,375
ersia						4,035,283	1,937,268	1,428,027	21,54,300	8,95,315	6,18,539
byssinia							384	1		192	
hina (+x Hongkong &	Macao)				***	1,741,436	1,201,889		12,63,074	6,40,550	1
iam						2,880	1,911	1,405	2,736	1,673	1,249
apan						15,801	10,574	8,669	13,966	9,171	6,709
S. A. Atlan	tic const				***	9,225,527	9,166,989	10,591,796	58,59,153	45,76,919	53,51,828
	ic coast					463.614	441,664	365,002	2,97,955	2,33,221	1,84,680 2,50,579
hile						484,881	332,449	366,517	3,25,349	1,74,448	41,016
eru			***			3,500	28,000	56,856	2,625	90,880	59,284
rgentine Republic (ir	icluding	Atlantic c	oast of P	atagonia)		140,500 80	176,510 260	119,005	1,05,025	300	160
razil			***			1.712 247	453,512	92,074	7 89.084	2.09,158	42.588
ng o Egyptian Sudan				***	***	33,920	343,491	164,205	26,601	1,35,548	76.476
elestine			***	***		1,600		5,000	11,600	1 -,50,010	3,750
ruguay			•••		***	1,000	3,649	19,560	11,000	2,775	14,594
ther Countries			•••		***	- 00	0,010	10,000	1	1 2,7,10	1,7000
			TOTAL			306.208.991	294,686,022	323,824,706	19,34,82,792	15,46,70,201	12,53,26,158
			~~~~		•••	000,200,001	203,000,022	020,024,100	,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,
						1	]	ļ	1		

1.0				QUANTITY	IN LBS.		_
Yean,							
-		Bengal,	Bombay.	Madras.	Sind.	Burma.	Total
			İ				-
1908-9 Black Green	***	215,282,084 754,186	-,-10,100	1 7			
1909-10 Black		230,613,349 313,126	1,374 746	17,094,516	9,788	7,409	
1910-11 Black Green		233,722,460 1,082,507	1,449,463	18,035,962	1,626	8,651	313,12 253,218 18
1911-12 Black Green		239,604,640 1,371,340	1,496,522		2.138	13.610	1.069 60
1912-13 Black Green		255,902.237 725,275	1,975,545	749,715 19,128,739	2,985	2,080 13,865	2,123,13
1913-14 Black Green		265,374,593	2,604,197	768,795 20,917,980	20,998	790 7.830	1,455.60
1914-15 Black Green		35,899 274,491,324	4,039,149	511,066 21,613 736	38,318	1.028	517.99
1915 to . (Black		165,824 301,275,583	11,195,037	381,726 25,775,616	26,767	2,797 560	300,185,38 548,10
1916-17   Green   Black   Green	***	127,049 262,452,389	3,721,750	64,150	i	6,060	338,279,60
1917-18 (Black		240,491 324,824,260	9,054,340	24,907,996	45,659	34,323	291 162,11 240,49
1917-18 { Black Green 1918-19 { Black		4,258 279,709,808		24,894,951	393,045	3.378	359,173,91
		50,482 341,146,420	14,290,543 6,443	27,065.941	2,538,873 180	940	323,646,H
1919-20 Black Green		500 250,004,948	7.445,141 2,820	29,453,234	1,108,451	8,107	379,161,33 369
1920-21   Black   Green   1921-22   Black		998 111	3,600,303	30,637,678	1,274,798	5,507	285,523,73 228.55
Green		283,729,022 356,900	2,259,782	27,233,356	292,483	6,606	313,5213
1922-23 Black Green		253,015,523 780,237	3,909,203	30,386,551	194,591	9,895	356,9 287,515,72
1923-24 Black Green	:::	296,523,379	3,318,870	38,559.737	93,069	5,181	780,45 338,400,28
1924-25   Black Green	:::	299,098,573	2,574,728	37,486,634	62,644	5,232	255,10 339,227,811
1925-26   Back Green		920,739	2,531,169	230,882 42,745,780	40.597	3,937	879,134 324,425,390
1926-27   Black Green	==	303,998,747 958,136	1,332,777	386,962 42,672,500	65	21.832	1,307,78 348,048,99
1927-28   Black		314,523,746	693,464	262,195 45,384,505	15,211	52,034	1,220,33
1928-29   Bhek	j	585,569 309,531,420	407,928	360,050 49,195,433	13,522		945,619
1929-30 Black Green		313,719 325,897,293	554,178	125 345		14,770	139,121
930-31   Mack Green		306,208,991	485,872	49,671,327	16,094	30,053	376,168 915 465,24
931-32   Back		294,686,022	128 298,285	48,574,502	16,517	,	355,390,773 933,168
932-33 Blick Green		323,824,706	1	45,901,455	11,975	,12,000	340,910,13t 966,171
Green			161,497	54,836,734	5,489	8,140	378,836,865
			. 1			1	

8	narative St	tatem	ent of Mo	vements of	f Tea (Blo	ick and Gr	sen) in Lo	ndon duri	rg the cal	Communities Statement of Movements of Tea (Black and Green) in London during the calendar years 1932 and 1933.	1932 and	1988.
1		-			MPORTS.				ın	DELITERIES.		
	YEAR.	<u></u>	Indian	Ceylon.	Java.	Ohima, etc.	Total.	fudina.	Ceylon.	Sumatra, C	Chinn, etc.	Total.
		T	-						á	ě	£	100
			ė	á	10.		24 717 710	0.450,000	10,273,042	9,001,300	1,717,635	15,045,512
January	11932		20,201,350	8,509,575	5,555,530	220.105	650,022	21,416,709	11.565,510	3,598,000	507.708	or, house, we
	-		21,370,944	9,506,322	5,535,670	312,031	35,374,200	21,323,615	10,387,231	3,607,450	570,529	76.783,637 36.783,637
			9,241,092	271,052,4	0.451,150	255.100	25,295,311 25,961,252	TTE,015.12	11,675,816	12,595,020	1.125 (25.12) (20.05)	41,695,497
March	55617		3,750,677	11,510,914	107.85.19	25 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 15 26 X 1	12,17,3,03 19,750,105	51,362,672	13,793,005	17,102,235	1,952,942	64,545,512 ES 015,137
April	{ 1963 { 1862		1,365,953	18,797,225	7,10 5,690	1100,000	29,145,259 25,15,120	10,145,036	5,315,925	3,959,950	616,119	15,331,719
May	(1903 C1882		3,938,005	16,181,468	5,347,020	112,211	27,620,038 23,195,158	15,1370,031	9,151,210	4,498,670	528,825	12, 121,523 13, 581,533
equip.	(1903		13,424,781	12,039,645	6,661,210	1.811,076	550,5,035	18,259,259	5,455,156	0,752,410	512,922	32,307,570
in.	SS(1)	1 1	30,507,073	11,710,508	6.051,399		19,753,973	18,318,725	8,238,294	5,535,740	733,332	30,975,310
August	11933		26,231,303	10,171,716			32,143,761	18,764,453	10,385,368	5,079,250	516,955	35,757,096
Optoher			45,225,239	8,702,564			61.551,715	21,109,534	12.306.714 9.537,514	5,761,554	912,089	41,622,131
November			20,440,463	12,110,122		519,932	46,695,591	21,311,900	12,630,3% 8,980,674	5,392,556	611,125 87E,192	11,511,194
December	ber [1933	111	48,559,325 31,533,379	8,861,712 7,133,203		106,219	57,167,517	19,011,725	10,973,028 6,939,718	3,706,450	282,400	31,358,516
TOTAL			208,978,428	113,591,340	71,157,310	6,516,109	519,530,457	265,939,199	19,301,653	81,293,410 58,771,139	9,241,363	123,869,673

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YEA	Quantity.	Average pri per chest.	co	Gross pr	ocee	ls.	
	Chests.	Rs. As	s. P.	Rs.	As	. P.	
1909	 43,200	1,388 8	8	5,99,85,100	) (	0 (	
1910	 39,600	2,673 1	7	10,58,54,815			
1911	 29,440	2,811 9	1	8,27,72,374			
1912	 19,900	2,970 10	10	5,91,16,564			
1913	 9,000	2,379 4	3	2,14,13,400			
1914	 11,848	1,598 14	0	1,89,43,520			
1915	 12,480	1,719 7	4.	2,14,58,850			
1916	 13,950	2,454 15	0	3,42,46,425			
1917	 11,725	2,588 9	7	3,03,51,335		-	
. 1918	 14,025	3,320 1	8	8,74,52,575	0	0	
1919	 11,960	4,308 4	2	3,41,39,750	0	0	
1920	 10,314	5,560 4	1	3,43,27,800	0	0	
1921	 8,135	4,673 8	2	2,36,54,825	0	0	
1922	 8,020	4,608 10	10	2,32,36,700	0	0	
1923	 7,954	4,539 8	9	3,13,34,650	0	0	
1924	 7,391	4,665 8	4	2,80,54,775	0	0	
1925	 6,119	4,616 15	1	2,54,35,350	0	0	
1926	 7,950	4,109 2	1	3,19,31,325	0	0	
1927	 7,330	4,000 0	0	2,93,20,000	0	0	
1928	 6,516	4,000 0	0	2,60,64,000	0	0	
1929	 5,701	4,000 0	0	2,28,04,000	0	0	
1930	 4,882	4,000 0	0	1,95,28,000	0	0	
1931	 4,036	4,000 0	0	1,61,44,000	0	0	
1932	 2,052	4,000 0	0	82,08,000	0	0	
1933	 2,094	4,000 0	0	83,76,000	0	0	

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# BENARES OPIUM-(contd.)

Statement showing the quantity, average price and gross proceeds of hences Opium sold each month during 1932 and 1933.

		1932	1	Quantity	Average price per chest	Gross proceeds.
		1302	1	chests.	Rs. As. P.	Rs. As. P
fanuary				289	1	11,56,000 0 0
Pebruary				289		11,56,000 0 0
March				313		12,52,000 0 0
April				289	1	11,56,000 0 0
May				170	1	6,80,000 0 0
June				112	} 4,000 0 0	4,48,000 0 0
July				88		3,52,000 0 (
August			1	ss	1 1	3,52,000 0 0
suguet September				111		4,44.000 0 4
)etober				103		4,12,000 0
November				87		3,48,000 0
December				113	}	4,52,000 0
DOCUMENTS.						
		Total		2,052	4,000 0 0	82,08,000 0
				Quantity	Average price	Gross proceeds
		1933		in chests.	per chest Rs. As. P.	Rs. As.
January			100		N	
					1	
February	***				li .	
February March						
						 8,00,000 0
March						8,00,000 0 9,44,000 0
March April				200	4,000 0 0	8,00,000 0 9,44,000 0 8,00,000 0
March April May				200 236	4,000 0 0	S,00,000 0 9,44,000 0 8,00,000 0
March April May June				200 236 200	4,000 0 0	S,00,000 0 9,44,000 0 8,00,000 0 13,24,000 0
March April May June July				200 236 200 331	4,000 0 0	8,00,000 0 9,44,000 0 8,00,000 0 13,24,000 0 13,24,000 0 13,88,000 0
March April May June July August				200 236 200 331 331	4,000 0 0	8,00,000 0 9,44,000 0 8,00,000 0 13,24,000 0 13,24,000 0 7,20,000 0
March April May June July August Septembe	 			200 236 200 331 331 347	4,000 0 0	8,00,000 0 9,44,000 0 8,00,000 0 13,24,000 0 13,24,000 0 7,20,000 0 5,24,000 0
March April May June July August Septembe	 			200 236 200 331 331 347 180	4,000 0 0	8,00,000 0 9,44,000 0 8,00,000 0 13,24,000 0 13,24,000 0 7,20,000 0

TOTAT	AND	LINSEED	1932	and	1933

WILLIAI		_						
		190	32.			193	13.	
WHEAT	May.	June.	July.	August.	May.	June.	July.	August.
D/Payment 4 M/S s.	1 6 Å	1 6 <sub>7</sub>	1 63	1 6∤8	1 670	1 6%	1 6%	1 67.
Exchange D/Payment 3 M/S s.	1 6½	1 6 <sub>7</sub> / <sub>6</sub>	1 6,7,	1 65	1 678	1 64	1 65	1 64
Pritt Calcutta, per B. Md. Club No. 2 (ready) Rs. (including bag)	3-0-0 to 3-2 0 t	3-4-0 o 3-5 0	3-9-0 to 3-11-0	4-0-0 to 4-2-0	3-8-0	3-13-0 to 4-2-0	3-10-0 to 3-12-0	3-8-0
Fright Carrent rate per Md. by Rail, Campore to Howrah Rs. p. Ten, Steamer, Calcutta to London £	0-8-11 (a) 1-7-6	9-8-11 (a) 1-7-6	(a)	(a)	0-8-1 (a) 1-8-5	(a)	(a)	0-8-11 (a) 1-8-9
Shipping Charges (boating) per ton. Colentia.	Averag	e Rs.	2-0-0 pe 931-32	rion	Ave	age Rs.	932-33	r ton.
Bengal Tons. Bombay Sind Madras, etc		1	177 1,357 8,664				168 1,308 645	
Burma **			0,215			-	2,194	
TOTAL M	-				<del>`</del> -	1	933.	
		- 1	932.	1				T
Linsero.	May.	June.	July.	Augus	May	. June.	July.	August
D/Payment 4 M/S ×	1 678	1 6,	A 1 6	1 6,	1 6	1 6,	1 6,	§ 1 6A
Exchange { D/Payment 3 M/S *.	1 6k	1 6	A 1 6	şg 1 6,	1 6	A 1 5	§ 1 6,	1 65
Price Calcutta, per B. Md. Small grain (ready) Basis 5% refraction Re	s. 3-10-0	3-8-4	3-12-	0# 4-2-0	t ‡4-1	-0 \$4-7	.0 ‡4-12	0 \$4.7.6
Freight Current rate per Md. by Rai Cawnpore to Howrah R p. Ton, Steamer, Calcutt to London	s. 0-S-11 n (a)	(a)	(a)	(a)	(a)	(a)	(a)	
Shipping Charges (boating) per ton. Calcutta.	Aver	nge Ra	. 2.0.0 p	er ton.	Av	erage Rs	1932-33	er ton.
Bengal Ton	s.	-	75,580 44,703				47,166 25,024	
Experts Sind								
Madras, etc ,							72,190	
TOTAL "	1	1	20,283					

120,283
(a) Subject to relate of 10% not exceeding 5s, per ton.

(iii) Subject to relate of 10% not exceeding 5s. per ton.

(ivith new single bags, delivery at Kantapuker.)

N.B.—The rates are quoted for nearest to 15th of each month.

	anna o	
	and th	
	Bengal,	34.
	into	1933-
TOTAL TOTAL TITLE	Matement showing the quantity (in maunds of 83\$ lbs.) of salt imported into Bengal, and the annu	during 25 years from 1909-1910 to 1933-34.
	Statement shoroing the quantity	

			-	during	sansk oz	durrug 20 years from 1909-1910 to 1955-54.	07 0161-r	1933-34.	ī	ï		1	. 10	
	Увля.		guiM balinU morit	From Germany.	From other Euro- pean Countries.	Ween Aden	From Red Sex Ports	From other Coun- tries,	From Bombay and Sind,	one stribald moral strod naibul redto	Total Imports.	InD ogenove Innunk 101 roq ooliq attec	nds of Liverpoo Salt, excluding Sult,	
			Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	å.	As. P.	
1909-10		-	3,735,556				11,147,211	1.191.308		900		į;	6	
1910-11	:		4,239,257	643,137	1,581,459	1,272,816	1,446,802	1,816,346	879,753	2004	11.879.570	9	-1-	
2011-12	:	1	4,974,356	_			1.634,379	2,042,315				9	9	
1912-13	;	1	3,979,219				897,382	2,709,356		32.611		2	7	
1913-14	:	1	3,251,373				3,374,8371	2,230,686			15 608 456	15	11.	
07-+101	:	÷	2,148,520				1,660,681	1,638,151		OF0 190	11 966 501	i.		
01-0101	:		3,261,241		C.		1,654,875	3,741,874			14 191 910	9		
101-11	:	:			1.512,344		1.035,814	2,694,806			10.803.01	15		
01-7-101	į		349,192		990,180		1,202,075	3,109,467		149 0111	8 679 149	010		
1010 00	:		100,473		419,291	2,563,618	1,147,095	5,133,594			10 000 100	100		
10-00-01	:		1,934,047			3,480,491	1,467,744	2,837,444			11 -001 505	31	10	
1001.00	:	:	2,343,162	2,052,747		4,603,913	1,462,875	3.996,817			16 071 910	28	1	
1032.00	Ē	:	1,603,260	1.089,341				2,289,465			10 610 111	22	- 0	
10-33-01	:		2,102,107	1,175,205	1,538,902	1,491,S14	1,640,216	2,308 230		Tee 822	14 781 485	200		
1924-25	:	:	2,523,720	400,923				1,575,157			10.576.955	18	9	
1925-26	=		100,000,000	202,002				4,472,498			15, 173, 191	ä	11	
10.96.07	:		6,720,000	028.046				2,717,881			19,000,000	ē		
1007.00		:	1,273,047	1,202,840				3.216.271			12 551 103	52	00	
1000 00	:		2,035,345	714,094				106 310		:		2 :	00	
1000.20	ŧ	ī	1,779,322	016,708				954 565			100,010,021	28	00	
1000 01	:	•	2,076,918	765,960				626.311	102 107	0.00	707 040 01	38	00	
1001 00	:	:	388,034	1.441.711				76.500		o o o o o	000	88	0	
1093 99	:	÷	538,655	310,010				-		100 001	82	200		
1022-00	-	:	645,068	756,696	564.165		1,023,340	1,811,952	301 002	611.404	15.625.044	32		
100000		-	19	1,050,264				275, 102	278,723 6	040 855	9	100	•	
N. B.	N. B Figures for Chittagene Per-	1440	ne Port and	included for	1010		-						'n	

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# RATES OF FREIGHT IN THE PORT OF CALCUTTA-1983. 1st QUARTER.

			ist	QUAII				
				TO LO	NDON.		TO LIVE	RPOOL.
STAPI	ACS.		STEAR	4ERS	SAILING V	ESSELS.	STEAM	iers.
			Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
			£ s. d.	£ *, d,	£ *. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre Rice and Wheat Lineced Rapescel Tilscel June Cutch Cutch Hides Tea Silk Talo Castor oil Tarmerie Gannies		per ton  ''  ''  ''  ''  ''  ''  ''  ''  ''	1 12 6 1 8 9 1 8 9 1 10 0 1 13 9 1 17 6 1 17 6 2 1 3 2 0 6 3 6 3 1 18 9 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 2 1 3 2 3 6 3 1 17 6 3 6 3 1 1 1 7 6			Nil.	Same as London.	Same as London.

N B .- Subject to rebate of 10% not exceeding 5s, per ton throughout the year.

# 2nd QUARTER.

			TO LON	DON.		TO LIVE	RPOOL.
STAPL	.tcs.	STEAD	18368	SAILING	VESSELS.	STEA	MERS.
1,221.7		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		£ x, d.	6 × 16.	£ s. d.	£ s, d.	£ s. d	£ s. d.
Saltpetre Rico and Whoat Linneed Rapeseed Tilseed Poppysond Jute Cotton Catch Hides Tea Shollae Silk Tale Castor oil Turmoric Gunnies	per ton ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) ) .	1 12 6 1 8 9 1 7 6 1 10 0 1 13 9 1 15 0 1 17 6 2 1 3 2 0 0 2 2 6 3 1 10 0 2 1 3 2 1 10 0 2 1 3 3 1 10 0	2 1 3	Nil.	Nii.	Same as London.	Same as London.

In wagon loads of 380 mds. or over per maund. (a) Including surcharge.

 <sup>(</sup>a) Including surenarge.
 (b) Excluding surcharge which is Rs. -\frac{12}{6} per rupeo in case of linseed only.

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# RATES OF FREIGHT IN THE PORT OF CALCUTTA-1933. 3rd QUARTER.

e esta e				TO LO	NDON.		TO LIV	RRPnor
STAP	LES.		Str	AMENS.	SAILING	VESSELS.	STEA	towns
-			Highest.	Lowest.	Highest,	Lowest.	Highest.	Loze
Saltpotre Rice and Wheat Linscorl Rapescorl Tilscorl Tils		per ton	# & d. 1 12 6 1 8 9 1 7 6 1 10 0 1 13 9 1 15 0 1 17 6 2 1 3 2 0 0 2 2 6 3 6 3 6 3 1 10 0 2 1 3 1 17 6	6 * d.  1 12 6 1 8 9 1 7 6 1 10 0 1 17 6 1 17 6 2 1 3 2 1 3 2 0 0 2 2 6 3 10 0 2 1 3 1 17 6	£ s. d.	£ s. d.	Same as London. **	Same na London.

# 4th QUARTER,

STAPLES.		TO LO	NDON.		TO LIVE	RPOOL
SALTATO	Territoria	MERS.	SAILING	Vessels.	STEA	MEES.
	Highest.	Lowest.	Highest	Lowest.	Highest.	Lovest
Saltpetre per ton	£ s. d.	£ s. d.	£ s. d.	$\mathcal{L}$ ×. $d$ .	£ s. d.	100
Rice and Wheat per ton Linseed Rapeesed	1 12 6 1 7 6 1 10 0 1 13 0 1 15 0 1 17 6 1 17 6 2 1 3 2 1 3 2 2 3 2 2 6 3 6 0 2 1 3 1 17 6 2 1 3 2 1 10 0 2 1 3 3 1 10 0 2 1 3 1 10 0 2 1 3 3 1 10 0 3 1 0 1 12 6 1 8 9 1 7 6 1 10 0 1 13 0 1 15 0 1 17 6 1 17 6 1 17 6 2 1 1 3 2 2 2 6 3 6 8 2 1 1 6 2 1 1 3 2 1 1 1 3 4 1 1 1 3 5 1 1 1 3 7 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 1 3 8 1 1 3 8 1 1 3 8 1 1 3 8 1 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8 1 3 8	Nil.	Nit.	Same as London.	Same as London.	

#### 000

# RATES OF FREIGHT IN THE PORT OF CALCUTTA-1932. Ist QUARTER.

			TO LO	NDON.		TO LIVE	RPOOL
STAI	LES	STEAT	MERS.	SAILING	Vessels.	STEAM	ters.
		Highest.	Lowest	Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre Rice and Wheat Linsoed Rapessed Tilsect Poppy seed Jute Cotton Gatch Hides Ten Silk Tale Castor Oil Turmerie Gunnies	per ton	1 12 6 1 15 0 1 17 6 2 2 6 3 1 17 6 2 1 3 1 17 6 2 1 3 2 1 3 2 0 0 2 2 6 3 6 3 1 17 6 2 1 3 2 1 3	1 12 6 1 11 3 1 13 9 1 18 9 1 18 9 2 1 3 1 17 6 2 1 3 2 17 6 3 6 3 2 1 3 2 1 3 3 6 3 2 1 3 3 1 1 3 2 1 3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	Nil.	Nil.	Same as London.	Same as London.

#### free at a secreting to per ten throughout the ve

# 2nd QUARTER.

				TO LO	NDON.		TO LIVI	ERPOOL.
STAPL	ÆS.		STEAT	MERS.	SAILING	Vessels.	STEA	MERS.
			Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		-	£ s. d.	£ s. d.	£ $\star$ d.	£ s. d.	£ s, d.	£ad
Saltpetre Rice and Wheat Linseed Rapesced Tilseed Poppyseed Jute Cotton Cotteh Hides Shellae Shellae Shellae Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala Tala T	per ton		1 12 6 1 7 6 1 10 0 1 10 0 1 10 0 1 13 9 1 17 6 1 17 6 1 17 6 1 17 6 2 1 3 2 1 3 2 2 6 3 6 3 2 1 3 2 1 3 2 1 3	1 12 6 1 7 6 1 10 0 1 10 0 1 13 9 1 17 6 1 17 6 1 17 6 1 17 6 2 1 3 2 1 3 2 0 0 2 2 6 3 6 3 2 1 3 2 1 3 2 1 3	Nit.	Nit	Same as London.	Same as London.

# 274 RATES OF FREIGHT IN THE PORT OF CALCUTTA-1982, 3rd QUARTER,

			TO LO	NDON.	-	TO LIV	ERPOOL.
STAF	LES.	STEA	MERS.	SAILING	Vessels.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Saltpetre	per ton	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£e. d.
Rice and Wheat Linseed Rapeseed Tilseed Poppyseed Jute Cotton Cutch Hides Tea Shelha Silk Tale Tale Castor Oil Turmeric Gunnics		1 7 6 1 10 0 1 10 0 1 13 9 1 17 6 1 17 6 1 17 6 2 1 3 2 1 3 2 2 0 3 6 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3	1 16 0 3 1 7 6 1 7 6 1 11 3 1 12 6 1 15 0 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1 18 9 1	Nil.	Nu.	Same as London.	Same as London,

# 4th QUARTER.

		то до	NDON.		TO LIV	ERPOOL.
STAPLES,	STEA	MERS.	Sateing	Vessels.	STEA	MERS.
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Saltpotre Rice and Wheat Anneed These d Rice d	£ x d.  1 10 0 0 1 6 3 1 7 6 1 11 2 1 1 15 0 1 15 0 1 18 9 2 0 0 3 1 3 1 18 9 1 18 9 1 18 9 1 18 9	£ s. d.  1 10 0 1 6 3 1 7 6 1 7 6 1 11 8 1 12 6 1 15 0 1 18 9 2 0 0 2 0 0 3 1 3 1 18 9 1 18 9 1 18 9	£ s. d.	£ s. d.	Same as London.	Same as London.

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rayness) of load Improres and Exports of
Memoratories and Turasum (contains of Consument Stores and Treasure) from and
to Persign countries by Dan in the Presidency of Hengal, and its Chief Pert, Calentia,
during five gaver, from 1084-1029 to 1032-1033.

		BENG	AL PRESID	ENCY.				Calcutta.		
	1928-29.	1929-30,	1980-31.	1931-39,	1932-33.	1928-29.	1929-30.	1920-31,	1931-32.	1932-33,
MERCHANDISE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	89,003,873	83,376,490	51,209,679	31,690,818	35,484,611	88,659,320	81,307,446	49,861,743	33,774,725	31,741,105
eperts Esperts { Indian Foreign	141,313,259	133,112,598	86,317,528 431,700	61,035,388 521,588	55,731,184 323,550	136,926,852 596,172	126,172,980	80,726,628 423,882	57,875,079 515,509	51,923,163 312,357
		193,674,940	86,749,237	64,559,950	56,031,743	137,523,024	127,029,401	81,149,910	18,310,558	52,266,11
Total		50,217,760		29,890,168	20,620,102	50,883,701	45,721,875	31,289,167	21,615,813	17,521,701
TREASURE.	4,760,733	3,657,128	4,194,511	1,227,548	966,172	4,760,733	3,657,128	4,193,511	1,227,062	
	15,831		250	188,024	1,391,889	15,831	387	250	189,621	1,359,73
Exports Net imports	1,741,898		4,191,261		1,125,710	4,744,890	3,657,041	4,191,961	1,038,438	1,191,270
Gord total of net		16,610,719	31,315,297	28,800,221	21,745,818	46,118,800	12,061,831	27,003,906	23,577.925	18,615,07

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Sidement showing the value (in Paus of Rupues) of total Imports and Exports of Government Fronzis and Transorm from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1928-1929 to 1932-1939.

1932-1933,										
		BENG	AL PRESI	DENCY.				CALCUTY	ı.	
	1928-29.	1929-30.	1930-31.	1901-32.	1102-93.	1928-29.	1929-30.	1930-31.	1931-32.	1932-13.
GOTERNMENT STORES:-		1						Rx.	Rx.	Rx.
INTORTS-	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	RX.		
FOR OTHER DEPTS.	1,182,635	903,918	816,319	) sg3,088	400.008	1,182,635		816,319	\$25,082	400,069
For State Rys	1.211.276	1,837,672	916,248	823,102	10,000	1,211,276	1,837,672	916,215	l' 1	
Total Imports	2,393,911	2,831,690	1,732,567	823,839	400,068	2,393,911	2,831,590	1,739,567	823,983	400,068
Expours-						1			1	
Indian Foreign	1,038,032	905,195 4,816	714,696 8,492	585,303 3,627	378,620 3,573	1,038,632 8,778	905,195 4,816	714,000 2,492		378,620 3,573
	8,778			558,930	382,193	1.016,810	910,011	717,018	588,990	382,193
Rtsl exports	1,016,810	910,011	717,098			1,347,101	1,921,579	1,015,469	225,052	17,875
Xet imports of Stores	1,847,101	1,921,579	1,015,469	235,052	17,870	1,041,101	Ajonejes			
TREASURE.							1,011			1,412,010
Imports Exports	1,566,616	1,041	355,513	1,519,581	1,412,919	1,595,646	1,716,255	385,542	1,519,581	
Not expects as m .				1,510,681	1,412,019	1,566,616	1,715,214	385,549	1,519,581	1,412,919
	1,600,646	1,716,214	385,542				206,365	620,937	1,254,5297	1,390,044
Grand total of net		206,365	629,927		1,890,014*	*919,545	200,000			
-	1			"Net I	xports.					

## STEAMERS.

	L		Е	NTERED.					(	DEARED.		
YEAR.	Wi	th cargoes.	In	ballast.		TOTAL.	Wi	th cargoes.	li	ballast.	1	Total.
	Nos.	Tons,	Nos.	Tons.	Nos.	Tons.	Nos.	Tous.	Nos.	Tons,	Nos.	Tons.
1923-24		1,101,245	117	376,662	427	1,477,907	518	1.851,503	29	106,816	547	1,958,319
1924-25		1,104,488	136	446,760	441	1,551,248	573	2.109,067	49	157,583		2,226,630
1925-26	1	1,116,463	100	365,452	413	1,481,915	525	1,963,382	62	197 493		2,160,875
1926-27		1,144,983	135	468,103	443	1,613,086	558	2,077,299	52	178,908		2,256,267
1927-28		1,139,119	150	513,452	462	1,652,571	473	1,737,168	60	198,218		1,955 386
1928-29		1,304,674		338,014	486	1,692,688	535	1,911,693	75	245,147	610	2,156,840
1930-31	303	1,698,038	162	538,306	465	1,636,334	530	1,900,922	54	188,036		2,088 938
1931-32	i	998,230	106		384	1,367,371	398	1,455,792	67	228,380	465	1,654,172
1932-33			112			1,206,555	363	1,298,450	41	162,326	101	1,460,776
	100	652,405	110	375,839	290	1,028,244	368	1,307,509	36	131,649	101	1,439,158

## SAILING VESSELS.

			72.				_					
			P.	STERED.			1			CLEARED.		
YEAR.	With	h cargoes.	In	ballast.		Total.	W	th cargoos.	1 1	n ballast.	1	Total.
	Nos.	Tons,	Nos.	Tons.	Nos.	Tons.	Nos		Nos.		Nos.	
1923-24	5	835	5	1,444	10				_			
1924-25	3	511	1	277	4	2,279	14	2,898			14	2,895
1925-26	7	1,134	2	451	9	788	4	677			4	677
1926-27	5	876			5	1,585	6	969			6	\$68
1927-28	6	1,078			6	876	5	852			5	892
1928-29	5	860	1	290	6	1,078	6	917			6	917
1929-30	3	471			3	1,150	5	860			5	800
1930-31	3	471			3	471	3	471			3	471
1931-32	3	518			3	471	3	471	1	149	14	690
1932-33	2	325	1	291	3	518	3	518			3	518
	- 1		_		ا"	616	2	325			2	325

## 277

## SHIPPING TRADE OF CALCUTTA.

Sile shaving number and tomage of Vessels, including Native Crafts, entered and claved with curyoes and in ballant, from and to Foreign Countries at the Part of Calcutta during ten years from 1923-24 to 1932-35.

## STEAMERS.

			Es	TERED.					C	LEARED.		
VEAR.	Wit	h cargoes.	In	ballast.	,	POTAL.	Wit	h cargoes.	In	ballast.	5	Fotal.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1933-24	301	1,073,769	112	360,307	413	1,434,076	513	1,838,078	29	106,816	542	1,944,89
ne4-25		1,081,327	130	428,885	427	1,510,212	562	2,073,070	49	157,583	611	2,230,60
1925-26		1,088,660	103	345,048	396	1,433,708	524	1,959.743	60	191,643	584	7,156,3
1925-27		1.121,526	130	450,250	430	1,571,776	555	2,068,061	50	173,993	605	2,242,0
V97-28		1,107,573	149	510,919	449	1,618,522	473	1,737,168	57	191,952	530	1,929,1
1928-29		1,277,421	114	360,982	469	1,638,403	533	1,905,130	73	238,087	666	2,143,2
1929-90	1	1,067,818	161	535,263		1,603,086	528	1,893,023	52	180,762	580	2,073,7
1331-31	1	976,736	1	369,141	1	1,345,877	395	1,448,698	63	214,284	458	1,662,9
1931-32		790,462	1	394,421	1	1 "	1	1,211,915	38	148,562	399	1,360,4
1902-33	1	630,251	1	372,104		1		1,307,509	32	117,765	460	1,425,2

## SAILING VESSELS.

			Es	TERED.					Ci	EARED.		
YEAR.	With	eargoes.	In	ballast.	g	OTAL.	Wit	h eargoes.	Ir	ballast.	9	POTAL.
į	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1923-24	4	581	2	330	6	911	7	1,104			7	1,104
1934-25	3	511			3	511	4	677			4	677
1925-26	7	1,134			7	1,134	6	969			6	969
1926-27	5	876			5	876	5	882			5	882
1927-28	5	793			5	793	6	917			6	917
1928-29	- 1	860	1	290	6	1,150	5	860			5	860
1929-30	1 -		1		3	471	3	471			3	471
1930-31	1 "	471		-	3	471	3	471	1	149	4	620
	1	471			3	518	3	518			3	518
1931-32	1 -	518	1	291	3	616	2	325		-	2	325
1932-33	2	325	1	291								

# MINERAL PRODUCTION IN BRITISH INDIA, ad value of Minerals produced in British India dus

Cold.   Cold.   Cold.   Magneso Co.   Miss.   Petroleum.   Salt.   Trib Occ.			2(0)	
Col.   Col.   Col.   Mangames Or.   Nics.   Petroteum. Sal.   Tra.   Committy   Value	Ore.		Rx.+ 11,738 11,439 13,460 13,506 13,506 137,311 190,038 107,94 107,94 280,136 360,348 360,348 360,348 360,348 360,348 360,348 360,348 360,348 360,348	2011,070
Const.   Gold   Mungamon Op   Mun.   Petroleum   Committy   Tybe   Gold   Mungamon Op   Mun.   Committy   Tybe   Gold   Mungamon Op   Mun.   Committy   Tybe   Gold   Committy   Tybe   Gold   Committy   Tybe	Tim	Quantity.	Owts. 1,738 2,662 2,062 2,083 2,193 3,193 31,243 31,414 40,140 46,160 46,160 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56,100 56	59.354
Const.   Gold   Mungamon Op   Mun.   Petroleum   Committy   Tybe   Gold   Mungamon Op   Mun.   Committy   Tybe   Gold   Mungamon Op   Mun.   Committy   Tybe   Gold   Committy   Tybe   Gold   Committy   Tybe		Value.	Rx. + 812,169 724,935 932,169 724,935 932,935 932,446,400 117,450 117,450 117,450 117,450 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,497 113,	195 343
Cond.   Gold.   Mangrous Or.   Mich.   Petrolom.	Sult	Quantity.	Tons. 1,473,189 1,474,189 1,482,295 1,482,295 1,482,370 1,482,471 1,691,128 1,691,128 1,691,128 1,692,491 1,791,199 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999 1,791,999	1,610,86111
Cond.   Gold.   Magnines Or.   Mich.	dm.	Value.	Rx. + 1,551,879 1,451,879 1,451,879 1,451,879 1,550,73,104 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,440 1,550,4	101,970
Cont.   Cont.   Codd.   Maganes Oc.   Mics.	Petrole	Quantity.	Gallons. 227, 328, 228, 228, 228, 228, 228, 229, 229, 2	308,606,031,5
Cold.   Cold.   Cold.   Marganes Orc.   Marg	ica.		Rx. + 165,177 124,404 1124,404 1163,182 231,233 231,412 138,412 138,412 138,412 138,713 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,707 138,70	
Cond.   Gold.   Mangaran	×	Quantity.	Owts. 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 44,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,779 47,	
Cond.   Gold.   Mangaran	mese Ore.		Kr. + 1,778,672 1,278,673 1,278,673 2,112,003 2,112,003 2,112,003 2,112,003 1,120,710 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170 2,103,170	120,100
Cont.   Cont.	Manga	Quantity.	Tons. 178,517 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (652,1317 (6	
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		Tear	1998 1998 1998 1998 1998 1998 1998 1998	-

† In tens of rupees, ‡ Including Indian States a \* Including Indian States.

# MINERAL PRODUCTION IN BRITISH INDIA.

											Z	7	,										
Value.		Rx. +																			+,250(a)	m 	
Quantity.	1	Carats.			251,449	209,724	202,500	104,115	108,011	100,004	199,910	231,100	187,010	101,037	149.094	105,571	080,080	+0,3S0	13,650	30,09	ons	-00	
Value.		Rx. #			:	:	:	:	:	1	:	:	:	:	:	:	:	:	:	:	!	:	
Quantity.		Carats.			:	:	:	:	:	:	:	:	1	1	:	:	:	1		:	::	:	
		Rx. +													16,275	47,029	30,244	58.24	48,616	21,855	35,92616	87.718(6	
Onontity.		Cwts.																					
Calma		Rx. +				51.048	21.830	6.93	15.614	13,560	20,582	001 66	93 903	99.312	11 168	21 100	00000	17	10.670	6 705	0	6.448	
- Committee	- Company	Tons.		14,086	1.								10,236	OF TO	00 69	00 67	10,000	20.50	00 10	15.55	100	13,49	
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	Quantity.	Tons			:					1 5		•	1	:	:	ŧ	:	:			:	- 112	
1	Value.	1	+	20 21 21	2,029	3,664	10.15	5	36.555	2	1000	17,944	30,339	30.119	40.140	33,454	125,474	3 26.744	500,72	\$3,520	8 47,730	S 21,856 6 11,239	-
	Quantity.																						
1	Value.	1	tex:	317,429																_			
- Canada	Juantity.		Cwts.	-903						356,009	305,701	319,2046	233,6335	173,9625	170,096								
j	Value.	İ	Rx. #	210 02	11109										388,658								160
(4)	Quantity.	ľ	Tous.												1 445,513	1 544 578	1 659 905	1 846,735	9 055 999	2 128 555	1 919 675	1,624,88	_
	_	Ī			2161	1012	19161	1012	2101	6161	(6.61	1001	1033	1923	1601	1005	1036	1997	1003	1920	1930	1931	1995
	(c) Countity Value Quantity Value Quantity Value Quantity Value	m. 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## COAL PRODUCTION IN INDIA

		1					1		55	201	ı c																
		Tool		*****	1	Fons.			16,464.98	17,103,93	17,254,30	18,212,91	20,725,493	22,628,037	17,962,214	19,302,947	19,010,986	19,656,883	21, 174, 284	20,904.377	20,999,167	22,052,336	22,542,872	23,418,734	23,503,048	0 152 90-	19,789,163
1000	.	Burma,			Ton	rolls.			:	0	:	:		(a)1,500	:	nne.	2770	1796	000	3	-	1		-	-	-	-
over province in India during 20 years, from 1914 to 1000		Balu.			Tons.	1		10.00	13,607	25,169	10,100	100	21 200	33 941	100,10	30.135	2,569	0,557	1.797	5.586	1 411	186	0000	801	.555	958	-162
s, from	1	N. W. F. Province.	_	1	Tons,	İ	-	č	09	12	215	240	50		-	_		_	-	_	_		_	30	97	-	=
year.				4		L								;	Ť	:	:	:	÷	÷	÷	!	:	÷	ŧ		:
02 Bu	L	Raj. (Bika.	neer.)	1	Cons.			7,511	17,796	15,541	0,045	100.11	7,00	975.50	12021	1000	01.5	8 159	0010	2010	0000	020	200	99	010	161	
no an		Territory. (Hydem-			· I		The Paris	100	15,000	0c9 (89	100	201 6	000	8.701	5.8S0	8.420	13	1877	1770	2012	76.7	S	300	100	121	505	-
27.50	-				ļ		- 70	710			12	96	9	3	\$	3	75	66,	637	707	Ē	815	SIS	757	781	733	1
some i		Central India.		Tons	1		152.000	139,680	200,285	198,407	199,975	182,141	158,051	192,034	161,231	000,00	Sec. 238	907.0	80.70	17.661	18,750	05,135	93.233	26,928	8810	2075	1
d or		tral nees.	Í	ď	t	-	1713	11S	27	81	0	57.7	2	+ 0	5-	-	-		N C	21 0		21 -	_	511	210	-1	1
		Provinces.	1	Tons.			ŧ	533	257	101,198	101,10	200	100	677.0	548.0	670.00	708.55	635 95	SUR TE	732 34	860 000	955 900	00	163 000	000		1
		Panjah,	1	Tons,	1	1	5,303	110,70	10 8.00	50,418	8.89	8.078	016.7	7.180	3.501	, £55	,662	.043	70	152	136	619	S40 1	857 1	660	-	1
	Bilian	ordssa.	1	Tons.		000 100	118 132	67.683	25,419	200 13.680,030	19,812	15,656	0.481/	1.328	9 055	8	000	9 0775	9900	97 -507	144	425 50	194 54	216 72	984 94	-	(a) Pigures relate to the
ľ	-		†-	-		12	01 10	01 10	11.5	3.6	10,1	6,	5	2	27.5	200	200	4 52	1	i i	9,133	9000	2000	1,847	, 207,	1	(a)
1		Bengal	Tours			4,424,33	4,975,46	4,992,370	4,631,571	7 202,235 1	0,111,032	2010101	200,000	1,621,320	5.031.635	1.913 850	5 137,688	3,554,990	639.993	965,104	316 500	81018	269 600	691 18n	1		Ĭ
-		Assum.	Tons	-		305,160,	311,296	257,315	33, 10, 1	291,734	325,535	112,463	48,103	26,149	14.842	8.849	1,061	0,040	8,089	2,515	9.040	5,021	0,035	1154	_		
			-	1		7	:	:		-	-	-	**	·		3			51	-	33	61		<u> </u>	-		
		Year.				;			ı	:	:	:	:					:									
					1914	1915	916	176	919	250	173	31	83		10.	201											

	COAL AND	кв, &0.	Tons.	559,190	392,938	28		20,40	30,169	86,996	.501.187	308,887	614,308	482,664	402,147	154,531	273,818	190,542	236,994	178,554	001.10
		Total.	Tons.	10.492	27,376	17.000	6.10	1118	E	1,272	1,003	11,905	27.077	22,340	34.632	12,798	10.821	19.985	12.768	22,866	
		Burma.	Tons.	10,053	9,270	1100	020	1121	826	619	*5,309	13,174	18,979	30,913	25.830	10,847	7,961	15,723	10,573	20,173	000
ENT FUEL	into-	Sind.	Tons.		130			10	: 2												
Core & Patent Fuel	Imported into-	Madras.	Tons.	-	1,653			1	922												
රි		Bengal, Bombay, Madras.	Tons.	4,556	2,047		-		:	188	5,031	10,589	965	1,608	1000	010	202	1,088	1,034	1,005	
		Bengal.	Tons.	_	87	,	4 84			:					1				:	;	
		Toral.	Tons.	531,814																	
		Витта.	Tons.	30,623				10 110	6.531												
3	into-	Sind.	Tons.	41,774		0.00	33	?						_							
Coar.	Imported into-	Madras.	Tons.	13,949					156	14.000 14.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15											
		Bengal, Bombay, Madras.	Tons.	-4	326.228																
		Bengal	Tons.	2,431	P. C	22	0001	1001	10.7	4.579	14,200	26,247	3,016	1,850	3,325	5,305	7.378	3.089	0.713	177	
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		Year.		!	1	!	!	!	!	: !	! !		. !			!	!	:		:	=
				1913-14	1914-15	10101	1012.10	1018.10	1919-90	1920-21	1921-22	1922-23	1923-24	1924-25	1825-26	1026.07	1927.99	1928-20	1959-30	1950-31	1000

## COAL EXPORTS FROM BRITISH INDIA.

												•	102													
	Total;	exports.	Tons.			591,349	805,804	832,332	257,408	143,712	881 805	1 1 15 100	1,140,122	144,837	149.113	188,812	294,304	287,614	683,298	686,570	677,261	737,697	462,297	521,501	467,255	and the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contract of the contra
	se.) ‡	Toral.	Tons.	-	7	63	514	21.0	1,095	:	80 <i>c</i>	F		30,103	50,920	56,264	65,004	46,652	38,278	52,063	35,995	20,066	32,607	4,814	3,040	1 Outes
33.	RCHANDE	Burma,	Tons.		;	:	1	;	300	974	:			:	:	!	;	ş	;	ı	!	;	1	:	:	Charles Av
20 1932	жим Мв	Sind.	Tons.	9	91	53	-	!	:	:	:	:		;	140	15,192	92,699	7,050	4,476	4,252	4,211	6,505	6,501	875	1.075	AND RESIDENCE AND REAL PROPERTY.
21-016	Exported from-(Foreign Merchanbise.) #	Madras.	Tons.		:	:	1	;	;	;	!	;		:	:	;	:	1	;	:	1	;	:	:	-	The second second
Jrom 1	eported fi	Bengal, Bontbay.	Toms.	5	ī	01	513	Ξ	151	1	508	711	201 02	00160	00,780	1,072	12,342	39,602	33,902	11,811	31,784	13,561	26,106	1,586	1.970	-
o years	ía	Bengal.	Tons.	_~		:	:	:	:	:	!				:	:	ī	:	:	:	:	:	:	:	:	
mounty the stare of each Frontice during 30 years from 1915-14 to 1952-33	isn).	TOTAL.	Tons,		+721,756	1592, 192	1803,035	1820,142	+255,005 +48S	+143,627 *S5	1.635	+1,142,608	1113,370	1,362	1132.511	1230 0004	1,173	111.	1,608	*3.030	*2,480	2,379	1,520	1.870	1452,073 2,130	- Creter
roptace	акупраз	Burma.	Tons.		+339	1 :	11	11	11	: :	1	:	7	110	+110	:	: :				::	: 1		11	-50	
r rone	к клаг	Sind.	Tons.	;	9	122	77	: 1	: :	10	:	13,556	122	100	5	410	:	: :		<u>.</u> :			9	27	1300	-
suure o	Exported from-(Indian Merchander).	Bengal. Bombay. Madrus.	Tons.	:	:	+12	::	+5,408	1860	: :	1		:	::	::	ŀ		: :	1 :	.:	: :		:	= :	130	1
and fine	Exported	Bombay.	Tons.	:	\$1.5°	2 22	1634	1610	11 S	1685	16,991	13.330	+1,680	336	+300	Ç¥	01.0	102	12.6	125	119	106	- 63	38	### ###	1 00-1
oron		Bengal.	Tons.	•1,885	1,21,340	1592,474	1,301	+823,124	+254,303	11.0.949	1672,775	1,133,729	111,537	97,611	131,559	-228,117	240,224	610.627	1,611	3,021	*9,472	2,262	1,427	1,828	1451,564	
				1		:	1	ī	-	1	7	-	=	====			- 1	<del></del>				-	<del>~</del> .	1	-	
	Year.			1913-1-4	1914-15	2012	1310-10	1916-17	1917-18	1918-19	1919-20	1920-21	. 1921-93	1922.23	1923-24	1924-25	1925-26	1926-27	1927-38	1928-29	1929-30	1930-31	1931.30	1939 33	1000-03	

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## PADE OF BRITISH INDIA.

1908	3-1910 to	1909-1910 to 1933-34.							-
			MERCHANDISE	NDISE.		Тикавиии	URE.		
Year.		*Total miles of railway open for traffic.	Imports.	Exports. (Foreign and Country.)	Net exports of Merchandise.	Imports.	Exports.	Net imports of Treasure.	Surplus ex- ports.
							1	1000 57 -02	Bs (1.000).
			Rs. (1,000).		ž	å	ž	31.03.27	•
1909-10	:	31,490	1,17,05,75	1,87,88,50	70,82,70	39,70,32	7,11,95	32,58,37	48,15,04
1910-11	:	32,039	2 20,00,10		_			10,00,01	
1911-12	-	32,332	1,00,00		_			1,50	
1912-13	!	101.00	1,00,00,1					02.98.30	
1913-14	!	94,030	1,37,92,90		_			14.52.04	
1914-15	į	000000	1 31 98 62					0.05.58	
1915-16	!	_	1.49.63.53					28.59.00	
1916-17	!	_	1.50.42.51					1.46,73†	
SI-U6I	į	_	1,69,03,41				_	3,00,36	
61-9161		_	2,07,97,24		_			9.38.50t	
1000 01	: :	37,029	3,35,59,88		_		_	12,15,65	
1001.00	! :		2,66,34,63				_	60,26,27	
1000.00	. !	_	2,32,70,77		_			48,64,87	_
1923.24	1		2,27,61,23		_	_	_	24,26,42	
1994-25		_	0.00017.78			_		01,33,00	_
1923-96		_	20 00 10 0		_	_		00,01,11	_
1996-27			10 50 00 0		_		_	07,00,10	_
1927.98			000000000000000000000000000000000000000	_	_	_		34,30,00	_
1928-29		00,000	0,00,00,00		_		_	20,19.00	
1929-30		41,724	2,40,70,40					27.77	
1930-31		1837	1,04,12,01	1 60 54 70	34,17,58	7,25,90		15,45	_
1931-32		2000	20 50 12		_	5,99,05	_	10,00	_
1932-33			1 15 38,26	_	34,35,22	1,95,58		06,62,16	
1963-34			- Control -		_		_		

• Figures for Calendar year. From 1913-14 the figures are for the financial year a Nor-venoris. (2) Surplus imports.

Not exports. # Net imports.

## TRADE OF BRITISH INDIA.

Value of total Indian Imports and Exports of Government Stores and Treasure from and to Foreign countries during 25 years in Thousands of Rupees, from 1200-1210 to 1933-34.

	 	 30000	in Thousands of	nupees, from	1909-1910 to	1933-34.	organ connectes	- the truy
	Year.	St	ones,		TRE	ASUR);.	Net	Surplus im-
	 Tour.	Imports.	Exports. (Foreign and Country.)	Net imports of Stores,	Imports.	Exports.	exports + imports of Treasure.	ports and exports of Govt. Stores and Treasure.
1909-10 1910-11 1911-12 1912-13 1913-13 1913-14 1914-15 1916-17 1916-19 1920-21 1922-22 1922-23 1923-24 1924-25 1924-25 1925-29 1927-28 1927-28 1928-29 1929-30 1929-31 1929-31 1929-33 1930-31 1931-32 1932-33 1933-34	 	Rs. (1,000). 5,50,08 4,36,14 5,18,05 5,18,05 8,06,06 8,06,06 1,07,03,17 1,08,17 1,08,17 1,08,17 1,08,17 1,08,17 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08,18 1,08 1,0	Rs. (1.000).  8.31  7.95 14.40 12.53 5.83 5.843 5.843 5.10,031 2.16,04 2.13,99 1.43,89 1.43,89 1.43,89 1.43,89 1.43,89 1.44,65 2.06,83 1.45,62 1.16,64 1.46,55 2.06,83 1.45,64 1.46,55 2.06,83 1.48,52 1.60,48 1.16,66 65,50 44,29 60,32	Rs. (1,000). 5,50,77 4,27,19 5,33,95 5,50,16 7,93,14 7,93,14 7,93,14 7,93,18 7,93,18 11,50,03 18,08,94 7,76,53 2,37,73 11,50 8,33,83 7,76,30 8,33,83 7,76,30 8,33,83 10,11,50 8,33,83 10,11,50 8,33,83 10,11,50 8,30,64 1,50,13 1,44,43	Rs. (1,600), 0.57 4.87 4.87 10,63,37 6.81,92 25,70,05 70,114,45 67,111,57 11,34,70 1,001 2,00 8,10 1,00 1,00 1,00 1,00 1,00 1,00 1	Rs. (1,000), 579 1,202 3,588,59 3,588,59 1,988,61 79,999 1,47,55 2,11,28 3,58 11,92 25,44 20,78 11,92 25,44 20,78 11,92 25,44 32,24 20,78 11,92 25,44 20,78 11,92 25,44 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78 20,78	Rs. (1,000). + 9,17 + 5,08 + 7,3,63 + 6,73,84 - 7,0,89 + 22,07,97 + 23,59,67 + 63,82,24 + 60,45,35 + 7,25 + 7,25 + 7,25 + 7,25 + 7,25 + 7,25 - 23,38 - 22,78 + 96 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3,31,8 - 3	Re. (1.000). 5.59,94 4.33,17 5.37,30 12.61,93 13.61,93 13.61,93 35,18,70 81,91,18 6,87,20,87 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90 19,23,90

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## TRADE OF BRITISH INDIA.

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each
Presidency and Province in Thousands of Rupees, from 1929-30 to 1933-34.

				Imports.				Exponts, 1	NCLUDING RE	EXPORTS.		
Paus	IDENCY	1929-1930,	1930-1931.	1931-1932.	1932-1933.	1933-1934.	1929-1930,	1990-1931.	1931-1932,	1932-1933.	1933-1934.	
		Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	
Bengal		 88,20,81	52,94,92	35,48,48	35,83,51	35,25,62	1,31,58,43	87,46,63	05,14,89	56,43,69	64,12,70	
Bihar and O	rissa	 					13	38	4			200
Bombay	***	 85,58,15	58,78,17	50,37,02	54,71,27	46,63,76	74,32,51	06,35,08	34.38,89	25,16,76	29,61,19	
8in4	***	 29,16,79	23,63,64	18,04,89	17,62,64	13,75,39	25,55,23	18,09,77	12,46,84	11,45,01	15,23,57	
Madens		 27,13,78	20,93,98	15,98,91	16,01,73	14,94,58	45,01,23	32,28,07	26,25,33	23,78,05	24,81,51	
Burma		 21,61,23	16,76,31	10,76,99	10,82,6	8,68,00	39,51,42	32,30,31	22,01,23	19,23,19	17,44,19	
TOTAL POI	r Britisu	2,49,70,74	1,73,06,26	1,30,64,79	1,35,01,	1,17,27,55	3,18,98,97	2,20,50,22	1,61,90,22	1,36,06,70	1,50,23,56	

# 100 Last Option (mark)

			1	İ			: 8	STEAMERS	SENT	ERED.				
7%		### F		1.5	Wit	h cargoes.			ľ		In	ballast.		
Pres	IDENCY.		19	30-1931.	19	31-1932.	19	32-1933.	193	80-1931.	193	31-1932.	193	2-1933.
			Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal Bombay Madras Sind Surma Bihar and Orissa			278 601 973 285 401	998,230 2,578,353 2,306,080 849,445 1,126,173	539	2,530,376 2,123,166 767,506	180 565 791 252 336	652,405 2,916,674 1,569,322 745,039 1,025,931	106 29 36 24 143	369,141 135,797 122,457 69,214 375,237	112 23 26 18 112	400,585 106,963 107,704 51,007 290,459	110 18 37 30 99	375,839 60,723 110,922 91,569 283,730

## STEAMERS CLEARED.

Bengal Bombay	***	. 7.	398	1,455,792	363		368	1,307,509	67	228,380			1	1
Madena	***	***	433				470	2,627,271	65			162,326		
Sind	***	***	906				725	1,272,472	43	124,039		215,836 85,290		
Dynama	***	***	253		207	564,434	194	500,255	65	228,864	42	130,379		
Bihar and Orissa		***	533	1,593,108	533	1,716,216	459	1,499,054		42.266	9	29.244	29	94,091
min origin		•••			***	***				12,000	1	20.244	"I	
12 - 15 - 1	TOTAL		2,523	7,823,154	2,338	7,481,175	2,216							
			-,020	1,020,101	4,000	7,481,170	2,216	7,206,561	255	871,331	173	623,075	152	518.093

## SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of SAILING VESSELS entered and cleared with cargoes and in ballast from and to Foreign Countries at ports in British India from 1980-31 to 1932-38.

		1					SAILIN	G VESSE	LS EN	TERED.					
					With	cargoes.					In b	illast.			
Press	DENCY.	-		1001		1-1932.	1939	- 1933.	1930	-1931.	1931	1932.	1932	2-1933.	
		-		)-1931.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	
Bengal Bombay Madras Sind Burma Bihar and Orise			Nos. 3 117 164 168 40	471 10,883 12,341 15,361 2,609	3 110 149 214	518 11,388 11,055 16,875	109 164 195	712 10,814 12,576 14,64 1,25	170 107 61	17,014 10,558 6,266	58	15,295 9,551 5,386	102	291 14,989 8,479 6,924 	
Bihar and Orise		1	496	41.665	529	12,85	509	40,00	338	33,83	310	00,20	1		

## SAILING VESSELS CLEARED.

			_	- 1	471	3	518	2	325	1)	408	1	56	3	277 3,534
Bengal		***		78	8,039	69	6,552	81	7,858 29,343	47	3.107	42	4,198	35	3,534
Bombay		***	]	328	31,804	269	24,802	319 339	27,106	-11	22	1	110	å	109
Madras		44		359	33,420	365	31,052	117	11,477	1		3	14	. "	,
Sind	-	***		152	12,870	137	13,137		11,000						
Burma Bihar and	Oviera					***					3,686	47	4,381	48	3,987
Digit pho	OTTOM					843	76,101	858	76,109	. 53	3,080	**	,,	i 1	
		TOTAL		920	86,604	040	10,101								

## TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS

(Figures given are for the official years from 1st April to 31st March.)

## TABULAR HISTORY OF THE TRADE $_{0F}$ | BRITISH INDIA FOR TWENTY YEARS

								- W OF	-
MPORTS.	<del>,</del>						В	ETRL	NUTS.
COUNTRIES WHENCE IMPORTED,	1913-14. lbs.	1914-15. Tos,	1915-16. lbs,	1916-17. lbs.	1917-18. Ibs.	1918-19. lbs.	1919-20. lbs.	1983-91, cwts,	1921-52. cuts.
Jnited Kingdom Aden and Dependencies	=	:::				-		11,90	
App of Good Hope Settlements (including Lahuan) Seylon	114.688.787 11,595,100	126,616,195 13,336,931	117,332,000 13,708,602	113,724,360 14,256,836	98,511,814 16,922,419	121,352,558 20,448,831		900,400 111,611	833,165 127,718
Japan Dhina Heng-Keng	68,330 1,087,296	87,024 108,576		840 206,432	111,9 81	602.315	13,706	25 4,5%	159 561 573
Siam Federated Malay States	6,60%	7,308	29,344	61,706  8,213	31,829	81,084 221 10,130	21,416 01,951 43,671	: ]	971 17 31
Other British Possessions Other Pereign Countries Germany	18,562 1,568	1,330 77 3,472	5,963 3,909	18,369 973	294 4,072			- 1	38 21
Imq	127,464,241		131,111,851	128,277,818	115,616,725		_::	القا	#3,65S
Imports.				12.5211,010	110,010,723	112,027,683	120,128,813		VRS.
								CL0	V.B.o.
COUNTRIES WHENCE IMPORTED.	1913-14. lbs.	1914-15, lbs.	1915-16. Bes.	1916-17. lbs.	1917-18. Ths.	1918-19. lbs.	1919-90. Ibs.	1920-21, ents.	1995-22. ents.
Germany Netherlands U. S. A.	177,751 300,826	549,261 149,632	::: (	20,272			:::	=	=
Kenya Colony Other British Personne	8,433,017	7,397,699	10,700,620	10,731,771	8,172,851 242,907	11,913,190	221,558 9,022,501 140	\$6,800	17.814 173
Aden and Dependencies S. Settlements (including Labuan) Italy Persian Gulf	27,332 9,532  781	9,947 3,410	101	196,600 7,659	3,031 32	23,849 95	30,135	: 5	577 30
United Kingdom Other Foreign Countries	15,140	145 1,750	- 3	579 287 9.779	3		5,917	- 6	
China Hong Keng Trenty Ports Mauritius and Dependencies		28,921	995	9,779	7,698 4,511	22,166	6,574	= [	
France Soychelles East Africa (Portuguese)	=			-	=	1,960	=	=	1 =
Iraq Total	8,019,573	8,140,030	10,701,601				5,180		59,75
Imports.			10,101,001	10,968,377	8,431,023	11,961,261	9,292,309	PEP	PER.
COUNTRIES WHENCE IMPORTED.	1913-14,	1914-15.	1915-16.	1916-17.					1001-01
China (ex Hong Kong and Magan)	llis,	lbs.	Bis.	lbs.	1917-18, Ibs.	1918-19. Ibs.	1919-20. lbs.	1920-21. cwts.	evts.
United Kingdom S. Settlements (including Latuan) China—Hong-Kong East Africa (British)	2,067,462		4,063,020	1,291,820	2,133 3,216,52f	900,637	1,005 1,207,989	g	10.0
Natal Sumatra	-		=			200,637	1,207,389	=	
Java Ceylon Zanzihar and Pemba Mauritius and Dependencies	14,935 24,935 24,491	129,978 25,235	221,297 38,078	307,063 15,261	44,800 372,157	113,074	75,982 48,343	26 26 100	1
Ambia Persia		=			14,455	14,045	7,378		1   =
Other British Possessions Other Foreign Countries	 95 139	 70 14	182	70	28	::: ::: 27		= 10	1   =
U. O. A		"	-97		4	959	9 309		4

DI.												Imp	ORTS.
NUTS	1922-23,	1523-24.	1021-25.	1925-26.	192	90-27.	1927-28. cwts.	1928 cwt		129-30. cwts.	1990-31. ewts.	1931-32. cuts.	1932-33. cwts.
1921-52. curts.	ewts.	ewts.	ewts.	<u> </u>	-	1,366			22S 1,270		2	24	
	 	1,907,185	1 090.812	1,108,8	1.0	015,561	847,291 113,577	3.16		1,316,186	1,000,011 169,817	959,023 97,590	103,156 10,060
853,165 127,718	135,355	118,93	122,83	158,1	81	133,561 35 998 1,003	150	1	485	326	 <sub>2,358</sub>	1.552	3.859
561 973 971	9,42	1,53	9		37	301	3,699		1,778 3,701 93	1,777 6,381 32 147	11,335 158 207	12,657 52 57	17,179
17 31	191		1,59	2,0	80 11	1,102 1,102	272 301		71 66 2	61	· 81	9	1,077
38 21	1			1	56 20				161	_:::_			1,117,349
193,955	1,100,07	1,381,63			771 1	181.917	961,876	1,3	01,963	1,475,466	1,190,030		
/RS.												IM	PORTS.
391-52.	1982-23.	1923-21 ewts	1921-25 ewts.	. 1925-1		926-27- ewts-	1927-28. ewts.	19	28-29. wts.	1928-30, cwts.	1930-31. ewts.	1931-32. cwts.	19:2:33. cwts.
ests.	ewis,		81 2,5		550	5,840	5,85	10	6,785	7,323 1,106	8,91 19		6,999
 57,81	1	1,3	37 1,0 19 6,1	13 1 20 1 94 10	180 200 200	3,86 63,35 45	4,06 7 68,91	Ğ	1,513 51,241	993 67,479 4,113	1,25 49,01 9,82	1,250	61,13
17	3	1	82 1	116	103 100 192	59 59 86	6	12	701	120	- 11	1	
- 7				168	306	5.76	0	1	1,919	181		n 757	147
1	1		110 3. 7 255	91	105 95 6		181	74	512 470 272	201	1	9 28	41
			1 3	106			1 =			322		1	
	1 ::	-		100	226	7	18	-	2,031	nG:		1 5	1 5
					5,700	71.5	18 82,	- 811	68,62			48 83,97	68,50
PER		ngos' ne	424 100	180 1,6	agree.							I	MPORTS
Hel-s	2. 1922-	23. 1950 S. ewi	-21. 1921		5-26. erts-	1926-23 cwts.	2. 1927-1 olive		998-29. ewts.	1929-30. cwts.	1930-31. ewts.	1931-32. ewt<.	1832-33 ewts.
	ew						494	201		3 9			 10,2
10	91	85i 8,878) 1	0,100	10 6,165	5,510	31,	525 5	565	11511	1	1	1	-
				. 1					71	99	5 2,		6 2.5
-	70	120 139		173 81	431 10	1	614 90	123 82	1.5	f3. 91	9	50	
1:			: 1							1 ::	1 =	1 =	1
1 :	:   :	165	:		Ξ,		46	5		1 :: 1	1	1 :	a) :::
	.			-			.718	,016	13,00	6,70	14,71	10,01	12,74
-	0,768	9,112	10,276	6,729	5,03	6 30	,517						

IMPORTS.

Imports.

			202												-				
PORTS.							S	UGAR	(15 D	итоп 8	STAND	ARD	AND I	BELOV	v).				
1	1913-14, cwts,	1914-15. cwts.	1915-10. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19 cwts.	1019-90.	1916.01	100143		1103-8	1,   192	1-25. 1	25-26	1920-27. tons.	1927-23 tons.	1923-29 tons.	1929-30. tons-	1630-51. tons.
Java Philippines			94,493	 135,01		8						267		788	156	552	6	1,61	3 7,43
Goylon Straits Scattlements (including		"		:::	::	=	=	=	1 =	1 =				= ]			-		6
United Kingdom Ozecho Slovakia China (exclusive of Hongkong and	·   3	3:	\ :: '	=	1 =	=	:::	e H			3		45	26	2	=			1 '
Mauritius and Dependencies Kenya Colony	60,22	3,219	103,000				-	<sub>10</sub>			8	- 1		=			=	=	
Belgium Hong-Kong	: ::	211	, ::	:::	:::			1 3 1	۱ ا	1	20			=		1	1	1 ::	
Netherlands Australian Commonwealth	: :	] :: .	=	=			=	=	"	l I	1	8	26	1	== ,	1		2	2
U. S. A.—Atlantic Coast Ouba	1 ::	] :: "		2	5		= "	8		11		125	580	151	3,95	5,00			:::
TOTAL					3,21							367	654		3,41	8 6,6	28	1981 1,	7,
MPORTS.									(16 f	UTCII	Stan	DARI	) AND	ΑВОУ	к).				
COUNTRIES WHENCE IMPORTED	1913-14. cwts.	1914-15. cwts.	1915-16. cwts.	1916-17. owts.	1917-19. cwts.	1918-19, cwts.	1919-99, ewts.	1990 tr.,	1991-22 1909-		3. 1923 for			tons.	1996-27 tons.	1927-28 tons	1923-2 tons		99. 1830-2 ton
Poland (including Dantzig)			"		-		-	$\vdash$	-	1	690					"	140		1 ::
Straits Settlements (including	1 1	1,631,122	1,279,024			1,573,60	1 .	11,61					132,999	0.10	6 11	91 1.5		2 881 072 2	618
Coylon United Winaster	28,017	50,762	262,077	295,400 112,761	49,192	55,93	2 210,150	5,771	1 42	73 4	,\$13	5,661	2,526	2,17	7 2,5 3 2,1	06 2,	ans "4	010	638 C
Netherlands Norway		5,959	7,497		23,425	116	1,016	1,054	1 1/2	91] [	.908 .906	60	124	27	13 1,6			RE)	217
Philippine Islands & Guan United States of America China—Trenty Ports		71	145	228	8 697	020	) K	- 1		15 15	0,205	36	=	1.9	00 II.	0±2 145	52. 18.	16 30 37	
Federated Malay States	501	271	8	:::	1,759			- 1		30	1,256	158	653				8	1 :	:   "
Natal Sumatra	489	=	1		:::		***	12E	1 1.			:::			12	1 =	10	1 3	
Austria 1	1,500	10,107						- 1	11 -	- !	:	1		,	277		45	23	
Other British Possessions	16	428,105	400		20,319 699	{ ::: 'i		=		1	:	::	1	1	125	581 ···	400	60	9,437 80
Belgium Germany	*** 557		8,275,901	7,523,907		7,281,471		901,79						1 %		8	311 256		652 1,598
Spain Denmark		:::	317	:::	:::	: (	=	1	l	127	8,105	75 21			278	211		:	203
Japan Persian Gulf	2,616	14,097	230,131	231,495				= 100				500		٩	168	31	127	268	538
British West Indies	=		:::	==	=	102	ᆌ	= 1		1					1 :				
April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   April   Apri			3	15	452														
1	-		***	***		::				·-					9 100 6	7,635 7	01,157	00,000	199,566
			0,1,10,578	8.051,029	9,410,256 1	0,133,007	8,167,516	230,131	1	17,131	412,237	381,47	024,4	en for Si	ugar 23 D.	S, and abo	ove, and b	low 23 D.	3. but not
										л. Б.— Fil	ures, Iron	n 1839-3	i, ato silo						

IMPORTS.

	COUNTRIES WHENCE IMPORTED.		1913-14,	1914-15.	1915-10	T	Т-			TEA	(Black	& Gr	EBN).
+			lbs,	lis,	lbs.	1916-17. lbs.	1917-18, lbs.	1918-19, lbs,	1909-50 lbs.	1984L	1921-92.	1922-23. Uss.	1623-24. lbs.
12	otherlands		l				-	-	-	_	llis.		
15	ederated Malay States ther British Possessions							l	1				
11		***	3,260	51	160	J			***	· //	1 [	*** 0	***
		***			100	45	87	189	780	- 6	100	1,518	 87
10	hina - Hong-Kong Treaty Ports	***	250,385		153,825	1000	l i				479	109	3/
10	traits Settlements (inclu		2,271,523	2.756 791	9 500 000	170,109	148,893 4,001,230	182.107	110 102	5,845	4,308	60)	102.00
15	Labuan)	ding		-,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	e2020*11051	1,798,590	4,001,230	3,945,557	1 840,000	2530	55,243	60,529	10,391,0
l r	Inited Kingdom	***			720,625					1,62,16)	1,353,793	5,054,380	10,301,0
١ř		***	37,303	13,354	15,976		269,880		200,111	9633		250.016	345.33
							58,090				109,211		116.14
ľĚ	onel-		1,517,295	1.745.084	2 421 500	1 005	1		-1010	1620	153,823	12,735 152	110,1
I A	den and Dependencies			50,637	24402,000	1,985,835	5,112,794	6,468.126	4.985.300	361710	5,548	325.414	777.3
12	Indives			8,316	1.190	3.066			4	WALLEY TO	1,638,345		11110
E	. Africa (Portuguese)	***			2,700		16	***	890	51 5	···	1.828	
ΙN	atal				1		***				19.825	1,040	
J	apan		12						22,055	1,06	4,669	a	
Z	anzibar & Pemba	***	4,193	1,783	2.616	6.909	5.691			. 18	9,000	3.180	
! F	rance			8,160	46	60		51,484	25,609	5,90 2	1,639	41,997	57,2
A	ustralian Commonwealth		*** (			007	/				2,000		
			89.031	[			***			8			
,0	ther Native States in Am	de l		68,361	288,965	74,562	65,275	100	.20	11	1		
1 1	ersian Guli		***	36		11,002		188,329	178,631	35:230	144,740	356,271	1,016,0
	ımatra			8,520	140	7	190	300			111,111		1
35	elgium		***	]	1	81.808	30		***		1		
- 33	usent Territory or True	ini						***		- II, I			
	Oman		6,640		- 1			***					
D.	destine dilippines		0,040	10	28	1		- 1	9,460	- 11		1	1
n	her Foreign Countries			***							1		1
2	ner Foreign Countries		3,656	154				8,994	***	i i	1 .		1
II	S. A - Via Atlantic Coas		-9.000	1.0-1	-10/	798	25	339	516	511		1,13	J
Ĕ.	cypt	t		***	100	1		1000			249		
G	rmany									. 1			
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	20141,	[4,	772.532[5,4]	76.790 G	0911015	00.00-					,		
-				· · · · · · ·		us.au3 9,6	66,015	145,903 7,5	75,838 5,	33.88	6.581.97	1 6.109.41	4 12,83

BLACK	& Gn	EEN).								-	
1921-92.	1929-23. Ibs.	lfgs-91. lbs.	1924-25. Ibs.	1925-26. Ths.	1926-27. 1bs.	1927-28. lbs.	1928-29. lbs.	1920-30. Ibs.	1930-31. lbs.	1601-32, 15 1bs. 15	82-53. Ths.
							50,466	165			
			***	(	(			31	231	90/	4.636
1000	1,518	870	50	125	93	127	299	367	21	26,216	
479				2		5,368 69,846	78,644		00.055	50.022	99 595
4,308 55,243	60.529	102.067	131,503	72,382	81,826	00,840	0 552 933	3.741.357	2,798,776	2,780,166 3,	317,688
1,353,793	5,054,380	10,391,070 (	,166,288	5,126,582	4.520,000	0,204,000	D,GO MICOL				
1,350,1200		- 1		382,307	273,105	322,324	328,276	203,306	146,783	9,717	79,61
109,211	250.016	345,331	406,113	411,744	176.354		415,135	56,564	17,484	43	23,47
153,823	12,735	116,149 24	29,697	50	270,00	4,128			30,460	208 004 1	.985.5
5,548	152	777.335	010 419	1.001.482	1.027,546	1,360,977	1,837,923	2,581,024	4 600	2,728,924 1 15	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
638,345	325,414		040,442	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				70	1,664	122	
	1.828		140	5		3,197		1 "			
19.825	1,020		1	***			24				***
4,668			1,148	6,000		J	50	154			313,8
9,000	3.180	!	2	50 4.665		36,07	66,726	146,042	10,008	14,189	
1,639	41,997	57,252	99,873		10,011		400			1	***
			20,758		·	3			15,149	122	
							1	3,406,20	10,142	1 103,631	201,
	pri ora	1,016,970	368,730	815.999	1,536,68	0 2,643,49	14,108,73	3,400,200	11,000,000		
144,740		1,040,010	9.067		1		1 90	η			22
***				1		1	17,56		o	122,172	86
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				2,43						1	1
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24	1,13	946	3 1	g 79		5,28	32 2,10	0,04	۳	21,71	5
24	1,111		1	2,68	0		15 _ 7,86		6	71	3
	1			1	19 3,79				32	1 1100	1 .
	1	1	***					4	8,69		
	1 6,109,41									0 000 95	95.76
1		40 000 10	2005.01	07 833 4	23 7,633,8	51 7,993,9	33 9,505,9	48 10,239,3	03 6,648,26	110,000,20	70,10
1.581,97	1 6,109,41	[4] 12,885,17	19 1,000,00	of the state of the	.,,	1	- 1	1	.1		

I <sub>M</sub>	PORTS.								
_	COUNTRIES WHENCE IMPORTED.	1913-14. ents.	1914-15, ewis,	1915-16, curjs.	1916-17.	1917-18.		C(	PPER 1888 S.
	Inthe Parsign Countries United Kingdomore Countries United Kingdomore Commonwealth Straits Settlements Straits Settlements Japan Gaylon Japan Gaylon Davido Straits Ortignesso) Datited Shate of America Aden and Posterior Countries Pance Pance Pance Pance Pance Pance Pance Aden and Pance Pance Pance Pance Pance Aden and Pance Pance Pance Pance Aden and Pance Pance Pance Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and Aden and A	8,742 100 100 100 67,781	25 7.205 55,180  2.005	4,022 40,028 10,988	976 545	18; 2,00	6 66 10,205	ewts. 5 96,957	21.5%
		76,724	64,505	15,054	1.521	17,708	20,646	56,267	27,900

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#21-22, ewts,	1922-23. cwts.	1923-24. cwts.	1921-25. cwis.	1925-20. cwts.	1920-27. cwts.	1927-98. ewts.	1928-29. cwts.	1929-30, ewts.	1930-31. cwts.	1931-32. cwts.	1932-33 cwts.
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		COUNTRIES WHENCE IMPORTED.	1913-14. cwts,	1914-15, Gwts.	1915-16.	1916-17.	1917-18,	1915-19.		1	1		AND SI	25-26. 192			28-29. 15 wts. 0		100-31, 1 cwts.	101-92.	932-83. ewts.	
		United Kingdom Denmark Netherlands Straits Settlemente France Germany Mauritius and Dependencies Ceylon Mediterranean Ports	120,833  41,886 39,271	63,671  30,943 33,924 	28,995       933	1,270	754	ewts,	1911-50. 1982. cents. 1982. 195,730 1939 	61,436 501 505 20,485	93,029  338 19,638	71,983  74,300	23,546 648	26,085 2 125 301 2	5,722 6  12,827 5 33,125 6	11,436 20 34,981 59,854	70,108  1 36,609 83,152  7	22,783  25,448 42,827  34	35,634  35,564 50,024  15	44,465  28,890 58,354 	1,055 2,051 181,553 26	
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_	L	COUNTRIES WHENCE 19 IMPORTED, 0	13-14. 1914 wts. ev		5-16. 1916 vts. 1916	-17. 1917	-18 1010		ZE, ETC.	1	1	_(YEL	LOW M1	1925-26.	1926-27.	1927-28.	1928-29. cwts.	1929-30. cwts.	1930-3 ewts.	1. 1931-32 owts.	1932-33. cwts.	
- 1	Per No. Jan Fr. Ge Ur Ita Ea Add Arr Tru Mael Capp Legy Jape Aus.	sylonium and Dependencies witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerland witzerl	2,449 106 1,703	S.960 20 6 21 235 11, 926	0,634 S 315	252	631 1. 6	2,4	1.63 276,412 1.46 276,412 3,511 330 330 340,525 305 3,015 305 3,015 305 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015 3,015	124,82	9 9 14 13 14 15 16 17 18 19 10	cwts.    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L	PORTS.			-	100									
-											IRON.	1	(Pig).	
_	COUNTRIES WHENCH IMPORTED.	_	.1913-14. tons.	. 1914-15, . tons,	1915-10 tons	6. 1916 ton		917-18. tons.	1918-19. tons.	1919-90 tops.	1000 to		1931-92. 100A	1922- top
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	Total	•••		-::	_ :::		1 .	.			-		-	
_	Total		12,254	5,457	6,839	1,3	03	165	67	4,155		1	23,093	1
lΜ	PORTS.												'	-
_	COUNTRIES WHENCE										IRON,	1	(Wrot	UGH
	IMPORTED.		1913-14, tons,	1914-15. tons.	1915-16. tons.	1916-17, tons,	1917 ton	18.	1918-19. tons.	1919-90. tons.	1920-51.		1981-92. 1001.	195
	United Kingdom Austria-Hungary		8,036	6,658	8,467	16.89	<del> </del>						-	-
	Sweden Ceylon		2,378	1,517	1,284	34	1	658 195	1,589	5,195	11,700		7,43	1
	Madagascar Straits Settlements Netherlands	:::	1	=	30	22		18	44	577 245	1,821	1		4
	Norway Germany	:::	8		::: ]			222	170	198	40			81
	France United States of America		2,137	426	32	26 101	:::			170	92	X	57	13 73
	Luxemburg Belgium Czecho Slovakia	:::	32	2	468	471	1,0	02	4,140	3,183	1,155		1 1	75 51 40
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				•	299					Імр	orts.
(PIG)	1922-2%. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-39. tons.	tons.	tons.	1932-33, tons.
7,85 13,49 10 25 1,17 22	2 3,228 0 24 1 100 625	15	264					   548		331	746
23,0	3 12,77	9 3,78	3,425	2,895	1,627	5,10	3,16	0,30	0,0		-

1001-22.	9HT—B	1923-24.	1924-25.	1925-26. tons.	1826-27. tons.	1927-23. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1631-32. tons.	1932-33. tons.
7,433 	5,519 1,078 2 	2,530 955 5 3  134	3,154 1,060  62	3,316 1,044 2  2 116 • 3 3 3,174	1,569 1,081 3  3  100	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 64 2,596		999 508 2     1,851 256	 10 314	
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•	COUNTRIES W.	HENCE D.		1913-1 ton	4. 1916	-15.	1015-16. tons,	1916-1 tons	17.	1917-18 tons,	1918-1 tons		). 1594.4		1991-23,	1922-
	United Kingdom Straits Settlements			-	60	724	1,37		938	1,58	1		Mag	1	tons.	ton
	Ccylon Straits Settlements				1	. 7		1	- 1			16	٠ ا	4	204	1
***	France			1	1			1	- 1				24 ."	41		
	Austria-Hungary								. 1		1			18		1 ::
	Aden and Depende Belgium	ncies ·		· ···,		72			- 1	***		1		18		1 :
	Germany			1 1	69 95	62	I-			***			-	v I	124	4
111	I Iraq :								- )	***				"1	8	3
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	Sweden					_					7	1	-	1/1		
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í					4	1	351		40[	448		6 31	1 3	JH		3
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	COUNTRIES WHEN	ron		1913-14. tons.	1914-10 tons,	. 191	15-16 ons.	1916-17.	.   1	1917-18.	1918-19.	1019-20.	1800-51	- 1	1801-02.	192
	Australian Commonw	ealth							- -	tons.	tons.	tons.	tons,	П	tom9.	to
	Pomin C 1								1	14	2	ا <sub>ا</sub>				5
- 11	Juited Kingdom			200		- 1				79	6			34	1	2
			:::[	91,681	77,8		0,600	45,55	0	24,003	35,92		112,18	111	51,00	09
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- 15	ther British Possessi	ons		2			[	1		22		37	3	111	1	1)
Is	inited States of Ame	rica		1,560	2,9	07 1	6,928	21,60	4	23,347	12,500	26.619	24,80	- 31	2.4	49
N	Orway			***		1 .	]		7	15	14,000	20.011	21,80	11	2.4	10
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Coylo	d Kingdom	***	274	,759 1	52,357	49,1	106	6,860	'n	1,303	1,533	55,183	59,935	H	8	3.273
Austr	ia-Hungary		1	18	18		31	11				82	11	M	i	163
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Other	British Possessions			- 1		***		[	**					ď		2
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Japan Arabii				- 1			-	136			202			-	1 1	]
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United	States of America		ï.	150	4,218					- 1			59	- 1	1 1	4,016
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uxon lelgiu	burg			7				:			51			- 1	1 1	26
				156	243		6	. 8			(	5	101	- (	1	372
ther	Foreign Countries					•••		[		1	59	i)			1 1	
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201	446	193	453	138	256	102	98	205	443	71	861
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Comme	AND F	TATES.	-(Inci	UDING	TINNE	D PL	TES.)			Im	ORTS.
1901-02.	1922-23.	1923-24.	1924-25. tons.	1923-26, tons,	1996-27. tons.	1927-29. tons.	1928-29. tons.	1929-30. tons.	1030-31. tons.	1931-32. tons.	1932-33. tons.
tress.	15								3	[	
5	15						***		1		
				45.683	28,102	61,816	69,144	67,055	34,392	24,067	25,94
51,009	78,226	105,331	78,511	45,684	28,102	01,010				,	
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Suppre	AND P	LATES-	-Рьл	n & Co	RUGA	тер (	FALVA	vized).		Імг	orts.
1921-22.	1922-23.		1921-25.	1925-26. tons.	1996-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31 tons,	1931-32. tons.	1932-33. tons.
tons.	406	299	1,037 205,308	880 271.656	2,826 249,024	6,681 297,686	5.214 286.046	3,904 200,295	4,863 91,373	1,089 54,939	49,667
83,273 163	1	159, 134	205,308	69	152	63  32	19				'
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l	26				215	298				5	 48 6
4,01			1,867	8,391	12,088 5	4.330 8 19	20	3	1	:::	21,103
3	13 475	678	901	2,027	10,489	22.02			48,150	12	
8803	43 122,47	165.038	209,14	283,056		331.50	1 326,23	257,559	147,43	2 84,029	72,65

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	COUNTRIES WHENCE	1913-14 cwts.	1914-15. cwts.	1915-16. ewts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20, Cwts.	LEAD,	1821-22. cats.	1922-23. cwts.	1923-24.	1921-25.	1925-98. cwts.	1020-27,	1927-28,	1923-29.	1929-30.	1830-31	1931-39.	1POR
	Hong-Kong		-	T		401	ļ	-							cwts.	ewis,	cwts.	ewts.	cwts.	ewts.	cwi
	United Kingdom Straits Settlements	26,29	1	1 1	5,453	 162		15,13		2,379	4,399	5,008	3.532	1,522	1,993	1,925		941	920	3,089	ï
-	Belgium	3,26			:::	:::	] :::		555	111	 				]	324	100	432	99	:::	-
	Tanganyika Territory	2,88	2 1,200		:::		:::	1		=	:::	93					:::		:::	1	
	Ceylon Iraq United States of America		1,184	823  521	1,375	1,668	2,377	1 378	1,500	2,739	 983 1,927	837 144	1,522 26	1,687	1,178	1,090	1,396	2,339	1,933	961	
- 1	Australian Commenced		1	6,015			4,498	211	100	45		:::	:::	:::	:::		:::	- :::	:::		:
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- 1	Other Foreign Countries		22					_ :::	=	:			20		===		:::		2	:::	
IMPO		48,042	29,508	33,222	7,389	2,819		-01100	9,742	5,274			5,109	3,300	3,180	3,339	2,10	3,720	2,801		
		I I						D, (WR	OUGHT)	1	, Pipes 8						,	ſ	1930-31,	1931-32.	MPG
-	COUNTRIES WHENCE IMPOSTED.	1913-14. cwts.	cuts.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19, cwts.	1919-20. CWIs.	1900-21, Cwfs.	1921-22. ewts.	1922-23. cwts.	1923-24, cwts.	1924-23. cwts.	1925-26. cuts.	1916-27. cwts.	1927-29. cwts.	1928-29. cwts.	1929-30. cwts.	cwts.	owts.	°
1 1	Japan United Kingdom	21,480	15,890	 26 17,853	 16,889	9,913 2,837	10.803 3,661	900	18	15,073	68 97 11,965	12,992	7,612	10,392	8,750	14,28	20 8,15	8 2 9,51	0 8,65	8 12,30	1
ĺů	France United States of Assesser							18,502	21,754	=		324	15	1,272	446		238	2 22	5 52		17
1 31	Iden and Dependencies  Inuritius and Dependencies  Iong Kong				- 1	313	634	2,890	287	=	139							:::			
00	ther Foreign Countries	662		36	:::				=	640	1,63	1				1,35	2 1,30	6 66	10 4 1,09 2 19	0 1.14	52 34
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	Jier British Possessions	22,579				1	1				3	1	119	12	2	7 25,1:		18 24,4		05 19,0	56
IMPORTS	S.	22,079	16,530	18,139	16,898	13,064	18,055		22,720	16,933 WROLL	3 <sup> </sup> 19,91 3HT(O			18,873	19,48	r 25,1.	10 23,3	101 24,4	21. 20,10		Імі
T	COUNTRIES WHENCE IMPORTED.	1913-14.	914-15.						EAD.	1821-22	1909-03.	1923-84.	1921-25.	1925-26,	1926-27.	1927-28	1928-29	. 1929-31	1930-3	1. 1931-8:	2 1
		cwts.		915-16, 19 owts, c	16-17. It	017-18. 1 cwts.	918-19. 1 cwts.	1919-20, 11 cwts, 1	130-21. Wts.	ewts.	ewts.	ewts.	eurts.	ewts.	cuts.	cuts	ewts.	ewts.	owts.	cwts	+
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Gern Unite Franc	ed Kingdom	191	119	3	6.035	573 1,098	1.763	376	144 7,243	10 4,68	ā ₄ 9ñ	4 9,56	0 4,19	1 3,56	5,13	9 5,4	59 31	90 76 2.6	57 1 65 3,1	07 1,5	64 83 810
Neth	on perlands	1,473 290	8,704 749 85 26	382	605 22	79	503 5 232	5,728 229 127	176 45 31	27	0 9 9 7	1 15	0 78 2 31	1 16	2 1,27		03 1,3 13	42 1,3 67 1,3	27 7	32 E	62
Tangi	ibar and Pemba	::: "	:	13	17	75	7	16	. 23	٠ ا	20	3 2	1 2	0 :::	1:::		11	1 ::	1		1
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	Total 12	311 9.	815 9.8	6,8	881 2,	778 4.	550 7	.598 9	302	1 -5	,820 <sup> </sup> 5,	375 8,	6.5	84 6,1	18 7	567 7,	,666 9	,841 6	,606 <sup>1</sup> 6	,565' S	,748

IMPORTS.

1931-32. 1932-33. cwts. cwts.

408 45,251 47,616 v). Imports.

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Ottor Foreign Countries	:: ::	
Total: 41,496 37,877 28,861 27,965 24,977 28,086 46,833 61,53 53,737 43,295 43,800 52,186 54,018 51,431 65,333	49,837 57,46	
Imports. Wrought—(Including Plates or Sheets, no	T TINNED	Iron
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Germany 981 383 560	19 40	27 60
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United States of America		
W Went 1999 1999 1999 1999 1999 1999 1999 19	203	179
7.07.51 1 1,209] 628 427 813  479  864 1,478 89 2,615 6,209  3,951 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1	ils and other sor	rts.
39		

IMPORTS.

		11 -							ZI	NC OI	RSPE	17 mm						30	7		4,000			
	H	11 -	COUNTRIES WIS IMPORTED seeso Eust Africa		1913-14. cwts,	1914-15. cwts.	1915-16. cwts.	1916-17 cwts.	1917-18. Owts.	1918-19.			Unwr	OUGHT.								_	I	MPORTS.
1		Japan			-			6,837		cwts.	1919-29, cwts,	1929-13. chis	1921-22. cwts.	1922-23. cwts.	1923-24. owts.	1924-25, cwts.	1925-28, cwts.	1926-27. 1 cwts. 1		28-29. wts.	1939-30. Owts.	1930-31. cwts.	1931-32, cwts.	1002-00. cwts.
		Australi	an Commonweal	ñ ::	88,467	22,561	2,976	6,817 1,139  501	50,30 242 500	17	5,825 16,631	11.70	- I	3,012 45,483	= ,	84	200	400		=	3,181 450 200	7,209	3,401 6,659	52,184
1		German	East Africa	1	:: 1	600	26	401		28,246  204	630 630	100	57,941 183	412	509 610	33,152	17,465 376	25,315	84,533 37 8,603	79,737 8,000	51,026 1	34,431 24,871	58,701 40,881	69,290 75,126
	W	Ceylon Other Por Zanzilar Belgium	reign Countries	= =	9,249 626	796	 949	1,189		=		- 1	19		12	::: 10	1,909	200	787	2,802	231 12,179	402 82,103	43,753	56,706
11	1	Hong-Kor	g II	: =1	1,962	720	10	= ]	5	60	197	19	1.905	4,030 38	3,272 59	2,621 84	4,819 19	9,951 110 250	127 8,770 33	25,804 25,804 203 268	72,861 206 501	15.837 17 1,720	17,158 3,272 4,350	27,407 216 1,974
		Java	То		- ::		:	. =		1,984	5,549 638	2,15	8,149	2,836		2,904	7,822	522	3,288	18,531	740	1,731	1,311	1,974 1,769 12,999
	1	IMPORTS.			95,325	25.730	4,064	9,469	51,220	80,814	117,663	58.50		55,811		1,000	101 12	_::_ _	10	920	599	326	350	1,500
	9	Cov	NTRIES WHENCE						ZINC	OR	SPELT	PRR I	67,539			59,105	32,813	36,934	105,022	130,910	142,682	169,786		293,678
		Sweden	IMFORTED,		cwir. c	14-15. 1915- wts. cwt		16-17. 191	17:18.	918-19.	919-20, 18	20-01		HT OR										IPORTS.
		Straits Settle United Kines	ments	=						-		eti.	1931-23. owts.	1923-23, ewts.	ewts.	ewts.	1925-26. cwts.	cwts.	ewts	928-25. swts.	1929-30. ewts.	1930-31. cwts.	1931-32. Cwts.	1932-32. cwts.
		Portuguese En	at Africa	:::	1	7,425 7,	55 673 98	2,714 10,953	1,705 4,695	389 3,204	831		1 = 1	456 700 3,041	5,470	690 5	1,353 1,500 1,001	414 10 	785			909	==	
COUNTY OF		Germany German East	Africa		11,875	: 1 =	1 .		: "	27	89	2,81	12,777	12,850	17,742 40	33,477 60	35,059 85	47,406 18	17,502	6,836 187	8,898	4,830 107	4,097	3,544
		Mauritius and United States of Belgium	Dependencies of America			15	40	: 1 ::	- 1	4,781	188]	250	1,039	6,233	949 6,764	4,041	496 5,690	40,778	847	1,618	3,290 6,552	1,574 8,436	1,066 5,687	1,342
Ž.			Monwertii.	: I	17,228) 3	,530 1,6 ,590 5	10	1,210 2	.546	1,102	45 1,208 ± 1,471 10	25 25	= ,	198 1,016	531	2,732	2,890	6,870	423	609	1,009	941	278	• 150 10
	-	Australian Com Zanzibar & Pem Aden and Deper Other British Po Other Foreign Co China (or Hone	ba idencies issessions	= =	1 "	21	1	201	133	3,000	30 1,		7,144	15,491	22,881 170 180	23,262  85	38,026	38,067 32 827	31,711	1,195	29,111 		14,351	31,710 100
	1	China (ex Hong	mntries keng & Macao) Total		110	35		5	7	3	221 162 41	4		16	3					= ]	::: ::: 14		=	
	ΙM	PORTS.	TOTAL	/ 3:	7,349 17,5	20 10,712	18,	,022 17,4	192 12	510 13	454 33.55	]]	96	is		1	19 500	47 24 86	157	177		61	320	50
	T	COUNTRIES WE	ENCE   1000			-					KERO	- 1	21,823	38,119	54,602	68,163	104,489	139,342	62,607	40.033	48,634	37,551	25,8	26,906
-	+	- ORIED.	ENCE 1913-; Gals	14. 1914-1 Gals.	5. 1815-16, Gals,	1916-17. Gals,	1917-18. Gals.	1918-19. Gals,	1919-20.	IP20-21.		il	SENE.				<del></del>					,		IPORTS.
		typt dgtum rmany	=  =	1	1			-	Gala	Gals	Gala	П	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.	1925-26, Gals.	1926-2 Gals.	7. 1927 Ga	28. 1928 s. Ga	20, 190	29-30. 1 lals.	939-31. Gals.	661-32. Gals.	1933-33. Gals,
1	Ital	rmany ited States / Atla f America / Paci ly	intic } 42,310,	821 47,240,36	التنا		=	1	***	-	1 = 1		2,091,206	(	1,385,489	809,48								
- 1		th America lits Settlements Do. (in bulk) ted Kingdom	2,340,0	18 7.914.89	::	39,303,407 25	.744,131		15,583,914	13,010,84 2,630,40	5 37,000,600 2,555,515		39,667,596	34,656,052 11,858,420	48,996,033 5,228,329	58,249,0	18 45,416 11,138	818 43,07 554 3,49	.749 13,32 600 080	,009 22, 1,986	 968,896 19 107,058 1	595,428 691,765	5,367,634 4,934,353	3,408,073 66,636
	Do.	(in bulk)	11	7.914,895		2,945,367	1,625		5,878,371	3,467,515		- 1	956,350	1,907,059	1,310	4.719.00		::		.178 11.5		405,929	15,154	
- 1 :	nden D-	and Dependence	m ] [	1 : 1	=		16,250		60	718			75	1,133	120	3,38		83 1,950		60	20	145	9	
		in bulk) zie ulian Gommonwe		1 = 1	::		::			1,918,651	3,018,190	á	2,821,030		8,324,513	7,367,81	7.	856	-	ĺ		:	-	
000	North ther orne	n hern and Southerr Countries o (Dutch)	1,079,550	582,661	643,300	I .	10.030	2,891,701 15,		3,926,040	=		1 = 1	6,012,863	5,323,023	4,310,64		- 100	571 27,493				1,020,825	23,725,668
O A	lebe nbia	s & Other Islands		22,531,033		828,436	3,275			819,407	-	â	::	2,003,529			-		,920 32,061 ,776 15,307				8,551,996	6,559,155 2,777,995
Ot	mnti mnti her I	m British Possession	1,591	::: I		=   :	8,574	:: 29		:::	3,293,004	14	4,907,332	10,237,472 603,201	8,716,639	4,089,13	1 5,327, 43,		293 10,001 000 2,257		90,703 55,536 11,		1,416,867	1,313,023
Āz	orbai	Portish Possession Poreign Countries ijan Total	-1 :: 1	316 130	190	1.13d	68	364	157	 531	150	V	468,726	1.678.770		1,673,11	1		000 2,074				892,756	6,297,374 765,673
-		TOTAL .	68,849,973	68,590,915	827,854 49,10	06,904 31,253,		54,791 94,13		163	: ]		100 54	920 41	G4 :::		] ::	1	š	75 7,6	10 425 31,176 18,3		 ,410,144	433 17 14,350.634
				_					57,043	7,192,255 46,	497,772	1	50,312,519	98,934,660	71,979,920	79,221,61	84,010.	91,403	505 104.659	805 106,4	57,529 53,5	103,330 85	,689,920	59,493,915
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	IMPORTS.								CO
	COUNTRIES WHENCE IMPORTED.	1918-14. tons.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19, tons,	1919-90, tons,	1930-21. tons,
		: :::	-						-
-mi	United Kingdom	155.000				I	i	6.93	-
1.0	Spain Commonwealth .	47,329	32,433	18,860	23,06	8,102	3,119	3,55	33.67
	Mauritius and Dependencies, United States of America			599	1	:::	310	263	1 "
	Russia	. 820		12	86:	818	159		137 1,974
	Aden and Dependencies	. 1,250				30		343	70 230
	Straits Settlements	246	600	1,826	i	230	290 175	1,122	3,000
	Sumatra				160	10	65 125		515 104 380
4	Fin Islands Hope	1 :::	:::	:::					
	Other British D.	:::		:::					=
	France	1,280	:::	:::	***			105	
Thaill	Cape Colony Egypt	50	:::	:::			- ::	55	364
	Arabia (Native States) China— Hong-Kong Treaty Ports		10	:::			150	80	320
13/7/	Boloiss	1,000 118,532	1,000 32,167	500 10,617	13,017	1,639	17,417	17,057	8,900
	Netherlands Japan	48,826	19,191				:::		
	Under Foreign Countries	70,964 100	41,040 28	7,363	370 17	78 92	4,203	647 1,500	10,075
	East Africa (Portuguese)  British) Other Ports	79,333	67,750	39,581	6 077 250	8,457	32,930	5,274	18,435
91 - A	Bornes (Datable	:::						:::	=
	Transvani					55	:::	-::	
	Federated Malay States	6,004	41,315	24,788					
1 500	min.								
	IMPORTS.	531,814   5	379,039	114,465	48,465	23,673	66,634	38,180	8 5,993
11	1							COT	ION,
	COUNTRIES WHENCE IMPORTED.	1913-14. 1 ewts. 1	914-15. cwts.	1915-16. ewts.	1916-17. cwts.	1917-18. cwts.	1918-19, cwts.	1919-20. tons.	1820-21. tons.
1	Iraq Sumatra			2.182					
. 1	East Africa (Tealing)	4,709 14	239 125	982	433	5,159	10,316	410	266
1	United Kingdom	39,466	2,221	2,078	27		9	:::	:::
. W.	France			2,010		1			5,259
(Inter	United States of America China - { Hong-Kong Treaty Ports	420	644	-					=
1-1	Cevlon Netherlands	68 452	2,117	235	3,555	591 2,933	6,995	245	
		2	:: 1		:::				1
	Arabia (Muskat territory, &c.) Other Native States in Arabia East Africa (German)	56	21 231	188	36	154	72	66	=
	Turkey in Asia (Persian Gulf) Aden and Dependencies Esynt.	128	212			5,650 636		115	133
		2,177 7	2,074	536	341	3,218 562	214 692	4	
	Natal	.		4,158	1,433	713		25	84
	Germany	5	.		::	8,000	4,151	370	160
	East Africa (British) Kenya.	1		- 1			.		
	Other Foreign Countries	103	,103 12	1					2,797
	Tanganwika Tanganii	56	37	966 77	139 107	20	16 1,427	1	376
	Other British Possessions Bahrein Islands		- 1 "	33 .		::   :	::   ::	.   .	::
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... 56,077 85,950 25,089 33,431 51,507 93,315 3,303 9,314

The trade with Mekran and Sommiani is, since April 1909, included partly with

TOTAL

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ter	18.	tons.					_			-		260		- -		-	75			-
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700	5,353	496,518 23,857	79, 61.		07,780	11,9		12,613	8	,727	1,	393	1,	80	1,4	55	a,o			
	3,375	70					30	360		: 1	***	394			***	1				
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11:	39,631	253,79		3,658	201,76	3 11	534 2,052	85,7	100	13	30\	27	1		1			1		
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i	1981-9	2 1022		1923-24	1924		1925-26 tons-	192	6-27. ms.	1927- to:		1928- ton	29.	1919-5 tone		1930-3 tons		tons.		tons.
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		401	997	1,8		,484	1,1	32) 6	1,13	6)					- 1		3	***	1	
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1	3AW.	1022-23.	1923-24.	1924-25.	1925-26.	1926-27. tons,	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930- ton	31. 1931 is. to		g-33. ms.
	tons.	tons.	tons.	tons.	tons.			14	-	17		11	3
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	401	997	1,839	1,484	1,132	1,136				١,	"	516	
ì	12,402	2,823			206	5,003	66	91	1	19	2,470	18	
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133		37	17	32	17	7	35	8	10 1	17 58	4	5	37
	4	3 1	51	1	29			067 15,	045 1	0,039	22,693	32,185 100	20,694
	9,2	3		16,2		1		9	1	51		292	96
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persia (foreign trade) and partly with Beluchistan Agency tracts (coasting tr

Imports.							CO	TTON	Twist	AND Y	RN (AL	L KINDS	:).							PORTS.
COUNTRIES WHENCE IMPORTED.	1913-14. Ibs.	1914-15. Ibs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. Ibs.	1950-21. Ibs.	1951-52. Ibs.	1922-23. Ibs.	1923-24. lbs.	1924-25. lbs.	1925-26, 1hs.	1920-27. 1bs.	1927-28, lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. 11s.	1951-52. lbs.	lbs.
Greeks Kirnskia  Nataja  Nataja  Nataja  Nataja  Nataja  Nataja  Domanskia  Domanskia  Domanskia  Domanskia  Domanskia  Domanskia  Linder Linder A. Oman  Domanskia  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Cerjen  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Anne Land  Colline Feerige  Colline Feerige  Anne Land  Colline Feerige  Colline Feerige  Colline Feerige  Anne Land  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colline Feerige  Colli	1,274,541 37,583,095 37,583,095 32,295 32,390 1,561,473 301,733 301,733 305 301,733 305 301,730 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 1,400 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\$179,960 \$179,960 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,853,710 \$1,85	38,940,833 589,829 614,877 909,335  5,414	"91,700 94,410,183 639,012 941,840 "9,502 "24,688 "1,520 "11,520 "11,520 "11,520 "11,520 "11,520 "2,635 1,200 "2,635 1,200	144,800 14,604,780 15,604 12,604 12,604 13,884 15,502 4,205,491 2,640 800	4,460 9,611,527 14,453 4,460 1,037,871 33,981 27,230,336	6,036 333,230 189,000 181,785 800 1,817,956	23.355.569 23.355.569 1115.250 1115.250 114.250 114.251 115.560 114.571 115.560 2.535.251 1.535.260 1.535.251 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 1.535.260 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C	OUNTRIES W IMPORTS			1913-14. yards.	1914-15. yards.	1915-16. yards,	1916-17. yards.	' 1917-18. yards.	1918-19. yards.	1919-20, yards,	1920-21. yards.
	in Commonw	ealth									
Imq	Territory & T	71.0					***		1.130	3,000	
Switzerla	rerritory & 1	ruciai Oi									1,1
Other Po	reign Count	ies		136	10,602	7,050		=	900	120	
United h	ingdom			1,452 1,516,028,204 21,946	1,294,655,212 54,575	1,099,021,514 222,136	762,016,080 115,377	544,990,990 2,530	375,302,367 23,847	464,599,998 24,381	420,287,6 7,5
Arabia	 tates of Ame	(At	antic					5,640,200	286,902	5,854,927	C 8.44.2
United 8	intes of Ame	rica Pin	dific i	9,754,301	9,459,999	18,595,600	7,798,410				1 " 4
Straits St	ttlements	***		17,630	6,859	13,144	18,202	9,209	10,836	4,373	22,5
Netherla	nds I Dependent	es		205,495 60,750	618,531 39,750	90,380 153,590	5,450 2,500	3,800	221,700	171,000 71,420	41, 72,
Java	***	***									
Italy	***	***	***	8,139			3,097	25	206,839,188		159,428,2
Japan	Hong-Kon	***		7,107,916 804,524	15,261,548	34,852,218 112,245	75,620,590 248,482	73,278,195 427,392	197,608	62,743,534 166,325	159,425,2
China	Treaty Por			16,382	84,770 30,250	188,506	1,000,608	1.122.900		2,030	675.3
Persia	( Ireaty For			10,052		11.000	600		450		V407
Turkey in	Asin { Red Persi	Ses Cult		3					***	1,237 2,443	
	(rers)			147,994	6.478					( +/110	
Egypt		***		197,024	0,410					80.250	"11.3
France					1	***					
Belgium				1							-
Abyssinia					1						100
Zanzibar :	nd Pembs	***					24,000			953	
East Afric	n (British)		[				41,400				
Siam				***						/	447
Federated Natal	Malay State	8		1			***		70	950	70,0
NRUA:	Islands & G		200			Carried Section 2			537,250	3,976	
Rassis	IRIANGE & C	UARD	***	****		1.000	***	***		10,000	1447
Other Beit	ish Possessie	ne :		11,787	3.650						***
Bust Africa	-German	i deservir		2,667		12	6,978	***			***
		ie)			:::	***		* ***	***	***	6.8
Bahrem Is	lands			1						83,759	
Mauritius :	and Depend-	ncies									
Kenya Cole	ons.		***								
Sevelelles		***		1		***			***		***
											***
		TOTAL		1,534,189,272			846,989,765	625,475,206		533,341,053	580,993,6

GC	ods,	GREY-	-(Unbl	EACHED	), ALL I	UNDS.				1930-31.	1931-32-	1932-33.
10	91-92.	1922-83. yards,	1923-24. yards.		1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards,	1929-30. yards.	yards.	yards.	yards.
,	ards.	yarus.						5,600		39	3,800	
_		3,600	1,500	144	93	540		72		541	40	14,863
į.	110			7,168	20,140		4,028		30	27 1,432	20	111,073,646
1	1		)	40	23,489	81,681	1	5,860	1,000 520,515,039	143.228,706	59,679,324	16,657
١.	8,453,158	833,320,603	599,707,357	797 491 195	561,391,190	588,781,540. 10,166	651,160,996	64,760	80,801	28,705	452,645	259,065
1.5	10,281	191,551	319,845	20,450			2,241,237	1,566,850	816,013	584,606		18,713
1.	21,797,639	4,447,425	525,020	2,648,008	2,460,384	2,690,128		258,978	67,449	56,872	1,760	18,713
Ì.		45,211	53,883	297,154	192,013	60,450 34,160	6,592	688		4.500	5,700	
1	103,029		83,000	6,000 328,000	26,504	72,750	206,212	15,200	94,500		4,812	4,095
1	3,405,050	130,390	37,850		7,366	1,561	49,128	10,579	355,796 393,696,289	300,640 218,319,100	185,215,899	243,949,344 22,130
1	8,697	4	5,713 96,936,225	109,839,116	149,009,018	154.565.422	214,773,511 112,800	241,746,270 28,525	56,160	69,940 2,421,000	3 010.545	661,300
1	\$3,490,369 69,169			116,200 4,809,328	22,220 2,242,003	1,789,700	6.935,600	13,313,408	9,652,042	2,421,000	2,400	411
1	738,000	2,737,805	6,023,901	4,809,328	30	=	1,560				1 :: 1	
1	1,000	1							3,579			
1	***			( ::	3,600	15,030 3,000			18,000		20	
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Н	14.8	50				1			1	1 :::		
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М	19,	400	=					17 838,643,3	925,548,3	01 365 ,039	424 249,400,1	102 356,019,8
ı	635,669	133 931,024,5	703,956,0	12 845,510,5	02 709,085,44	748,410,9	tal programme	11. 000,040,0				

IMPORTS.		100								OTTO	
Countries	WHENCE	1913-14.	1914-15	1915-16.	1916-1	7, 1917-	18. 1918	19.	1919-20		N PIE
		yards.	yards.	yards,	yards	. yard	s. yerd	la.	yards	). 1020 3'81	ds. 1995.5
Federated Ma Ozecho-Slovak Irao	ta ]	=	==			158	84	231	20	220	900
Kenya Colony United Kingd Netherlands	om :	781,406,871	******************************		344,	842 916	1,637 i	09,888	210	996	8.000
Ceyton		8,178,159	595,584,810 7,201,492 48,800	001,410,10 6,644,11 185,25 59,37	08 582,214, 14 3,361, 75	185 1,813	.732	88,989 99,783	311,042	505 403.50	01.353 See m
France	= =	29,333	135,268	59,37 21,78	4 52,	69t		1,946	46,	508 9 600 9	7,010 4,880 2,212 15.
Other Natire			- "	14	9	:::		25	298	147 7 430 4	7,178
Italian East At Georgia Straits Settlem			12	***	=	1	::	- 1		l	
		281,224 148,571	183,216 5,600	467,345	115,4	38 44,	827 31	6,148	194,		1,000 1,815
U. S. A. Atln Pacit	fic  }	8,533	13,923	16,790		67 495,		0,152	137,9	05 \$ 260	LORG '5
Egypt Germany Russia	:::	41,460	15,294	5,016			7201	3,625	60,8		,026 14,0 ,307 24,18
	denoies	160	.50	600	i			.	***		450
China   Hong-K Treaty I Turkey in Asia-		9,575 400	3,499 20	6,534 97,590	2,20 60,00	5 8,0 6,7		.271 .243	1,536,2 10,0	58 10	(09)
Persian Gul Belgium Siam		5,024 17,429	962	18,877	20,66		12 0	484	5,70 92,90	228,	587 2,60
Zanzibar & Pemi Japan	a	58,050	::		20,000	15	,,,	224		. 16	163 - 30
Java Vinekat Porultono	]		68,004	900,939	2,553,37	123,99 2,601,84 50,00	10.499	327 894	318,45 2,753,23	9 70,5 3 3,819,6	83 9
& Trucial On East Africa-Port	nan uguese		1	528	920		1	045	***		
Other Poreign Cou Other British P	ntries 2,	887,676 1. 2,845 1.	003,013 1 3,959	,647,954 650	965,365	167,62	8 25	- 1	17,24 212,42 568,03	65,8	58 21M 70 81M
sions		4.483	1,000	519	501	9	9 3	100	60	2,238,5	20 195,78
TOTAL	793,5	45,064 604,9	21,013 611		539,832,970	500 959 450		75	319		0 1,19
							1	" "	22,047,039	421,784,13	306,166,03
									сот	TON	PUROR
COUNTRIES WHEN IMPORTED.	yard	14. 1914 S. June	15. 191 is, yns	5-16. ds.	1916-17. yards,	1917-18. yards,	1918-19. yards,	1 3	COT	TON	PIECE-
COUNTRIES WHEN IMPORTED,  Anglo-Repptian Sou	yard dan 770,596	s. ynro	ls, yn	ids,	yards,	yards.	yards,	-	919-20. ards.	1920-91, yards,	1901-05 Fards.
COUNTRIES WHEN IMPORTED.  Anglo-Eryptian Som United Kingdom Haly Austria France Straifs Softhermark	yard dan 710,598 22,478 2,495	8. ynro 3.483 463,64 778 10,03 527 54	0,018 322.5 0,878 13,0	29,228 46 19,366 1	yards,	yards, 162,974,123 7,005,140 175,618	901,263,24 1,321,75	3 18	919-20. ards.	1020-91, yards,	1901-00 yards. 191,558,48
COUNTRIES WHEN IMPORTED.  Anglo-Eryptian Sou United Kingdom Italy Austria France Straits Settlements Caylon	yard  dan 770,396 22,478 2,495 598, 892,	8. June 3,483 463,64 10,03 567 54 767 18 312 54 881 264	0,018 322.5 0,876 18,0 1,878 1: 1,981 1,16	29,928 46 19,366 1 6,009 34,628	3,721,380 5 4,170,489 57,741 91,384	yards, 162,674,123 7,005,140 175,618 140,685 330,187	901,263,24 1,321,75 94,77 860,09	3 18	919-20, mrds. 7,025,342 1,385,311 26,549 18,599	1020-81, yards, 448,508,019 9,757,438 133,884 118,204	1901-00 yards. 191,558,48
COUNTRIES WHEN IMPORTED.  Anglo-Eryptian Sou United Kingdom Italy Austria France Straits Settlements Caylon	yard  dan 770,396 22,478 2,495 598, 892,	8.	0,018 322.5 0,876 13,0 1,839 1,878 1: 981 1,16 264 33	29,228 46 19,369 1 6,009 34,628 22,813 9,520 1,126	yards, 3,721,390 4,170,489 57,741 91,334 928,321 378,163 12,046	yards, 162,674,193 7,005,140 175,618 140,685	901,263,24 1,321,75	3 18	919-20, rards. 7,025,342 1,385,311 26,549 18,599 1,359,195	1020-91, yards, 448,598,019 9,757,488 133,894 118,204 449,107 135,806	1901-00, yards. 191,558,49 2,312,711 3,507 430,65 480,181 11,507
COUNTRIES WHEN IMPORTED.  Anglo-Reyptian Sou United Kingdom Haly Anastris France Services Gride Territory a Trucial Oman oderated Malay Stat hims — Hong Kong Kins — Hong Kong	yard  dan 770,396 22,478 2,495 598, 892,	8. 37nrc  5.483 463.64  7.773 19.03  5.277 18: 5.312 546  5.837 17  261 3  261 3  1512 3	0.018 322.5 0.018 322.5 0.018 322.5 0.018 120 0.018	29,228 46 19,395 1 6,099 14,628 22,813 19,520 1,126 4,914 7,926	yards, 4,170,489 57,741 91,334 \$28,321 378,183 12,040 874 1,803	yards, 162,974,123 7,005,140 175,618 140,685 330,187 78,291 2,090 17,949	901,963,94 1,321,75 94,77 860,09 18,76 0,74 97,566	3 18	919-20, rards. 7,025,342 1,385,311 26,549 18,599 1,359,195 21,871 43,391	1920-91, yards, 448,509,019 9,757,438 133,994 112,294 449,107 135,806 23,880 6,180	1901-00 yards. 191,550,48 2,012 ml 5,005 690,18 15,005 21,005
COUNTRIES WITEN IMPORTED.  Anglo-Egyptian Sou United Kingdom Italy Austris France Simits Settlements Caylon October Trucist Ornan Trucist Ornan Trucist Orna Kang Trucist Orna Kang Trucist Orna Kang Trucist Orna Kang Trucist Orna Kang Hilipprine Islands	yard  770,386 22,478 24,478 2,465 256, 892, 112, 11, 11, 12, 13, 14, 15, 15, 16, 19, 18, 19, 19, 19, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	8. 37nrc  5.483 463.64  7.773 19.03  5.277 18: 5.312 546  5.837 17  261 3  261 3  1512 3	0,018 322,5 9,876 13,0 1,878 1; 9,878 1; 1,981 1,14 2,244 33 1,100 318 818 2239 855 14	29,228 46 19,366 1 6,009 14,628 19,520 1,126 4,914	yards, 3,721,350 5 4,170,489 57,741 91,334 928,321 378,163 12,040	yards, 162,974,123 7,005,140 175,618 140,685 330,187 78,291 2,090	201,263,24 1,321,75 94,77 860,09 18,76 0,74	3 18	919-20, rards. 7,025,842 1,385,311 26,549 18,599 1,359,195 21,871 43,391 41,570 17,153	1020-81, yards. 448,508,019 9,757,488 133,894 419,107 135,906 23,680 6,180 610 144,221	1001-00 yards. 121,550,40 2,012.01 5305 480,38 15,301 21,007 3,425 152,701
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Ringston  Linke Ringston  Linke Ringston  Linke R	yard  Jan  770,3594  22,473  24,673  24,673  250  300  31,173  301  301  301  301  301  301  301	s.	28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. yull 28. 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TOTAL ... \$31,709.040 464,775.460 335,735.001 454,509.100 305,504,305 207,510,277 202,109,505 469,205,703 135,274.600

						313	1.146		er-man		
	GOODS	S (WH)	TE, BLI	ACHED)	ALL KI	NDS.					IMPORTS
	1922-23. yards.	1923-24. yards,	1924-25. yards.	. 1923-26, yards,	1923-27. yards,	1927-28. yards.	1928-29, yards.	1928-30 yards.	1930-31. yards.	1931-32. yards,	1932-33. yarda.
i	1,000 53,948	3,323	77,804 1,459		3,739 9,005	79,594 3,014	8,729 2,509	7,900 18,465	 402 1,000	391	::
Office Section 2	385,412,851 3,216,132 100,254 65,677 5,417	4.48 (.83)	532,914,653 5,402,054 87,011 518,653	418,263,725 6,327,910 86,753 937,699 9,700	530,234,568 5,935,971 87,750 1,639,416 91,428	528,753,840 7,505,764 183,806 1,692,016 65,897	525,361,457 8,414,536 136,645 1,445,013 240,019	435,947,709 7,503,605 152,824 1,991,670 105,868	4,258,804 160,148 800,282 77,187	26,400 207,045,989 3,549,081 193,914 1,194,689 453,200	281,005,0 2,230,0 146,5 574,0 278,0
-	-	4,100	120	182	40	145	38,900	785	80	40	
- Contraction	81,520 8,741 63,265	126,648 98,327 40,781	7,460 113,719 126,974 34,655	278,519 235,781 159,603	227,708 363,684 297,162	161,591 1,050,959 793,196	158,198 2,211,200 1,465,691	147,011 3,033,010 1,731,513	111,516 1,199,465 1,314,270	121,435 574,334 636,908	192, 1,153, 162,
	12.894 29,137	610 86,881		17,905 17,516 110,099	1,144 280 177,771	 160 188,187	 90 153,430	9,892 242 164,765	20 132,812	44 89,575	
1	83,505 20,034 200	20,185 8,829		7,592 10,859 3,157	4,250 19,420	30,683 10,519 4,200	8,000 2,584 123	21,516 3,103	21,053 1,016		6
	1,535 705	75,808 356		48,224 1,093	132,468 64,673 4,000	155,848 123	231,988 590	157,497 886	 53,259 253 20	***	 
ľ	2,375,105	2,907,209	4,483,707	4,674,567	2,881,728	5,598,521	5,461,307	13,890.433	28,105,352	50,820,081	120,351
	473 991,492 70	999 45 4,796,851 537	2,570 2,100 4,905,552 214	5.803,737 3,467	780 8,643,416 4,277	140 12,176,183 6,247	8,151 8,710,617 7,146	4,740 8,581,401 20,552	40 5,444,303 808	172 5,924,300 2,579	6.491
L	810	526	1,151	505	6,938	609	7,069	4,525	757	111	19
1	402,491,795	415,356,711	549,875,582	405,112,124	570,951,537	556,462,292	551,077,916	473,581,013	271,611,667	279,681,954	412,744

oods,	(Coro	URED, F	RINTED	OR D	(KD) AL	L KINDS	3.		I:	MPORT
1922-28, yards,	1933-21. yards,	1924-25, yards,	1925-26, surds.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-82. yards.	1932-3 yards
32,880 211,936,345 1,891,191 1,818 37,929 1,874,968 178,098 21,078	303,696,463 5,567,288 43,819 79,982 2,691,448 175,923 16,786	9,847,978 137,968 121,333 3,835,667 1,463,137	967,401,871 9,807,039 21,971 159,065 3,053,845 889,450 9,048	540 318,300,188 15,559,675 71,635 340,519 3,997,968 230,516 19,346	352,210,936 24,562,728 246,447 130,000 3,167,853 283,021 9,865	36,112,033 364,524 315,992 2,146,715 293,188	22,989,915 208,785 203,231 1,489,232 272,505	147,610,729 8,749,773 218,926 81,994 711,782 506,816 15,050	9,924,457 122,053 155,969 424,339 290,973	239
715 169,958 37,479	2,123 100 82,780 31,275	7,595 75 57,631 31,668	18,199 250 73,840 7,740	3,944 5,328 115,420 100,824	315,428	2,986 2,319 13,610 112,676			632 34,210	14
3,317 64,178 3,056	<sub>2,239</sub>	10,145 580 32,542 82	2,473 100 17,550	29,815 405 22,848	10,081 330 15,685	1,650	40	 110 435 5,118	166	1
36,725 15,398,024 461	22,633 23,432,240 9,425	1,444 40,979,076 1,197 27,491	39,284 69,542,141 47,174	39,605 85,821,800	32,026 102,067,851 29,447	6 100	27.044	11,171 74,329,591	94,668,416	
62,565 572	406,843	9,510 293,143 78	9,550) 619,119	2,601 1,261,412	8,081 1,949.201	3,296 3,938,211		2,830,372	1,741,762	1
15,041 173,275	816,348 800	1,514,611 1,400	23,810 1,757,597	41,198 3,022,526	9,673 2,611,414	3,306 2,183,506	1,403,538	9,841 583,172	591,306	
141,128 9,895,351 112,724 23,636	823,761 6,431,006 86,452 400	897,749 6,207,790 90,545	949,614 10,100,751 38,151 1,000	2,171,204 13,697,487 30,717 139	1,745,167 12,059,810 114,451 274	2,167,840 11,255,778 98,759 225	917,169 14,185,817 321,568 78	397,474 8,544,830 47,616 1,966	204,556 3,074,350 24,072 486	19
7,420 113,423 3,429 12,916	537,751 2,600 1,575 5,623	098,925 929 0,935 240	 137,574 9,585 4,981 780	185 4,869 1,785 16,523 471	180 7,833 2,110 4,657 210	 2,090 5,414 27,927 600	950 2,969 2,643 2,377	 455 1,502 5,046 113	819 1,219	=
2,640 70 1,570,003	120 175 2,614,935	23,667 2,477 2,467,183 68	5,172 781 1,547,375 270	758 1,248 45,544 3,155,208 387	670 2,882 9,914 2,526,539 4,118	24,521  8,621 3,291,734 4,536	574 45,678 1,586,373 5,966	1,385 17,420 685,529 1,179		57 8,320 21,
243,789,513	317,493,345	406,971,380	365,835,775	447,442,527	501,811,339	506,935,513	483,475,377	245,772,459	223,243,265	424,795

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n	PORTS.							COT	TON.	HANDKE	RCHIEFS	٨
111	COUNTRIES WHENCE	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20, No,	1980-81. No.	1921-52. No.	1929-23, No.	19
	preche Signish and the second of the price of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o	31,626,227 280,004 401,819 1,222,338 235,507 215,256	1,767 10,987,769 85,693 71,481 663,416 69,1500 45,000	362,575 66,412 9,285 65,010 208,431	83,400 83,400 6,710	3.56 6.001,735 5.300 914 154,698			10,005,152 10,005,152 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,005 100,00	10) 2,474,834 0,104 0,104 097 1,268	4,038,491 290 39,200 124 1,639	5
	Other Foreign Countries	38,068,145	17,397.719	8,305,783	8,385,687	6,172,951	4,558,047	4,677,891	230 10,766,812	2,504,10	4,039,41	1

I	PORTS.								CO	TTOX,
-	COUNTRIES WHENCH		1913-14. lbs.	1914-15. Ths.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. Ibs.	1919-20. lhs.	1900-21. Ibs.
-	Gracia Slovida  Oliber Partiega Countries United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Kineden United Ki			500 1,077,424 288 35,891 13,091 6,183	1,841,948 2,143 597 535 320 9,903 45,759	2,259,681 1,340 1,172 2,036 1,173 1,173 1,173 145,203		1,314,481, 1,390 3,917	907,685 907,685 12,025 11,895 424 1,788 503 1,217 137,049 2,450	1,656 41,386 
- 1	TOTAL	1	1,704,661	1,199,877	1,919,968	2,384,080	1,755,152	1,366,026	1,075,1199	1,431,110

II NDKE	RCHIEFS	AND S	HAWLS	IN TE	E PIE	Œ.				Imi	PORTS.
1921-52.	1922-23, No.	1	1				1928-29. No.	No.	No.	1931-32. No.	1032-33. No.
2,474,836  0,504	1,200 4,028,494 250 250 250 124	1,995 5,631,811 18,791  181,677 892	6,216 131 8,393,810 34,251 4,483 53,591	2,087 315 5,825,391 6,447 7,464 61,323	3,800 368 6,935,215 43,093  120,204	168, 246 7,488,334 61,766  90 18,000	73 6,974,531 50,162 4,860 5,718 27,993	21,820 90 8,036,855 42,338 22,030 2,412	9,000 1,878 3,147,311 46,429  3,600	1,512,834 1,512,834 1,209 1,808	21,783 3,342,957  17,887
1,268	 150 1,839	 913 1,614	435 8,216	2,018 22,360	18,338 21,057	1,491 52,953	11,839 23,230	2,188 45,161	3,186 13,845	12,708	15,190
  830				2,610	2,530			Ξ	E		
4,825	=	"27,187 	52,000	88,616	1,03	19,80	11,000			=	
=	=	=							-	-	
 'i1,90		=	187,944								59,037
18	5 1	8	113	-				0 10,414,2	12 3,968,06	1,807,141	4,687,302

										IM	PORTS.
HREAD,	SEWING			1925-26.	1998-27.	1927-28.	1928-29.	1929-30,	1950-31.	1931-33.	1932-33. lbs.
1821-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25.	lbs	lbs.	lbs.	lbs.	lbs.	105.		
	5,847	145	587	30	5	 1,910,565	1,786,262	1,000,951	1,849,128	1,626,791 58,506	1,783,707
949,233	1,106,050	1,228,966 2,519	1,398,887 9,571	1,713,456	1,711,226	1,351			=		500
972	652		211	3,017	2,247	5,339 41,567	3,809 31,913	4,153 33,676 149,831	28,688 38,860 101,720	19,602 61,199	18,737 76,961 1,465 8,234
2,621 4,031 1,645 222	31,220 46,913 3,303	45,651 147,709		52,528 179,411 40,560	2,247 \$3,330 143,732 23,576	5,339 41,567 108,570 17,012 2,028	3,808 31,913 100,272 1,760 11,939	2,469	1,151		
1,640 282 4,160 7,936	1,208	5,112 180 8,951	1,144	2,678 154 57,846	2,186 153 81,732	86	144,085		108,012	84,656	164,878
7,936	9,435	45,991	854	19	45	4	35	-	:::	=	
	  15	Ξ.		= 1			12	2,013	997	924	1;857
es	323 17	76	3,47		109				=	=	=
		===	=			9 477	4,271		3,941	2,862	3,240
32,78	15,674	52,92				1 :: 1	] :: ,	1 = 2		479	S4 -
	33	8	8 4	5 120			2,094,45	2,492,07	1,941,031	1,870,740	2,072,933
1,003.67	9 1,230,34	1,534,43	1,659,85	26 2,154,02	1 2,001,01	1			-		

COUNTRIES WHENCE	1913- lb:		4-15. hs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20, lbs,	1960-21, lbs,
China— { Hong-Kong Treaty Ports Straits Sottlements	1.78	9 222 1.4	478,819 494,809 62,408	438,322 1,615,651 19,912	341,032 1,364,626 39,583	1,260,177	385,757 864,053 27,453	403,588 1,880,330 443	378,75 1,352,87 106,55
Persia Belgium	= = =	2,801	93,568	140,931	170,450	174,023	39,182	57,651	23,1
Siam Russia in Asia								==	
Do. in Europe Switzerland United Kingdom		1.640	-	1,341	55	1,000	:::	:::	
Ceylon France			1,333			=			1,6
Turkey in Europe Do, in Asia	3 3		: 1	-					
Egypt			: 1	=	1,318		***		
Austria Germany		1,230 2,160	.	=			::I	::: 175	
Japan Indo-China			172,368	23,734	47,690		109,505		23,
Iraq	= =	::	:	=	===				
Portuguese East Africa Other British Possessions Other Foreign Countries	= =	6		292	33		=		
Toral	2,56	3,720 2,3	03,331	2,240,327	1,964,787	1,832,002	1,425,950	2,342,587	1,931,

Imports.								SILK
COUNTRIES WHENCE IMPORTED.	1913-14 yards,	1914-15. yards,	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards,	1980-21. yards,
CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTROLLED  CONTRO	yards,  2,374,854 4,990,396 269,210 632,201 111,638 17,635	2,389,619 3,896,817 295,817 296,129 64,323 10,100 2,197 2,197 573 106 10,509	2,564,401 5,481,801 253,796 374,015 187,648 13,728 16,070 3,405 4,663 4,663 4,663	5,133 1,687,843 3,442,345 361,288 567,245 43,188 5,644  1,633  8,880 6,251	3,311 2,282,039 3,105,507 135,507 113,421 15,933 6,982 4,320 5,302	2,663,662 3,223,762 123,179 120,189 120,189 2,66 11,971 47 111,278 584	4,642,175 7,723,276 100,926 87,749 7,449 2,577 1,111 2,236 4,690 60 60 60 60	18 4,457,000 4,221,500 4,221,500 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,100 145,1
Turistan (timesin) Jupan. Supan. Switzerland Bahwen Islands Spain—Gibrollan Sanin—Gibrollan Java. Java. Lata Airica—(Brilish) Czecho—Stonkia Guter British Possessions Other Foreign Countries TOTAL	19,588,455 585 12,746 1,569         	10,745108 1,082 14,797  1,841 3,538	42,472 3,085 670 815	19,690,850 56,795 1,889 95  9,888  10 808 19,545,577	12,413,640 16,047 23 686 18,123,797	10,383,311 14,259 100 640  596	16,589,111 35,817 83 708 29,134,689	12,822,68 40,65 2,91 100 100 110 22,622,878

W. 201-52. 1992- lbs. lbs		3-24. bs.	1924-25. lbs.	1925-26. lbs.	1996-27. lbs.	1927-28. 15s.	1923-29. The.	1929-30. Ibs.	1930-31. lbs.	1931-82. lbs.	1932-33. lbs.
274,590 25, 12,34,454 1,44 711	3,880 152 0,996 19,597	173,581 102,070 65  36,610 	234,154 939,518 142, 118 152,163  7,010 3,738 	83,690 1,168,789 6 1 41,597  9,932  633 2,183	73,585 1,664,800 81  12,838  1	293,631 1,976,516  10,921  1,14:	7,111	6,224	218,285 1,823,939	172,735 1,356,162  329	368,501 2,363,257  3,43
1,071 5,399 5,482	4,273	38,856		216 14,874 3,509	19,630	82,01		37,6		9 33,758	

DIROR.	300DS									Imp	ORTS.
1881-92.	1923-23. vards.	1993.94	1924-25. vards.	1925-26. yards.	1926-27.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.
2,637,073	2.061,372	2,533 407,849	132	1,995	396 628,040	3,191 1,211,684	2,481 697,030	7,355 291,440	97,923	92,726	31 129,023
3,580,531 102,446 96,733 20,536	3,073,687 128,616 48,995 10,775	5,837,634 82,979 53,596	5,548,143 109,967 54,484 36,856	100,534 60,737 13,076	8,454,627 145,204 81,690 21,461	8,130,455 128,151 91,521 83,337	7,620,240 92,221 104,442 153,767	8,002,700 43,694 92,046 55,839 18,677	8,219,347 26,607 28,726 57,933 9,202	7,785,678 147,516 14,639 38,288 837	7,812,465 91,593 8,132 21,805 827
41,954 90 4	27,600 1,485	1,372 10 143	30,462	1,464	17,389 1,086 120	13,558 432 	19,503	691	561 143	681 280	
93,200	515 <sub>2,497</sub>	58 2,446	3,265	2,228	101 236 6,029	20,850 13 4,787	56 305 5,449	2.892 8,243	8,721	261 24,731	20,134
=			146	2,608	758 10,459	5	5		19	== -	
	1,300	128	834	996	1,462	845	2,470	J	8,154	5,861	4,685  3,212
7,775	25.510	32,509	46,011	36,825	9,324	24,250	50,750	33,746	==		
7,587,67	150	7,619,402	9,601,556 2,232 14,403	8,047,990 29,255 23,224 507	9,487,334 13,769 28,190 38	11,382,965 143,970 36,670 2,520	415,13 60,67	8 820,091 9 47,59	361,28	3 82,833 1 8,040	16,320
= ,	 		467	 233 103	602 138		41	0 24	0 19	10,127	1,869
2,7	38) 3	1,150	150	 198 299 199	2,551 741 320	9,93 73 80	3 1.49	1 26 3 46 3 85	5 1 1 1,2	19 2,01	1,448 3,074
13,955,6			16,128,123			21,291,41	21,872,84	22,924,02	5 16,754,8	31 19,924,22	34,957,931

Imports.

Тм	PORTS.								SILK.	MIXED	WITH	OTHER	Мате	RIALS.						Імр	ORTS.
	COUNTRIES WHENCE .	1913-14. yards.	1914-15, yards,	1915-16, yards.	1916-17, yards,	1917-18. yards.	1918-19. yards.	1019-20. yards,	1830-21. Fards.	1	1972-93. ynyds.	1923-24. yards.	1094.95	1925-26. yards.	1928-27. yards.	1927-28. yards.	1928-29. yards.	1029-30. yards.	1990-31. yarda.	1931-32. yards.	1932-33. yards.
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Imports.							,	WOOL	RAW.										IMI	ORTS.
COUNTRIES WHENCE IMPORTED.	1913-14. lbs.	1914-15. lbs.	1915-16. lbs.	1916-17. Ilis.	1917-18. Ibs.	1918-19. lbs,	1919-90, lbs.	1920-21. Ibs.	1601-22. Iks.	1922-23. Dis.	1923-24. lhs.	1924-25. Jhs.	1925-95. lbs.	1951-27. lbs.	1927-28. Ibs.	1928-29, lbs.	1929-30. lbs.	lks.	1931-32. 1bs.	1932-33.  lis.
Persis Semunas, Mekenii United Kingdun Komman, Mekenii United Kingdun Andread Kongdun Komman, Mekenii United Kingdun Komman, Mekenii Celanii United Kingdun Komman, Mekenii Cape oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope oliope	28,830	41,070 41,070 7,302 7,302 50,672 260,692 1,233 161,612 18,502	3,536,286 50,540 50,821 4,704 560,788	2,832,643 378 378 340,540 1,232 10,711 423,457	2,289,611 392 67,032 3,664 100,800	973,472 	1,001,278 31,349 31,349 4,032 4,032 15,615 60,633 3,300	55,62 55,62 55,62 50 1,68	059,271 25,600 20,600 100,43 14,10 445,0	000,184 50,032 14 15,000 11,700 33,286 5003,68 1,014 1000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,	801,557 1,656,667 1,656,667 15,620 1,620 1,221,120 1,720,367	1,713,789 2,109,138 2,109,000 12,780 4,828 140,112 1,634,204	1,185,246 23,030 22,118 032,337 190 114,772	1,344 23 365,497 2,767 48,776	7,490,437 1,605,590 2,600 33,000 130,648 1,680 12,107 66,528 24,788 24,788	2,903,347 1,248,832 278 28,214 29,904 1,841,201 1,660 91,789 192,750	1,218,914 188,137 20,266 30,376 86,685 3,622 2,430,48 10,574	3,500 11,613,906 3,500 3,500 6 88,877	673,512 160,583 160,583 17,483 662,764 2,615,763 44,683	1,250,179 2,197,519 72,519 5,264 106,3116 5,600,470 6,884 15,784 50,204 100,780
Ton-14	3,741,401	3,310,752	4,703,701	4,075,681	2,051,071	3,637,844	1,317,796	1,853,455	1,200,				4,953,026	12,092		-		3,075,455	6,690,056	7,186,357

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COUNTRIES WHENCE IMPORTED.	1913-14. yards.	1914-15, yards,	1915-16. yards,	1916-17. yards.	1917-18. yards.	1918-19, yards,	1919-20. 15	enn I	10M,02	1925-93.	1923-24.	1924-25. vards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32 yards.	1932-33. yards.
Part Desiral Secretarians Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States Control Number States 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IMPORTS.							W	00F	SHAW	r. <b>q</b>										MPORTS

IMPORTS.							,	WOOL	Shawi										IM	PORTS.
COUNTRIES WHENCE IMPORTED.	1913-11, No.	1914-15, No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21.	1101-02.	1972-23.	1923-24. No.	1984-25 No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1000-31. No.	1931-32. No.	1932-33. No.
China— [Bone Kong   Kerya Carly Yorks   Kerya Carly Yorks   Kerya Carly Yorks   Kerya Carly Yorks   Kerya Carly Yorks   Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya Carly Kerya	-	19 4,561	6,264 5,007 224,391	9,051 3,917 38,388 3,316 3,61 1,131 36 17,623 17,623	5,302 1,448 200 4,214 5,862 4,916 61 20,045					1 198 7 91,753 	49,638  3,109 12,085 131,051  460  5,230  6 7,711	168,467 1 15,138 55,162 175,506 175,506 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175 175	171,098 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 20	35,053 359,254 360,754  9,919 8,300  183  2 13 8 05 0 39,31 1,000 0 28	4,000 1,775 23,115 684 12 2,98 2,16 0 10	5,401 01,331 305,065 309,410 544 544 0,96 3 2,52 11 13 10 10,89 10,180 0 1,85	31,007 186,381 290,213 0 780 0 17,76 5 62 183 300 193 11 184 300 195 11 185 177 186 177 187 187 187 187 187 187 187 187 187 187	23,011 129,865 223,494 22 1,38 7 1	40,574 113,686  11 11  2 2,41 8	56,540 186,332 420 2,813 6 10

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ORTS.							P	APER	PRIN'	ING									Ix	PORTS.
COUNTRIES WHENCE IMPORTED.	1913-14, cwts.	1914-15, cwfs.	1915-16, cwts,	1916-17. cwts.	1917-18. cwts,	1918-19. ewts.	1919-90, cuts,	1929-51, ents,	1921-22.	1922-23. cwts.	1923-24. cwts.	1921-25. cwts.	1925-26. ewts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. ewts.	1930-31. cwts.	1931-32. ewts.	1932-33. ewts.
Guiete Kiroleon Termes United States of America Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian Faltenian 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Faltenian Faltenian Faltenian Faltenian Faltenia	6,166 65 4,533 91 50,032	169,296 70 4,119	4,891  223	111,561 \$5 \$0,331 101 2,000 10,920 263 141 594 150,225 33,422 11 221 833 820,719	26,233 15 17,021 100 27,100 77 85,623 33,096	11,631 1,631 1,218 435 14,827 99,211 16,081	46,333 607 	192.90 8 6 8 0.65 18.69 18.74 18.74 18.74 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 18.75 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PORTS.							MAT	CHE8,			rp om	TTTT C	ORTS						1	MPORTS

COUNTRIES WHENCE IMPORTED.		1913-14. Gross boxes,	1914-15, Gross boxes,	1915-16. Gross hoxes,	1916-17. Gross boxes.	1917-18. Gross boxes	1918-19. Gross hoxes,	Gross boxes.	Grass boxes.
United Kingdom Straits Settlements France		101,003 85,701	137,685 166,197	3,427 96,377	46,530 60,921	6,521 67,799	5,695 36,651	99,010	1,50
Germany		188,817 8,558	95,625	6,830					80.20
Italy		1,376,762	30s \$14.500	101		9			-
Japan Belgium		7,287,493	10 476 416	13,278,018	9,501,201 9,501,201 2,550		10,743,606	13,632,637	9,993,533
China Hong-Kong		1,500	5,801	18,700	2,230		100		-
Philippine Islands & Guam Norway Sweden	***	865,081	619,450	913,600	298,490	255,000	215,005	99,230	51,230
Switzerland		3,633,331 5,000		2,321,009	1,416,996	1,233,578	118,050	882,450	2,263,69
Aden & Dependencies		2,900	11,230						
Netherlands United States of America Ozecho-Slovakia	***	\$1,050	10,050	1,700					
Natal		:::	- 1			- :::			
Russia Northern Other Ferrier Countries			-:		= 1	=		=	=
Mauritius & Dependencies Federated Maley States			1	3	3	14	3	22	611
Other Countries Other British Possessions		-							1,537
TOTAL		13,894,319		18 201 757	11 150 020	17 000 070	11,119,002	21	

	ER SO	RTS.						131	PORTS.
1923-24. Gross boxes.	ER SO	1925-26. Gross boxes	1926-27. Gross boxes.	1927-28. Gross hoves.	1928-29. Gross boxes.	1929-30 Gress boxes.	1930-31. Gress boxes.	Gross boxes.	1932-33, Grees boxes
19 13,598 17 21,169 10 1,780	12,261 33,692 7,231	3,975 24,319 13,914 15,766	2,936 50,700 11,900 1,403	1,894 40,571 148 2,965	1,679 17,331 4,583 529	3,586 18,510 3,250 48	3,602 12,637 	2,824 316	1,906
18 11,2%5 100 52,500 100 27,027 130 5,535,382 100 40,000		27,575 119,998 2,290,532 50	20,225 88,900 936,236	2,689 21,850 329,700	5,000 15,730 78,961	1,000 31,618	19,511	127	11,255
71,966 41 108,966 66 5,169,76	6,750 6,750 256,302 3,015,245	6,000 85,501 4,816,638	13 123,931 4,520,576	67,298 2,935,123	1,313,565	855,910	339,720	101,145	42,504
13 14,11 33,60	6 20	18				1,230			
300 118,40	6 252,394		ļ .	8 91	27	6,030 677	963		50
9	7		6 3	2,01	3			13	
	8	9 7	0 7 8 13	9 7 6 136 3	9 7 6 136 39 3,01	9 7 6 136 32 3,013 U	9 7 6 130 33 2,013 17 20	9 7 6 130 32 3,013 17 26 2 3 5 5 5 6 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6	0 7 6 136 32 5,013 17 20 2 17 0 7 6 320 327 379 317 1,531,733 974,101 396,585 103,171

IMPORTS.

-				1	T	1	1918-19.		_	DIVE				-				-		1831-32.	1692-53.
	COUNTRIES WHENCE IMPORTED.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	No.	1919-20, No.	1923-11. No.	1821-02. So.	1922-23. No.	1923-24. No.	1924-25, No.	1925-26. No.	1996-27. No.	1927-28, No.	1928-29, No.	1929-30, No.	1930-31. No.	No.	No.
	Belgium Netherlands Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerland Switzerlan	5,787 12,815 1,501,532 220,617 29,647 45,913 11,524 57,835 6,658 6,599  8,418  109 216 	4,978 1,171,959 85,198 1,896	728,971 223,917 223,917 2,408 17,606 6,611 31,864 5,408  12,519	702,790 80,980 3,720 31,518 5,784 28,939	32,978 6,010	5,008 36,984 4,219 34,902  56,550  9 273	27,986 13,271 30,383 6,913 3,789  78,238  56 14 1,080	1,000 1,200 200 200 200 200 200 200 200 200 200	1,800 1,853 647 197,188 51,962 24,733 33,726 25,766 2,312 223 9,675  66 35	3,466 190 566 41 2,084  42,084 	5,301 238,284 21,916 7,043 112,641 5,158 411 5,158 411 5,158 411 6,158 196 	5,612 180,844 1,594 348 6,508 4,756 3,803 2,896 2,896 32 32 32 32 32 32 32 32 34 34 34 34 34 34 34 34 34 34 34 34 34	8,629 12,745  597 ( 84  8,835 	216,896 1,657 471 4,406 10,082 17,784 896 7,442 	173,000 328 556 3,207 113,465 111,165 111,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 117,165 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10 10 10 10 10 10 10	556 698 1,653 15,556 14,108 3 1,623 3 70 5 61 0 4,82	38,599 2,884 1,063 11,012 17,125 3,026 3,14,80 14,80 14,80 16,80 16,80	10,961 11,443 1,368  2 250,537  615 4 1,776

327

Exports.	and the latery						In	DIAN PI	lane.	ORT O MAX	S.	URES.								outs
Cocntries to which exposite.	1913-14. ewis.	1914-15. cwts.	1915-16. ewts.	1966-17. ewts.	1917-18, cwts.	1918-19. ewts.	1919-20. ewts.		TTOX:		103-81. tens.	1924-25. fons.	1925-20, tons.	1935-27.	1927 29. tons.	1924-29. tons-	1922-50. tour.	1804-31. tons.	1931-32. tons.	1831-18, tons,
United Kingdom	351,914	707,779	517,626	815,198	1,107,450				trea	1-1	51,855	23,893	40,181	15,461	24,600	43,030	48,255	60,149	14,370	29,816 · · · · · · · · · · · · · · · · · · ·
Pranco	521,311	533,273			100,418	276,166	582,283 991,278	17,111	8,250	11,131 11,131	31,151	23,029	31,550	22,018	32,095	34,570	63,160	41,370	252	5
China- Hour-Kong .	109,591	102,164	81,771	55,591	26,009	21,003	46,255	2,170	10,15	208	200	78	1,319			72,000	101,15	103,125	77,810	27,929
! Trenty Ports	81,307	146,026	296,001	290,245	83,807	:15,008	275,075	31,708	330	11257	47,993	50,630	00,050	07,870	19,019	72,00	1			***
Iraq	1 1		1	[			1		78,41		16	53	, ,	1 9				1 4		
Kruya Colony Spain	1 1		]	[			[	20	. "	- 1	418	17,185	13.01	9,625	0,92		14,25		H,074	6,714
Netherlands	1	224,064	2,699	231,677	12,413	2,430	151,615	13,675	1,00	11,797	15,930	6,751	8,42		0,27	9,01			5,021	20
Denmark			2,000	2,550			51,001	2,110	805	1,317	7,43	11			8				201	:03
Orylon	4,501	6,000	8,248	5,550	13,340	11,610	10,030	9	n!	925	1,13	76	1,20	0 755	91				1	27,272
Germany	1,655,070	1,039,472	. 1		-		173,000	35,039	151	15,990	17,62				65,75		75		1	
Straits Settlements	27	17	835	23	sta	.76	1,007	00,000	41,509	10,000		11	0 5	a!	4	-	1	1	-	
Russia { Northern }	27,327	51,681	197		42,611	- 1		"	*	1								1		
Mauritius & Depradencies	183	163	152	131	47				-			. ,	7	4 1	1	7		565 1,3	2,6	568
Indo-Olina, etc.	241	a	12,566	19,372	\$2,659	36,613	40		8	7722	4,23	3 4,85	7,71	09,71	0,7	10 2.3	156			
Siam	157	35	160	115	12		12,917	1,620	0,200	3,31		1					40		4	
Atlen & Dependencies	310	251	43	210	93	162			* [ ]						-	1	1	185		
Belgium	2,019	292	203	143	287	2011	1,100	25	1	. ,	į.	23	70) ···	110 23,8	41,	016 61	,977 60	,913 28,	198 25,5	
Other Feerign Countries	1.133,083	781,920					150,519	43,328	33,61	6,01	45,7	74 35,9	30 43,4			230	ot	401		
America (U.S.) {Athutic }	- "]	30,500	31,391	14,490	31,530 {	8,509	63,310	1,075	1,635	1.0	0 7/	1 25 5.5	10 5,			480 T	,920 15 385	1,000 T 800	857 857	25 1,583 80 197
Torkey in Ectata Hinck Seu Persian Guif	200	536	280	_	755		75	21			::			1 =	=	1 :	1 =	1 =	1 3	1 =
Do. in Europe	1,221	319	- 1	- 1		71.	1,478		=	1 =	1 -	1 "	1	1		-	-			1
Austria					-			-	-	-	1 :	499 1	187	315	182	10	33	108	-	
	717,011 5	55,711	- j -				31,600	6,616	5,978	7.5	ac 7	an 1	~~\ 			-	1 7			761 95,814
Italy	819,576 1,30	1.11	18,000 14	00,391	557,235	10,788	51,254		[ :	100	901 80	,350 90	,cas 81	,439 51	,120 ta	0.000	183,81		9 -	
Zanzibur and Pendu East African Protectorate	100	4,004	789	5	709	311	201	-	27,600		η.	1				1 "				
East Africa (Portugueso)		. ] -	-	751			147	7	*		1			10			1	.		-
The, (German)	229	619		210	22	2 .	.	-   "		H	1	33	.   -	. \		1		.   "	-	
Egypt	9,559	316		- [	a .	- } .	-   -	-   -	.	-	1 -	. ) ~	. ] "	.	- 1			.	337	
Muskat Territory and Trucial		840	1	-   -	-   -	-   -		-   -	.   1	-	- 1	* j *		.	`			.   -	. i -	
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Other Native States in Arabia	2,700	.501	- 1			.	.	- 1	. 1 :	11		-   -	-	-   -	"   "			4	ή.	1050 775
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	8,183 29,	996 22	me	1 "	, ,			- [	60		17	277	412	375	314	69	278	100	227	200 25
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New Zealand Coreho Storakia	400	en	1			251	1,264	120	18	Ν.	-		_						- 1	
Piji Islands		1		- 1			"	1	1 1		- 1			10	(					
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Japan 4,812,		1 .	22 1,0			P85	10	1	7					372,227	\$25,510	220,493	257,509	292,751	301,018	193,618 193,69
Smyrna	7,151,50	3,017,6	63 6.153,8	1	2,787,	491 5,918,	978 167,	681 314,	133	2	19,465		276,455	372,227	225,010					
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Cape Codony	4	1 .	1	1 .	- 1	1	\$6	1		1 \			_ 1	_ 1	]	]		- 1		3
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witzerland	21,039	1,000		7. 9,71		28,24			1 1	11	47	74 39	- ]		17	\	23	791,864	701,000	628,890 348

200 EXPORTS. COTTOX 200 COUNTRIES TO WHITE mist A ... VARN. (ALL KINDS) 1913-14. Ibs. 1912-14. Tos. 1915-17. Ibs. 1917-18. Ibs. 1919-19. Ibs. EXPORTS. Iba. Serb-Ciret Slovene State 1001 ct. Hed-22. 1906-07. 1907-04. Bis., Hes. 1809-09. 1929-00. Box. Doy. Rosmania ... 21.5 21.000 43,400 75,200 China - Henr Kone ... 15.20 40,300 24,710,212 63,689,230 20.000.700 64,231,520 101.530 5 200 12.550 13.7% 16,250,000 27 025 00 LTeentr Poets 10,924,781 01,210 212,000 83,257,872 \$2,451,650 118 440 169,000 479,010 69 991 111 77,553,500 40,002,00 703,450 243.00 100.000 550,44 556,000 55,579,600 16,733,300 'Aden & Dependencies ... 1,500,797 1,430,000 64,005,331 14 306,500 19.813.610 14,299,000 \$5311901 2,416,835 10,000,000 630,300 1,586,588 178,505 510,100 101,000 \$15,666 1.011.004 2,555,365 919.970 207.280 4.000 Other British Possessions 1,517,415 9.065300 2.421 2,179.50 114 009 115,500 161-40 55,600 12.40 4,000 Straits Settlements ... 1,50 2,711,721 2,211,900 2,553,010 2,613,000 4,750,576 4,784,200 201200 3200,001 4,415,002 4,000,512 1 225 650 2,210,740 4.561.890 4 225 021 3.500.00 2,075,495 Malta and Gese 2,810,000 14,030,750 140.00 129,00 3700 22,00 50.00 4.125 Gibralter 8.00 1,095,17 1,415,00 \$10,650 1,000,004 1.127.561 1.000.752 1.131.050 400.050 Cypens 23,50 4.00 33 500 118 000 43,500 29,600 22,490 21.20 4,500 8,000 11.200 111,000 10,00 36,400 1.99 Mauritius & Dependencies 126,410 109.0 \$35,040 375,80 315.50 191,500 2.500 223,610 155 650 4,575 United Kingdom 11.50 1,00 301,601 454,040 2,279,049 Cerlon 9.301.414 C31,600 505.4% 312.02 282,688 9.00 1.200 2 000 200,546 257,753 233,117 Japan 213.704 175,250 110,911 503,717 78.60 65,10 253,010 355,810 202,342 155,691 223,016 151,350 207,50 Zanzibar and Donta 42.553 114,430 110,757 140,041 143,621 1,523,000 120,453 191.063 20 000 \$10,113 90,000 19,000 116,416 37.5% 51,730 23,333 Natal 73,245 39,50 253,95 4.013 4.40 Africa - Vent (5,311 32,435 90,100 37,400 NUC 12.42 43,42 15,000 Italian Esst Africa 5,000 60,380 241,000 59.50 57 000 654 700 954,040 10 000 Kenya Colony 22,000 01.000 17,200 35,92 19,311 German East Africa ... 29,017 13,639 9,400 17,244 9,702 201,560 19,23 12,324 10,100 57,113 140,220 46,700 67,630 58,450 72,400 42,811 59,650 32,690 17,010 Portuguese East Africa 5 coe 1,100 1,500 19.40 30.61 10,227 4,136 3,300 \$1,17 27.70 54,009 50,500 72,992 69.913 81,590 80,000 French Somalibard ... 57.6cm 80.034 15,200 496 57,600 Federated Malay States 4.000 83.30 3,500 36,600 117,500 120,99 23,608 32.724 Musical Territory and Trock 10 80,290 121,500 160,500 150,100 686 100 955 656 1 070 900 1 510 110 Amelia 210 244 255,614 156,000 371,478 233,541 7,500 PR.250 337,53 Other Native States in Ambia 151.65 512.252 157 546 110 515 57 649 100 656 190,033 157.754 501.71 212,50 195,320 182,576 140,270 104,430 1,183,612 262,60 163,212 Palestine ... 37.500 53,712 129,854 105,13 72,876 92,851 118.57 901.590 207.455 215 289 935,600 802,130 931,41 796,516 226,100 Turkey Asistic 1,631,190 1,033,932 1.590.851 1,329,901 1.135.431 1.201.200 1.091.000 7,000,000 4,507,400 0.460 12.000 16 400 74.50 118.400 114 900 56,000 80,400 155 fee 191,800 377,200 99,000 153,312 8,200 \$13,510 1,088,79 22,985 1,575,185 Do. in Europe 231,00 191,500 -Java 450,900 417 000 225.600 412.320 228 060 344.000 210,720 89,970 Egypt 707.14 1,026,800 128 44 1,653,000 500,720 613,780 1,525,560 554,500 445,41 561.50 754,500 191,900 319,000 68,400 Angle-Egyptian Sedan \$,027,000 7,212,550 807,020 61,500 8,224,104 4,701.334 7,243,314 39.15 56.510 50,050 42,700 Tunie 3,451,000 3,665,453 Tanganyika Territory 4,625,00 4,500,50 ,005,150 5,061,450 5,115,550 4,167,963 4,555,900 8,939,933 2,400,31 529,671 Abyssinia ... 3.3 1,00 23,000, 2,500 1,200 50,40 1.77 Tripoli 4,400 25,200 45,000 456,693 United States of America 216,933 1,00 5,40 8,312 12,103 2,516 13,39 19,712 15,469 15,768 20,622 Siam 324.41 Philippine Islands and Guar 513,95 \$29,000 1,107,500 10.40 13.63 63.2 48,000 1,172,5 Celebes and other Islands 29,000 493,100 9,409 951.44 74.000 752 Cor 3,200 223,28 1,757,11 1,185,000 1,927,900 41,600 153,595 1,428,000 1,679,010 1.055.000 1.000.016 1 570 500 1,051,0 \$3.65 Orete 1,500 29.00 60,00 15,00 22.000 35,00 70.000 35,000 49,000 61,932 6,000 35,500 15,900 8,000 11,600 Italy 2,000 Henjam Island 151,760 1.90 10.04 6,850 Persia 6,990 10.000 1.00 1,560,040 Sumatra 1.767.754 53,500 96,696 1,251,890 2,575 414 5.481,740 47,200 112.15 60.010 9.70 53.66 2,425,700 Indo-China ... 1.132.811 2 life or 11,200 5,500 11,700 8,000 2,683,605 15,422 98.500 6.000 14,000 3,218,65 Austria 2,176,70 2,314,69 28,00 3.728.365 8 617 160 4.415.200 9 217 420 2 100 00 9.194.29 4 151 42 6,500,505 3,653,660 28,44 8.0 Belgium Netherlands 10,400 11.5 Switzerland 20,000 117,100 3,200 4,000 1.900 8,00 10,411 22,400 14,021 25,200 140,334 151.55 216,650 Rahmin Islanda 16 655 105.9% 127,500 160,530 Smyrns 12,01 11,200 197,500 32,500 251,00 96,10 23,800 29,030 18,830 6,525 Semalifund (Metrich) 114 05 176.100 300.00 1.140.800 1.000.570 9 139 con 2.376.314 1.251,400 3,593,632 1,972,400 1.921.500 1.991.312 1.971.000 2,171,000 3.20 850 100,456 261,110 209,900 215,012 239,501 213,901 163.90 79,80 Other Foreign Countries \$9,000 36,80 20,600 135,550 433.40 660.210 421.000 515 500 237,455 405,62 231,050 10,400 Other Countries 2,500 Chille 97.00 17.20 Argentine Republic 11,500 12,000 31,918 35,616 47.10 00.0 18 041 53 100 We get the 125,440,273 100,231,732 145,000,000 121,007,513 61,007,000 131,410,000 143,900 632,600 481,000 485,500 560,120 490,43 119,000 57.60 2.00

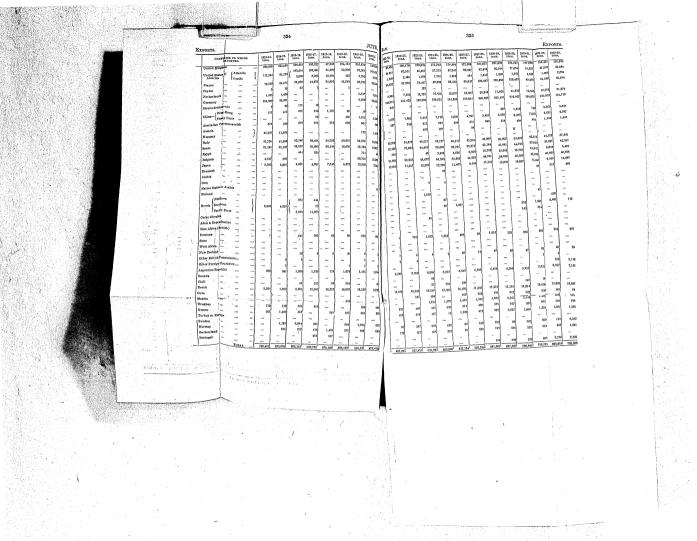
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EXPORTS. COTTON PIECE-GOODS GREY, UNBLEACHED. (ALL KINDS) Exports. COUNTRIES TO WEICH Inds-Chins 1920-21 Fards 9.500 10 % 871,32 205,700 2,792,500 1,550,000 202,911 Persia 2,559,595 3,850,331 2,895,663 5,595,633 15,529,192 15,615,673 6,789,580 389,416 477,540 425,006 1,451,306 2,716,559 2,901,380 5,558,300 Cerlor 5,611,366 250,000 61,976 175,520 145,200 19,145 360,435 453,665 269,607 461,433 Aden & Depende 327,875 192,520 165.290 455,00 265,490 759,500 553,550 150.153 354,160 5,163,602 74,797 149,115 53,053,753 14,137,570 11,405,520 United Kingdom 10,627,633 X225,005 2,220,613 2,414,915 1,991,600 1,656,631 2,060,210 2,701,201 109,950 12,613,581 1,821,613 1,560,906 2.810 253,570 1,658 165 891 16.654 19.85 1,050 23,168 1,490 2.655 1,690,100 5,763,612 R,612,500 13,600,000 10,661,149 680,845 330,300 455,921 111,820 3,500 32,000 23,900 47,520 98,000 203,290 164.00 37,550 45,500 465,820 80,550 158,588 652,512 1,019,10 3,685,795 1,574,715 513,512 365,275 Omismi and Mekrs 877,651 834,615 677,358 690,690 646,948 632,010 229,400 133,700 155,900 1,200 309,576 35,530 141,75 80,100 40,755 Treaty Posts .. 30,000 20,000 19,266 \$99,630 30,210 266,220 230,400 11,952 60,500 439,100 251,300 335,020 874,547 5,057,126 3.110.522 1,159,534 1,457,626 2,552,500 2,731,100 1,701,017 2,016,543 1,476,556 1,557,227 2,453,754 1,450,550 1,152,959 1,194,524 611,310 1,111,906 1,751,449 1,600 1,179,473 178,412 2,556,500 2,012,750 2,479,990 2,177,050 \$11,720 361,604 830,400 557,015 475,212 672,610 242,644 2,128,570 1,561,833 2,185,919 421,109 448,450 3,714,190 3,315,480 842,539 54,175 \$5,400 111.448 133,440 4,437,294 1,657,266 591,567 151,555 435,504 734,550 50,159 162,710 493,700l 2,525,572 43,255 22,940 7,450 62,500 259,500 85,050 10,560 10.739,444 3,671,744 (11,300 0,309,591 \$8,500 10,533,167 15,000 433,554 5,162,557 58,100 411,900 98 310 2,900,470 2,611,519 3,623,719 5,539,380 2,454,169 4,591,400 4,506,943 5,606,709 1,530,450 743,510 343,300 2,541,552 3,507,545 8,833,699 6,676,387 1,536,810 1,000 60,720 3,559,619 2,335,043 2,390,980 570,380 2,555,458 535,990 292,003 2,223,480 4,479,510 1,343,600 225,725 475,45 211,022 567,675 919,190 278,070 211,626 731,891 176,650 1,100,151 1,301,90 158,947 1,417,624 1,169,140 1,250,195 414,580 850,123 953,336 352,73 538 159 339,750 107,160 147,755 455 576 107,550 141,60 213,813 549,538 193,760 233,910 242,524 273,460 201,528 220,131 373,051 305,740 178,405 230,550 755,59 132,270 155,500 141,120 59,644 810 99,675 18,158 5,459 700 1,200 41,160 55,639 63,747 44,500 2.410 10,588 2,555 7,478 2,500 11,200 3,500 12,500 7,000 750 24,000 8,610 40,000 93,000 17.00 10,030 5,760 11,589 1,975,950 566,159 3,921,936 7,794,640 \$2,400 2,810,472 1,324,561 10,525,353 72,00 45,533 2,609,150 234,700 195,515 225 650 572,570 1,510,565 174,000 679,600 414,300 15,505 67,630 3,250 814,920 50,300 15,700 131,750 \$5.70 41,600 46,119 100,935 159,120 76,450 127,029 92,436 53,007 371,761 14,012 168 552 14,919 30,900 47,720 392,576 231,103 \$46,000 455,000 50,729 142,231 89,150 63.529 161,770 15.91 101,635 198,433 97,934 4,000 38,317 British Guiana 1,655,108 2,842,839 2,790,100 4,826,092 3,496,722 3.131.930 1,500,010 2,810,417 2,147,190 1,748,220 2,077,055 6.123 60,550 1,990 8,25 233,500 223,530 7,758 90,900 77,307 162,330 \$8,500 441,223 New Zealand ... 162 024 1,025,250 296,100 66,192 150,561 151,739 121,252 121,556 44,745 Other British Por 1,436,890 1,050,933 1,477,151 749,660 435,516 1,159,95 1,863,197 1,406,165 +49,000 234,630 114,330 54,300 15,000 250,350 4,512,715 2,916,820 4,183,800 3,622,800

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EXPORTS.	***************************************	i saven i		06	52					10										
COUNTRIES TO V		+	-				COTTO	N PIECE							33		are continue			
EXPORTED.	Viticii 1913-14 yards.	1914-15. Yards	1915-16.	1916-17.	1917-18.	1918-19,		1	_	- 1	D PRINT	ED OR I	YED. (A	LL KINDS	)					EXPORT
Smyrna	_	1	yards.	yards.	yards.	yards.	1919.20, yards,	1920-21. yards.	1921.22 Fards		1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.
Netherlands Fiji Islands		1				1	-	-		pards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.	yards.
New Zealand Somaliland Protes	12,44	13,355	2,559	8,942	1	978		:::	4.00	1			7,500	7,20	4,320	28,800	8,000			
Germany	8,844,720		9,276,190	10.075.00-	39,200			14,722 30,000	34,16	10,706	20,467	12,304	11,261	17,770	26,462	27,667	15,380	6,386	4,561	34,96
Straits Settlements Muskat Territory		14,239,005			10,565,097	11,853,281	17,480,315	14,420,636	2,699 17,921,700		400 15,573,810	1 701 100		600	6,098	2,600 7 550	29,200	10,600	21,400	
Other Native Stat				- 1	14,899,135	17,207,238	19,682,441		19,832,06	H,648,938	22,935,643	1,591,186 20,804,221	17,503,809 251		19,176,923 500	17,344,862	18,459,564 <sup>1</sup> 18,446	17,481,251 26,456	16,945,208 274	12,925,0 1,10
Arabia Arabia Syria	844,489	597,197			2,549,668 3,198,605	2,111,726	2,656,481		2,333,543	2,481,447	2,917,049	20,801,221	25,561,965	24,765,436	- 1	18,950,000	17,201,508	10,806,136 2,045,956	8,961,233	7,823,0
Aden & Dependencie United Kingdom	8 1,901,851	1 22		:::		1,079,759	3,885,443	917,560	6,392,49	5 230,006	3,506,848	3,210,647	1,843,800	2,766,552		3,267,185	2,603,265 4,855,727	2,538,334	3,098,971 2,803,042	1,374,4
Austria Mekran and Sonmian		84,031	193,009	7,142	2,461,061 81,151	3,987,219	4,154,368	4,623,098	259,100	543,660	2,016,694	688,760	543,549	4,217,294 2,368,340	3,295,306 467,200	148,480	28,940	1.800	3.000	2,711,7
. Towart		:::	:::	::	:::	158,862	134,677	110,522	10,44	4,077,118 26,402	3,769,409 55,006	3,699,571 76,193	2,819,443 15,064	4,377,372 31,549	4,251,025 28,235		2,379,326 45,331	1,462,716 56,032	1,540,114 12,434	1,215,6 66,8
in Asia   Red Sea	Sea 2,589,904	921,528	:::				:::	1	,064,110						9,600		****			
Gibraltar (Persian Gulf	1 1	7,1	104,475 189,915 13,8	217,361 1, 142,110 17	931,239 1 682,449 17	745,501	533,940 ,978,945	336,640		27,005,825	30,864,575	35,508,112	22,888,439	37,371,406	23,635.719	18,521,176	12,469,338	8,756,565	12,747,992	4,927,4
Hanna Col-	3,686	41,100	···   .		[	,276,719 30	505,596 20	1,410,872 0,730,666		::	:::			:::	26.700	1,200		14,400		
U. S. A Atlantic Pacific Turkey in Europe	621	-	.   :		360∫	2,660	2,953 089,930		15,000	1,075	280	4,400			,	1,600				
Tanganyika Territory	4,840	1.360	.	5,440	- 1	"	14,352	17,830)	45,494 824	1,035 3,529,054	1,832 3,263,474	106,045 2,921,477	102,450 3,631,589	397,290 5,858,332	6,593,033	143,490 6,440,800	94,800 5,559,301	4,036,131	3,008,191	2,386,4
British	3,711,023 2,85 1,758,124 74	3,304 8,24 4,674 9 38	8,608 33,049 3,153 3,50	901 4 6	ä l	::	["	/ .		4,000	2,821	2,593		49,222 1,881	4.544	39,380	10,721	185,424 16,718	13,791	8,1
East German# Africa Portuguese	194,200 37	0,042	0,000	000 1,14	5,070 2.0		05,504 15,	470,968 28,60	91,037 92,765	4,500 1,240,956	9,100 1,434,482	27,480 1,807,418	94,100 3,457,510	6,396,494	9.270.458	204,240 9,668,052	150,720 9,030,907	50,450 8.372,665	1,850 8,618,966	5,056,1
French Somali East Africa—Italian	76,627 7	700	,156 1,111		S110 3	10,275 1	22,579 g 56,845 1 9	98,399	: ///	24,785,130	24,343,507	27,531,567	24,798,804	37.004,199	27,894,844	23,617,560	18,609,717	13,271,098	19,903,309	7,991,0
Sumatra	905,317 345	611 536,		134 156		6.499	2.600	10,620 3,19	1 2 2	2,725,833	2,299,926	2,681,505	3.204,828	7,465,787	5,958,995	5,386,605	5,376,048	4,377,071	4,225,055	4,269,8
Siam	53,660 133	539 1,479,	915 974	950 2,024	.072 88	9,517 1,92		48,805 668 16,677 343	950 ,902	333,277	497,751	2,400 721,990	109,045 803,536	163,940 1.073,167	390,685 508,910	364,160 590,496	496,875 504,940	236,352 362,296	400,105 219,435	396,2 275.1
Manufiling & T.	6.612 17	200 2,410,5	93 2,588,1	104 1,777	302 35 680 90	7,266 32	7,960		100	1,131,732	2,145,413	1,762,610 464,031	2,336,756 184,440	2,027,339 245,829		53,960 30,250	51,340 44,280	30,347 48,960	7,860	3,3
Australian Commonwealth	423,271 592, 71,464 56,0		07/ 690 1	53 834	900) 1g 826 2 120	,938	563	9,320 1,204, 5,900 9	802 610	158,449 1,266,964	961,614 1,796,535	1,705,231	1,502,723 1,509 532	1,525 175	2,725.383 1,725,588	4,072,592 1,866,227	3,194 500 1,959,408	2,990,358	2,832,480	2,417,0
taly	72,933 41,9		7	32.	242 259 140	908 25	.874 1,23 ,215 30	5,506 1,360, 0,313 77.	001	6,400 2,233,123	7,150	18,580 1,129,630	1,485 2,276,351	3,780 1,924.570	34 170	9,000	2,050,749	1,500	3,220 571,063	383,4
alestine		1 :::	7	-,104,0	4,475,			3,3411 22.0	998 I I	80,611 23,550	19,538 61,300	5,553 162	865	8,000 43,440	6,910 25,320	\$9,100	10,947	1,906		1.8
illinnings	6,000	/	:::	1 :::	1 :::	:::		1 :::	711	863,988	1,408,598	1,059,543 19,060	1,476,591	999,106	859,192	10,240	511,274	252,514	133,970	135,9
Inion	9,500	102	0,000	of	1		1	"	111		200 7,050	15,840 144,300	92 640 57,120	725 374	375,696	18,000 10,080			:::	
C. Egyptian Sudan	18,650 1,880	112,200	467,341 881,302	39,20 509,25		80 · iii o	00 349,		111					600			360			
- {Hong-Kong   Treaty Ports   of Good Hope	153.014 13,165	9,100 2,400	25,930		1	3,8	31,1	1,578,738			:::	:::		24,000		:::				:::
	56,205 33,932	98,283	21,498 19,461	35,854 63,578			d	92 600	111	963,166	1,722,834	1,996,147	1,319,390	1,498.105	2,574.084	2,296,173	1,673,498		1,421,098	1,701,39
Guiana n Islands	69 420					328,71	87,60 19,84	09 14,830		2.170 36.163	1,080 54,653	320 76.450	400 89,055	22,033	6,637 147,250	6,783 137,629	391,662	 #2.664	3,150 87,385	136,80
lles 24	8,718 439,017 7,810 133,580	1,358,949	3.210,501	120		201	1 : :	7	H	43,180	19,588	33,541	40,705	111,299		287,766	293,971	114,286	102,700	30,24
	7.389 100,250	302,340	1,331.159 481,830	3,599,318 584,763	1,747,288 356,160	2,811,274 399,499	1,640,34	n 2.327.00e	11	240	16	:::	1,221	6,403	13,078	11,200	31,074	44,264 5,886	71,666	7,51
ndies (Prenat.)	3,140	677,511	646,863	129,465 683,654	61.860 379.586	327,618 346,305	392,800	383,960	11	4,383,040 1,446,000	3 994,197 1,587.225	5,618,350 1,405,790	3,223,571 1,213,451	4,330,654 3,312.477	4,923,632 3,445,786	5,305,182 2,460,495	4,017,220 3,566,204	2,395,056 2,498,428	4,470,402 2,006,115	2,903,27 1,025,60
m Island s & other Islands		::: /	2.304	:::	:: 7		516,807	151,668		610,758 295,416	706,066 456,898	518,961 426,696	431,369 984 931	579,385 1,099,654	476,440 1,324,113	450,580	409,700	193,400 786,682	186,266 515,568	170,04 410,74
- Atlantic Coast	1 12 1	::	::: 1	164,160 50,830	/	::: I	:::			10,224				:::			2,880	:::		
(Pacific Coast		[	:::  -		::: l:	5,400	:: /			5,760	38,100	2,126	39.660	 Vi 200	91	122	7.1		::	
1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	1 1	1		:::	= /	::: ]	/	:::		861		24,560	20,365	11,700		25,600	8,000		:::	
TOTAL 45.039	170 24 000	- 1	- 1	- 1	[	··· -/		:::										240 4,012	11,672 4,311	3,748
1,0,000,	59,6	68,693 104,7	78,448 110 6	20 000		_		- 1										7,01.0	-,	
¥1, 3	178 34,002,904 59,6			93,5	397,420 119,	591,523 96,	151,500 135	730,328		91 777 0										
						+			A L	24,776,219	129,967,655[1	136,168.424	126,545,405	175,902,768	149,279,656	131,455,230	117,184,496	87,520,216	95,783,959	61,401,953
								1.4	F:595											

\* Shown as Tanganyika Territory from 1921-22.

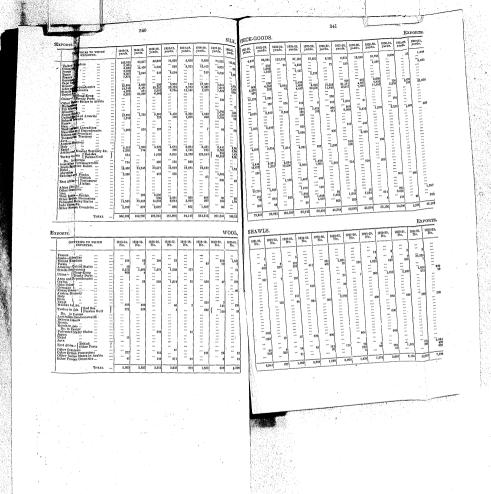


Process Control		336	July 1986	337	\$
	Charles of the same of			HANUFACTURES,-GUNNY BAGS (ALL KINDS).	Exports.
I	EXPORTS.	1913-14. 1914-15. 1915-10. 1 No. No. No.	JUTE, 1915-18. 1915-18. 1916-28. 1920-21. No. No. No. No. 1920-21.	1823-22.   1823-23.   1823-21.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.   1823-23.	1920-00, 1650-31, 1931-12, 1600-33, No. No. No. No.
	COUNTRIE TO WHICH	1915-14. 1914-15. 1915-16. 1	No. No. No. No. No. No. No. No. No. No.	1	41,500 100,500 17,500 4,500 1,010,771 1,40,000 134,011 500,114 100,000 45,000 45,000 100,000 102,000 45,000 45,000 100,000 107,701 100,000 100,000 107,701 100,000 100,000
	Tunis Iraq Cape of Good Mare		1,313,200 2,563,800 251,400 250,000 1,550	9   1,50,50   1,50,50   1,51,70   750,60   437,90   1,01,10   1,154,50   1,157,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,575,50   1,57	1,000   100,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,000   1,
	Merceo Headuras (British) Headuras (not Filish)	60,500			3,000 3,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000
	Heriam Island	213,000 87,554 13,900 4,300 260,000 10,000			3,202,650 3,565,660 3,202,660 5,701,500 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,700 555,70
	Formess Sun Salvador Sonsiliand (est ritish) Sepolation Sepolation (Form) Herice Argentian Repulse (Atlantic)		79 455 0 000 F3 010 13,550 35,650	17,700 50,000 00,100 153,500 127,000 125,000 101,000 115,000	3,000,000 \$2,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$
	Merico Argentino Republio United States of America (Atlantic)	173,160 6,112,140 33,009,160 12,153,700 23,009,160 12,153,700 31,011,000 18	11.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00 17.00	17.00   23.00   12.00   12.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.00   13.0	**************************************
	Denmark Straits Settlemen	10 000 000 10 000 000 10 000 000 T	184.10	6.114.000 3.66.100 3.483.300 4.51.100 1.784.100 1.514.510 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.000 1.815.00	1.500.011 1.500.011 1.500.011 1.500.017 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.007 1.500.
	Cerion Madaganese Australian Ceristaneealth Australian Heet Kong China Treat Ports	10,000,330 10,000,200 10,439,435 7 1,479,625 1,459,700 631,977 1 81,459,300 727,700 1,619,300 72,700 1,619,300 72,700 1,619,300 1,515,100 1,515,100 17,214,301 12,114,301 11,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515,100 1,515	184.50 (075.470 1.655.50 13.016.00 1.05.60 (0.55.55 1.00.71) 1.641.264 (0.55.51 1.041.00 1.05.60 1.05.60 1.05.60 (0.55.55 1.00.71) 1.641.264 (0.55.51 1.04.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60 1.05.60	A	30,015,000 18,023,000 28,005,100 000 000 0 4,272,000 1,263,000 1,263,000 13,267,268 5 37,283,000 41,618,730 23,065,200 13,267,268
	Java New Zealand	15,119,662 35,869,900 17,219,101 12 17,851,038 19,519,585 19,220,101 12 8,002,275 9,231,601 0,570,800 8 229,000 107,000 214,100 571,200 411,000 1,239,900 55,000 32,500 4,000	\$45,000 0.710,600 3,500,600 .510,000 0.720,000	\$1,500,000 19,700 19,700 10,700,110 10,700,100 10,000,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,100 10,700,1	2 330,600 110,000 315,100 100,012
	Jane New Zealand New Zealand Zamuhar and Fedora Aden and Description West Indias Rench		90,200 512,700 60,100 519,700 1723,200 515,600 512,200 212,700 121,900 410,00 32,100 30,000 222,300 51,900 410,00	1	
	Tripeli Pench	312,000		100,000   05,000   100,001   100,001   100,001   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,000   100,0	
	Bridich West Inda Islanda Résnica	1,183,113 1,489,000 1,430,450 2	197,330 4,533,840 2,539,230 1,378,500 0,000,000 250,000 1,778,500 450,000	25 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10 April 10	00 53.010.570, 40.07 L.57d 47.00.530 40.470,820
	Tripedi Persis Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis Frederic Tripedi Persis	27,500,668 47,507,678 207,502,524 315 272,100		151.000 403,100 477.010 677.00 (60,000 192.00 010,900 71,000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 171.000 1	600 (10,000,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,000 (10,00
	Transcant Siam Maurities and Disendencies	15,002,501 12,035,700 12,925,500 11 2,022,500 3,003,000 3,707,700 6	274,500 5,333,500 6,905,000 1,500,500 3,962,70 350,000 14,420,000 6,015,000 5,534,500 4,001,00 010,100 2,004,000 2,383,000 3,335,700 4,104,00	\$2,413,266 11,771,007 10,025,707 18,071,250 6,101,007 17,011,007 12,025,707 2,945 1,922,007 2,945 10,012,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,007 12,00	600 (0.000 (0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.000 ) 0.000 (0.
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	Arabia   Music Territory and   Track! Oman   Other Native States	140,450 129,450	155,890 112,814 171,100 137,033 122,800 13,030 53,360 6,500 51,050 13,280	20,600 5,380 2,000 8,900	1,075 12,001,001 11,075,517 6,781,000 1,070,100 1,455,000
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	Retirenda Spain Urnetny Pill Islande	25,300 31,100 19,447 501,700 91,400 1,596,460 2,833,000 750,000 500,000 193,600 581,400	34,100 8,400 8,100 10,000 12,000 1,560,000 2,446,003 100,000 4,440,003 100,000 4,702,003 100,000 4,702,0	2.18(1.00) 2.309,860 1.509 1012,160 20,000 120,000 120,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121,000 121	978.0 477,000 B.000 105,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 123,000 12
		413,154 S11,700 551,500 21,3 9,750,000 10,611,600 18,106,200 21,3 352,300 200,800 403,500 1,617,100 1,117,400 1,538,600 1,6	100,000 100,000 170,000 25,000 170,000 170,000 170,000 170,000 15,000 170,000 15,000 170,000 15,000 15,000 170,000 15,000 170,000 15,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,000 170,0	2,772,900 2,415,500 2,916,000 4,500,000 4,906,000 4,471,500 5,005,000 5,	7 10 10 10 10 10 10 10 10 10 10 10 10 10
	Hard and St. Doningo Profe Rico Other Islands in the Pacific Performed Maloy States Gold Coast Guienn Dutch Gremen Pront Performer Guienn Guinna	17,700,000 10,611,000 13,100,200 21,2 391,390 200,000 400,350 1,0 917,100 1,117,400 1,530,000 1,6 550,000 25,700 237,200 111,000	167,000   23,700   69,000   257,000   87,000   2,252,000   1,003,700   1,004,700   2,641,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004,700   1,004	15,000 45,000 10,000 10,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 173,000 17	20,750 10,000 1,000,000 1,730,449 2,477,450 28,000 20,000 170,140
	truiena Gremen		455,700 654,000 20,000 65,000 53,500 13,500 5,000 10,000		15,000 381,000 CC,000 55,000 45,000 TC 700 151,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150
	Pretoguese Guinza Boliria Oyarus Miceria	E   E   E   ;	72 500 75,000 190,000 95,000 95,000 100,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000 95,000	10,000 75,000 15 900 14,000 150,000 7,500 57,500	15,600 261,600 C3,000 55,000 45,000 25,000 175,000 55,000 55,000 189,000 55,000 1,891,000 2,596,000 3,301,000
Ü	Niceria Orango River Colony Nyasuland Guatemata Couts Rica		15,000 407,000 30,000	10,000 25,000 27,000 20,000 16,000 223,000 125,425 17,000 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,400 175,	23.500 130.00° 45.830 150.530 78.077 56,500 175,500 161,600 165,833 339,850
	Costs Rica		173,200 40,000 194,000 194,000		20 mm en 200 fen 200 200 mm enn
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	Chili Other Countries in South America	1,211,591	1,011,000	1,126,160	1,661,210 150,000 4,000	3,700	8,291,100 100,000		130,099	100. 118. 1546. 153 153	(60)	5.000	2,700	4,616			41,513	82,501	257,170 251,274 257,270	2020 011,000 300,000	5,000 (2)1. 5,120 1,400 1,000 (1)5	660
	Maurithe and Dependencies	29,991	9,550 20,999 630,999	653,600 19,593 61,600	319,700	1,702,620	600,000	1,151,866	3,054,600	6	251	3,541	3,950 5A4,000 45,000	5,022	751,750 I	100,000	\$1,513 161,259 254,560			200,000	11,040	
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TOTAL 11,687	2,504					7	1,300	$\Gamma$		123	263	500	40	52	1.51	1 55	52	188	25	1,504
1 -1,007	-,009	5,860	8,957	868	2,808 4	6.185	25,923	1 -	14,410	14,300	20 12,511	23.417	8,519	31,130	19,33	12,33	3,30	6,299	3,038	90,314

Other Pedign Countries ...

700 199

24,051,105 14,127,655 13,057,573 14,978,272 20,487493 9,522,000 172,951 237,055

80,80

220,191 639,259 111,169 211,637

175,919

Expon	errs.															34	7	
1	COUNTRIES TO WH		T	T		T-			,	RICE,	N THE	Husk.	(Pab	DY).				
	EXPORTED.		1913-14, cwts.	1914-15, cwts,	1915-16. owts.	1916-17. ewts.	1917-18, cwts.	1918-19. cwts.	1919-20, CWIN,	10:0-21, tous,	1921-92. 1080s.	1922-23 1008.	1923-24. tons,	1921-25, tons.	1925-26. tons,	1926-27. tons.	1927-28 tons.	1928-29. tons.
1 '	ylon ited Kingdom		593,321	469,653	552,351	1,015,896	504,201	702,090	676, 405	35,210	36,630	37,207	29,374	27,553	35,535	20,159	33,726	42,77
- (	aits Settlements		1														4	3
1			69	38	9	37	59	1,036	13		2,381	90		56	116	584	518	7,03
- 1	erica (U. S.)			661			73											
Fran		""		[														
Male																		
Gern		""		1,314						.								
Russi						~				1		22	10	2	2	2,006	6	
West	Indies		6,000							[]								
1	British				***					- 11								
Enst A	Africa Portuguese		- 1	3	7	10	1	458										
Madag										1								
China-	-Hong-Kong		""			'				11								
Japan		- 1	10,084			***							144					
Iraq	***	- 1	1															l
Turkey	European	- 1						- 1							12			]
Turkey	in Asia	- 1	- 1	**						11					100			
Other B	ritish Possessions		52							11								1
	oreign Countries		194	90	79	207	35	4	61		3	7	8	5		,	1	1
Canada -	Atlantic Coast		- 1	- 1	4	15	98	10	24	1	4	2		4	7	4	1:	1
Canada .	Pacific Coast		- 1 '	- 1		-											12	
Netherlar	nds		ſ				.						·					
Belgium			- 1	- 1	- 1		-			11								1
oderated	l Malay States		1 "	- 1	- 1	.	-				- 1			5		١,		,
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	TOTAL	609,727	471,770	552,45	01,016,1	65 504.46	703,5	98 676,5		-1 1								
		<u> </u>	<u>'</u>		1	1 .0.,10	,03,0	016,6	03 35,26	9 11	39,018	37,328	29,536	27.625	35,772	22,761	34,39	3 51,4

N THE	Husk.	(Pab	DY).							Ex	PORTS.
1321-72 10104	1922-23 1008.	1923-24. tons,	1981-25, tons.	1925-20, tons,	1926-27. tons.	1927-28 tons.	1928-29. tons.	1929-30, tons.	1930-31. tons,	1931-32. tons.	1932-33. tons.
36,630	37,207	29,374	27,553	35,535	20,159	33,726	42,776	22,374	17,413	20,803	13,672
						4		2		1	***
2,381	90	•	56	116	584	518	7,037	4,783	813	200	
	22	10	2	2	2,006	6	4	. 4	1,146	26,485	36,427
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		144								56	
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							90	0 40	0 5,188	19,257	7,016
			5		1		15	o	501	3,354	1,226
								4	0 144		
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									-	13	
									15	o\	
39,018	37,328	29,536	27.625	35,772	22,76	34,39	51,47	0 27,61	2 25,44	5 70,201	58,844

EXPORTS.

of in the Husk. (All kinds). ..... 1050-51 1928-29. tons. 1925-26. 1926-27. tons. tors. 1027-28. tons 1923-24. tons. 1094-83. 5.200 6,507 10,815 4,731 5.623 38,997 5.411 5.885 7,440 2,813 2,253 610 57,576 441,237 49,626 2,386 12,868 1,077 2,252 2,032 1,600 85,080 432,152 55,220 12,283 17,475 1,010 2,237 2,095 1,407 509 108,116 305,689 54,355 1,405 5,582 1,805 1,575 675 39,547 496,345 61,856 6,859 94,285 900 67,259 388,824 49,000 8,346 25,404 3,854 156,479 2,238 585 228,106 4,792 108 8,373 507 231,786 229,057 265,335 223,081 970 1,389 378,828, 20,238 527 10,758 1,012 135, 670 30,323 0,023 175.857 203,616 190,823 1,050 981,900 3,754 230 9,903 550 208,627 1,593 970,921 4,609 479 10,329 1,634 8,107 162,238 1,016 87 13,512 2,541 4 173,648 202,411 134,709 405 207,870 8,271 505 15,858 3,873 269 345,731 18,568 882 13,979 1,572 1,701 413,978 15,536 2,193 10,535 313 2,842 340,150 32,019 2,508 12,270 720 259,676 11,746 545 7,250 1,527 231,270 14,461 3,368 8,940 8,104 63,564 6,316 70,385 72,385 8,251 2,056 36,766 5,685 43,517 6,615 47,841 7,852 37,316 6,218 1,516 24,636 7,132 22,159 6.188 30,295 86,972 21,921 44,810 24,836 30 301 3/20 56,674 73.875 83,000 96,133 41,386 575 34,309 2.024 1,622 5,718 1.792 2,445 1,433 1 739 1,010 1,016 3.558 1,003 739 150 1,000 102,191 13,731 213 7,500 22,006 149,678 285,445 195 1,000 89,079 4,943 332 654 453 405 98,471 15,995 100,364 46,149 101 75,624 9,012 58 121,569 20,813 57,939 14,924 352 63,003 8,833 137 28,307 2,431 63,273 333,546 405 2,859 (3,179 8,284 53,439 7,631 31,359 295,600 3,709 6 863 181 185 121 602 104,389 167,619 79,529 500 75,765 6,400 78,103 150,876 187,848 31,626 47,713 223,872 30,618 17,600 48,408 155,138 6,613 300 21,938 14,690 133,720 44,981 75 14,001 153,373 13,002 16,258 11,737 19,148 20.218 21,186 10.477 20,241 21,748 18.700 22,135 14,600 19,188 8,902 20,250 17,781 22,151 19,016 16,387 17,458 8,542 21,849 22,966 16,909 62,491 1,744 700 476 58 22,734 54,027 11,045 134,291 12,852 21,178 18,762 18,421 85,075 11,830 29,327 25,018 27,232 121,810 12,547 17,990 31,779 30,623 112,080 8,201 21,546 21,977 11,299 32,154 1,300 10,150 10,852 23,000 80,737 10,900 31,800 41,324 3,950 71,183 4,500 4,670 0.000 3,000 "s asni 4.057 1,025 i.545 39,043 315 2,954 70,173 3,000 91,892 2,770 2,150 88,371 110,167 78,400 117,097 80,753 88,605 90,034 116,526 15,334 175 5,629 7.007 5.701 3,900 5 69 3,175 7,441 1,100 7,796 9,189 7,987 7,290 5,149 2,768 6,273 1,019 4,615 5,438 1,567 4,677 1,200 1,821 13,400 1,010 7,712 2,500 5,500 4,000 100 3.800 2,805 1,997 1,000 2,814 6,528 1,261 1,439 5,104 37 403 509 125 1,557 67 234 1,582 1,496 117 2,989 3,279 531 3,712 1,640 18 436 "1,115 305 1,554 1,398 11,000 2,302 1,871 17,133 31,236 4,635 16,054 42,292 5,009 21,601 14,611 3,783 28,539 17,441 430 5.542 16,172 37,031 3,000 14,457 619 1,180 4,752 21,047 437 2,105 3,211 3,000 25 1,950 53 100 202 13 1,458 2,000 206 186 29 500 9.067 1,250 2,910 288 1,000 2,000 1,292 515 4,386 22,020 119 1,546 320 2,122 24,733 6,750 2,510 3,960 19,649 4,288 1,550 5,365 2,000 8,051 9,194 49,150 87 920 1,089 5,826 3,500 88 156 1,093 11,275 219 573 7.650 177 22 7,400 522 81 256 62 23,451 219 121 28,713 499 41 15,790 311 62 25,920 3, 132, 221, 4,000, 200, 25, 215 35 18,760 24,549 367 199 13,257

1,310,455 2,037,039 2,176,785 2,372,770 2,518,684 2,034 545 2,151,051

RICE. EXPORTS. 1915-16. 1916-17. ewts. ewts. 1917-18. cwts. 1918-19. cwts. 1919-20, CWIN 1914-15. cwts. 1920-21. COUNTRIES TO WHICH EXPOSTED. 1913-14. outh 7,812 Cape of Good Hore Formosa Tripoli 69,589 607 509,292 44 308 44 308 64,010 0,463,456 7,008,675 911,048 431,968 112,558 47,193 8,359 327,134 25,531 127,214 5,402,867 6,519,184 814,885 311,651 252,725 96,337 116,230 44,550 32,609 6,423,850 7,219,567 1,100,638 6,355 1,355 170,051 275,900 35,818 5,043 26,400 Rhodesia Switzerland Serchelles Norway United Kingdom 35,316 45,296 4,235,877 5,577,696 1,351,392 126,105 123,932 52,089 25,202 36,400 5,912,817 6,207,138 755,364 177,399 49,681 49,165 1.149.464 492,969 891,962 883,845 Ceylon Mauritius and Dependencies 1,026,882 256,900 80,238 59,900 Persia
West IndiesStraits Settlements 4,656,921 473 316,472 2,300,411 542,552 8,375 222,616 18,412 6,755,990 3,081,774 3,721,078 5,110,364 47,535 118,691 5,810,431 183,055 58,549 473,676 6,317,001 414,254 11,762 362,263 7,082 671,251 477,808 2,618,603 51,295 18,241 3,284 7,733 563 209,878 61,593 160,869 26,927 1,077,459 France
Gormany
Australian Commonwealth
Maldives
Aden and Dependencies
U. S. A. {Atlantic
U. S. A. {Atlantic
Other Ishnuks in the Pacific
Federated Malay States
Stop 925,030 28,027 213,639 124,760 32,431 700,703 13,366 173,969 19,754 22,000 83,313 15,600 27,272 7,681 25,462 54,955 31,295 82,497 17,159 149,884 12,466 15,994 Sinm Sicken and Sommani St. Helena Egypt 4,618 1,077,68‡ 297 846,916 15,720 719,112 68,001 39,399 5,996 1.309 St. Heeem Egypt Levant & Black Turkey—Asiatic Red Sca Persian Gulf 371,152 218,748 215,181 451,358 450,658 307,419 149,187 137,390 21,917 7,072 1.621.150 852,515 European Denmark Netherlands Belgium Transvaal Gibraltar 118,000 1,320,328 110,202 615 3,666 10,960 100,540 431,286 15,964 282 80,803 157,071 81,688 416,810 1,416,000 678,970 151,600 99,998 6,674,632 432,300 91 587 120 205,266 405 610 53,016 50,177 33,574 55,699 322,328 2,233 Chins- { Hong-Kong Treaty Ports 318,041 91,533 3,212,912 128,550 788,232 4,228,847 81,555 43,165 162,085 86,243 1,378,495 1,974,484 140,197 253,110 8,370 80,630 846,332 77,767 29,382 4,117,438 24,329 3,888 (2,48) Inpan Russia (Northern) 190,420 Reissia (Northean Java Anseria Malta and Gazo Zanzibar and Pomba East Africa - (Other Ports 2,338,565 1,391,766 27,659 258,231 9,977 179,274 253,344 351,600 178,283 6.160 382,124 Natal
Natal
Brazil
Chili
Brutish Gulara...
Pera 361,969 443,154 277,681 98,450 6,709 383,376 407,374 17,016 51,011 75,233 321 65,309 476 5,165 ... 631 87,513 16,820 19,641 2,100 5,603 7,912 Peru (Muskat &c., &c.) } Avabia (Other native states) 218,440 140,326 875,391 966,275 740,842 827,820 507,911 673,496 Arabia Other mative
Italy
Samatra
Portugal
Abyssinis
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Cochin-China, Saigon
Canada
Cape Colony
Cuba
Greece
Nordeardinal, Ac,
Arsentine Republic
Dutch Guiana

Chritis 511,692 969,199 267,568 9,159,709 997,179 80,000 1,097,113 568,410 18,837 335,340 156,617 18,002 112,892 422,703 410,394 14,529 616 2,957 58,000 78,012 ,091,014 95,200 2,790 138,500 109,994 ,80,025 617,115 148,751 4,000 61,870 1,713,012 162,000 91,668 182,077 22,189 114,000 160,603 988,616 509,676 170,063 893,720 133,018 10,051 1,225 44,000 121,033 200,197 37,690 500,658 20,366 British ....
German
Fortuguese
Italian
Other Ports 146,351 239 100,096 19,454 06.116 145,958 270,498 197,907 38,897 162,613 85,411 117,239 20,836 133,125 52,184 429,725 8,276 39,157 32,781 2,138 235 2,503 506 East Africa-Roumania Sweden Philippines 611,537 501,906 107,211 215,086 57,011 200,078 42,930 2,621 1,504 384,574 107,694 Philippines
West Africa = { French
Fortuguese
Seasificand | Deitish
French 34,975 41,632 3,181 85 18 4,082 31,513 1,859 250 9,278 32,272 4,133 52,311 625 12 923 36,334 850 4,00 New Zealand Other British Possessions 3,281 260.018 406,863 332,524 475,103 419.279 418,625 165,764 20 49 ... 100 81 8,540 107,242 85,140 176,832 112,820 116,901 8,053 711 4,000 804 7,683 3,150 150 9,700 763 145 5,120 18,100 i,000 Holium Iraq ... Finland Hayti and St. Domingo Koren Anglo-Egyptian Sudan Uganda Protectorate Tanganyika Tarritory Syria Finme Beltish Honduras Palestine

32,813

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COUNTRIES TO WHICH		1	T		,	,		LIN	SEED.										Ex	PORTS.
изголинь.	1913-14, cwts.	1914-15. cwts.	1915 16, cwts.	1016-17. cwts.	1917-18. cwts.	1918-19, cwts,	1919-29, cwts,	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26, Lone,	1990-27. tons,	1927-28. tons.	19:8-29. tons.	1920-30, tons.	1030-31 tens,	1931-32. 1	1902-03, tons,
Roumania New Zealand United Kingdon United Kingdon United States of Atlantic America Prainte Netherlands Belginnis	3,146,298  2,309,189 191,511	4,122,191  794,312 23,886	2,895,091 17,893 376,969	1.870 6,262,187 95,315 964,067	3,862 2,826,621  258,513	391 4,846,312 105,472 65,506 133,837	3,364,51  825,73	100	82,746 200 30,982	141,296 300 49,610	181,330  78,420	1,050 125,543  84,667	 110,876 400	1,0°0 40,40 4	57,45) 60,8to	1,000 18,072 47,030	79,536 2,000 50,711	57,016	 14,133 50 45,213	14,270 200
Other British Passessions Ceylon Australian Commonwealth	760,182 87 211 67,211	465,359 61 168 68.342	 34 165 147,780	39 132 209,133	129 137 313,529	373,528	633,199 97 177	17,748	9,450 20,676 3	7,911 22,523	26,459 28,107 8	20,215 42,008 1 4	10,908 32,240 1 12	17,499	4,900 5,900 	1,505 0	12,815	28,789 13,223	700 201	200 315 32
Mauritius and Dependencies Cape Colony Germany Italy	498 207 006,520	29,255 01 201.006	3,161 216	5,310 181	37,400 330	208	124,050 210 20,407	13,653	11,746 1,303 9	11,008	13,389 94 8 7,249	16,455 9,627 10	20,961 1,273 8	15,619 1 11	19,637 1,285 6	. 0	13,478 9	10,970 68,913 7	10,639 12,788 12	9,415 1,028
Seria British West Indies British Guiana Canada	613,139	G22,744	243,595	451,634	76,168 	267,617	157,490	1,215 5,000	3,200 11,640 	2,810 30,541 	25,616	11,175 43,451 9	9,634 30,498 	28,654	17,551 40,064 	6 200 27,773	28,420	10.649 32,629	9,814 14,619	0,480 10,678 
Anstra-Hungary Spain Russia Natal Sweden Denmark	130,001 68,800 2,227	17,801 31,900  175 6,000	47,500 551	4,001 722	1,698	18,001	300 	tes	"1,316	3,961	100 6,440	1,355 12,517	2,381 9,450	3,257 5,534	7,789	19,685 7,425	7,025	8,615	6,858 3,819	1,650
Norway Portugal Java Greco	2,000	2,000 24,000 	50,000 74,000	29,000		19,987	=		=	3,500	300	=	500		1			= '		  250
Turky Ports Turky (Lorent & Black sea Asiatic (Red sea Réunion Adea and December 1)	340	31		74	103		 62 13		=	=	1,170	1,700	2,300 5 	1,950	2,500	2,70	3,500	2,60	3,100	2,650
Arabia Straits Settlements Switzerland Other Foreign Countries	23		2,002	107	3,890	18,702 41	10,832	200	5 ::: 20	::: ::: 25	  50	505	ste	Ξ,	Ξ.	40	-	=	= ,	
	3,277,467 6	,431.535	1,859,747 2	,983,861 2			32	188,440	173,503	274,250	368,777	371,015	508,143	191,892	94 222,507	156,74	218,103	256,78		72,190
XPORTS.								RAPE	SEED.										E	XPORTS.
PALORIED,	913-14. 18 cwts,	914-15. 1: :wts. 6	915-16. 1: cwts.	916-17. 1: cwts. 1:		018-19. 1 cwts. 1	919-20. cwts.	1990-21. tons.	1921-22. tons.	192223. tons	1923 24, tons,	1924-25, tons,	1925-26. tons.	1926-27. tons,	1937-28. tons.	1908-29. tons,	1929-30, tons.	1930-31, tons.	1931-32. tons.	1932-33. tons.
Norway Roumania New Zealand United Kingden		::: 493.693	1 949,470 1	6,000	=	=	10	300	=	310	650	800	810	600	150	310	600	1,01	6 800	800
Persia 1. Beiginm 1. Mauritius and Dependencies 1.	078,863 977,378 266	411,860 537,226 134	805,597  126	780,416 468,518  157	733,001 1, 54,780  471	214,578	389,655 317,417 607,858	20,539 10,626 119,510	27,806 7,881 45,5123	46,536 28,856 53,900	60,500 21,026 33,010	41,8% 23,402 20,517	25,895 13,055 6,121	0,224 14,704 4,638	12,265 10,246 1,750	11,02	7,810 9,76 2,701	10,65 10,65 1,85	2 5,613	10,690 8,305 2,775
Netherlands 1, Italy 1, Denmark	163,973 1 76,457 274,537 5	162,148 295,155	127,492	95,177	4,495	81,364	51,786 52,330	24,189 163 8,633	31,526 5,318 10,169	900 63,125 27,195 27,094	2,300 71,450 30,327 81,309	35,190 33,103 81,092	459 7,695 6,200 49,300	11,112 43,237	9,801 8,074 20,650	9,47 11,85 12,79	6,321 15,507 723	1,70	8,752 0 18,039	
Spain United States of America Aden and Depastencies	11,000 2	21,200 	14,000	60		7,000			620	150	450	2,525 4 1,290	7,560 1,560		1,910	90	160		3 176	275
Australian Commonwealth Muskat Territory and Trucial Oman Natal	£10	224	320	235	2,873	105 221	917	65 57	139	196 54	219 216  18	165	 320 30 	310 25	357 1 27	290		r	72 36 61	410
Japan Arabin Straits Settlementa Other Countries	1,630	210	3,201	642 642	686	8,110	:		1,430	3,238	26,897	2,000 2,000	25		700 110			=	10	100
Other Foreign Countries	.4	134	. 105	19	. 10				"	"						l "	l °	1 '	10	1 "

									- 3	
3	CPORTS.								TIL	OR GINJ
	COUNTRIES TO WHICH	1913-14. cwts.	1914-15. cwts.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	10:00:21 tons,	1923-22. tons.
-	Sweden				:::		:::	76,436	7.4	
i	Melta and Goo	2,035	153				=	***	8,50	
J		414.143	200,461	180,141	1,034,317	90,276	3,010	404,455	703	2,791
Ì	Prance United Kinglom		5,994	7,266	487,417	20,105				76 611
	Italy Mauritius and Dependencies		191,746 37	34,313	169,632	19,262		303,500	5,638	10,697
l		. 1 803	279 31,985	561 9,472	1,301	1,362	847 4,929	1,272 25,461	59 1	43
ŝ	Aden and Dipendencies Zanzibar & Femba		114	2/1/2		***			61)	315
ı	Natal			3,058					= 1	100
ı	Cerlon	. 30,345	28,989 205	28,650	11,393	30,835 506	12,209	6,313 775	83	1,482
١	East Africa-British							35,544		1 1
ı	Austria Egypt	21,813	73,002	164	2,025	62,319	311	4,010	738	8,550
١	Arabin   Muskat Territory &c. ]	1	10,378	9,534	{ 1,552 10,743	855 3,578	814 3,385	10,174	170	51
ı	China-Hont-Kong		110,000			=	::	96,740	1,550	
	Helgium United States of America	. 1						75	1	1,97
l	Straits Settlements	180	29	1	1,329	41,377	9,006	132 5,816	103	51
۱	Do, in Asin Red Sea	8,314		1,153		12,920	8,521		t	h
ì	(Persian Gulf	8,311			*,000		. 6,721	167	~ 6	1 11
	Germany Netherlands Japan	. ] 3:10,203	37,396					5,907	1	3,48
	Japan Russia		83,333			9,00	20	:::	. 1	1
Į	Syrin		1 1	33	1	202	31			( 1 ° .
Į	Australian Commonwealth Pederated Malay States		20					l	= 1	11 '
į			1	1		593	"i,611	93	7	
ı	Other Foreign Countries .		4	25	78		41	75		11 "
j	TOTAL	2,244,019	934,102	275,520	1,683,615	. 323,851	47,687	986,517	11,872	31,0
1	PORTS.							S	UGAR	
			,							(15 I
-	COUNTRIES TO WHICH EXPORTED.	1913-14. ewts.	1914-15. ewts.	1915 16, ewts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1918-29. cwis,	1903-21. tons.	(15 L)
-	COUNTRIES TO WHICH EXPORTED.	ewts.	ewts.	ewts.	ewts.	ewts,	ewts.	1919-29. cwrs.	1903-21, tons.	1921-2 tons
-	COUNTIES TO WHICH EXPORTED.  United Kingdom	ewts. 94,450	5,9% 5,9%	ewts. 4,598	ewts. 905	ewts.	ewts. 109	1919-29. cwrs.	1900-21. tons.	1921-2 tons
-	COUNTIES TO WHICH EXPORTED.  United Kingtom	94,456 595 44,355	5,9% 86	4,598 29 43,731	964 56 199,767	ewts,	ewts.	1919-29. cwrs. 174,129 90 83,766	1990-21. tons. 11,881 	1921-2 tons
-	COUNTIES TO WHICH INPORTED.  United Kingdom Fersia Ceylon Canada Autteslian Commonwealth	94,456 595 44,355	5,935 86 38,969	4,598 29 43,731	964 56 199,767	cwts,	ewts.  109 72,445	1919-29. cwrs. 174,129 90 83,766	1920-21. tons. 11,881 -4,885	1921-2 tons
-	COUNTIES TO WHICH EXPORTED.  United Kingdom Persia Cyslen Cyslen Conda Caustalian Commonwesith Adden and Dependencies France United Military Conda Caustalian Commonwesith Conda Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustal	94,456 505 44,355	5,935 86 38,969  2,311	4,998 29 43,731	964 56 199,767	51,741  2,011	9,327	1910-20. CWTS. 174,122 83,766  7,843	1990-21. tons. 11,881 	1921-2 tons 1, 2,
-	COUNTIES TO WHICH EXPORTED.  United Kingdom Persia Cyslen Cyslen Conda Caustalian Commonwesith Adden and Dependencies France United Military Conda Caustalian Commonwesith Conda Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Commonwesith Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustalian Caustal	94,456 585 44,355 	5,855 86 38,969  2,311	4,598 23 43,131  2,877	964 55 199,707	2,041	9,327	1910-20. cwrs. 174,122 50 83,766	1909-21. tons. 11,881 -4,885	1921-2 tons 1, 2,
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-	COUNTINES TO WHICH EXPORTED.  United Kingdom Fyrita Copins Copins Contains Commonwellth Adea and Dependencies France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France France Fran	94,451 501 44,353 44,253 620 202	5,935 86 38,969 2,311	2,577	965 55 199,707  3,170  284	2,047 223 21,744 2,047 223 18	9,387	1919-20. cwis, 174,122 80 83,766  7,843  272 3 3 192	1990-21. tons. 11,881 -4,885 	1921-2 tons  1, 2,
-	COUNTIES TO WHICH EXPORTED.  United Kingsom Portia Cylon Cylon Cylon Autralian Commonwealth Adea and Dependencies France France France Iritish Italian George Scotl-Wed girlen (German) Mirma and Somniami Mirma and Somniami	94,451 501 44,355 44,253 620 620	5,935 86 38,969 2,311 549	4,598 23 43,131 2,577 250 281	965 55 199,707  3,170  284  6	2,041  2,041  2,041  223 18 139 164	9,387	1910-20. ewis, 174,122 83,766  7,843  272 8 3	1920-21. tons. 11,881 -3,885 -75 -16 11	1921-2 tons  1, 2,
	COUNTIES TO WHICH INFORMER.  Daired Kingdom Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order Order .	ewts.  94,456 509 44,358 4,251 620 200 428	5,935 86 38,968  2,311  549  88	4,598 23 43,131 2,577 260 281	965 199,767  3,170  284  0 176	2,041 2,041 2,041 2,041 18 139 16;	9,327 9,327 208 9,327 208 9,74	1910-20. cwis, 174,122 50 83,766  7,843  3 3 193	1903-21. tons. 11,881 -4,885 -75 -10 1	1;21-2 tons  1, 2,
	COUNTIES TO WHICH EXPORTED.  United Kingdom Porta Porta On the Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Control of Cont	ewts.  94,456 569 44,353	5,8%5 86 38,969 2,311 549 88	2,577 280 281 281 2,577 240 281	965 199,707 3,170 284 6 176 126	2,041 229 18 139 104 104 105 105 105 105 105 105 105 105 105 105	9,327	1910-20. cwis, 174,122 51 83,766 51 193 193 193 193 193 193 193 193 193 19	1933-21. tons. 11,881 -4,883 -73 -77 	1:01-2 tons  1, 2,
	COUNTING TO WHICH EARDERS.  United Ringbom Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles Cycles C	cwts.  94,456 509 44,355 4,253 200 200 425	5,935 55 38,909 2,311 549 88 180	cwts.  4,968 23 43,131 2,577 250 281 108	968 56 199,707 9,170 284 6 176 126 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128 128	288	9,327 288 9 74 2,332	1910-20. CWTR. 174,192 83,766 7,843 272 3 193 193 193 4,335	1903-21, tons, 11,881 4,883 11,881 12 14 15 16 17 17 18 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	1921-2 tons  1, 2,
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	COUNTIES TO WHICH  LITCHTED.  United Kingdom  Persia  Persia  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Contact  Cont	24.4555 44.355 44.355	5,855 38,668 38,668 2,311 88 180 3 180 3 9,394	cwts.  4,598 23 43,731 2,577 281 188 189 419 419 419 55 8,911 161 353	986 987 987 987 987 987 987 987 987 987 987	cwts,  32 51,744  2,041  223 105  258 224  74 74 2,311  225 335 300	ewts.  1000 72,445 9,327 208 9,327 140 142 138 49 326 1,581	1910-20. CUTS. 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174,124,253 174	1903-01, tons.  11,881 -4,883 -75 -10 -10 -10 -500 -500 -500 -500 -500 -	1821-2 tons 1, 2,

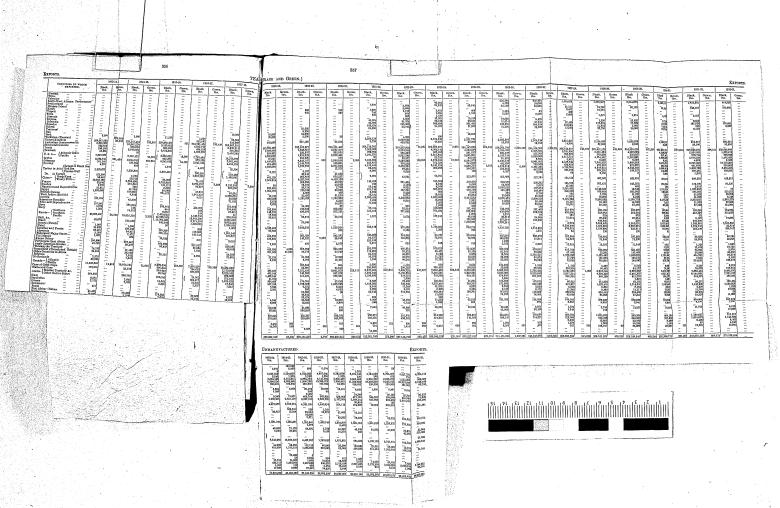
1921-22.	1929-23.	1923-24.	1924-25.	1925-26.	1990-27.	1927-28.	1923-29.	1929-30.	1930-31.	1931-32.	1832-33.
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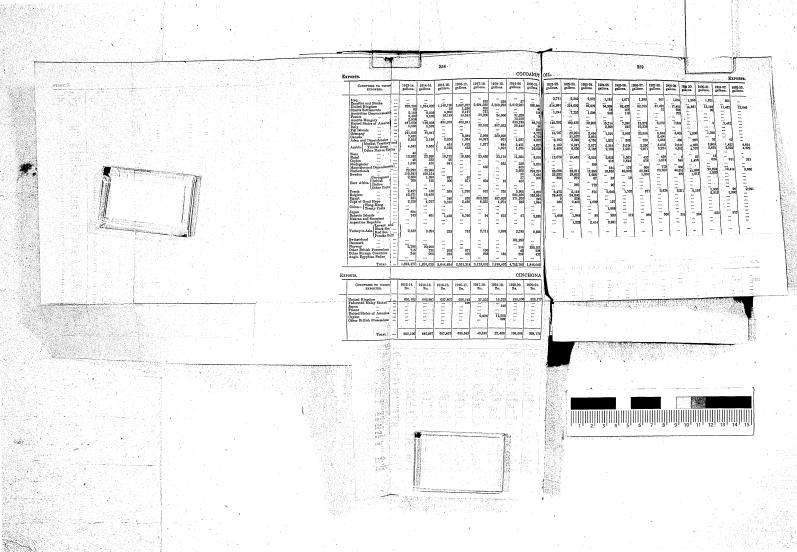
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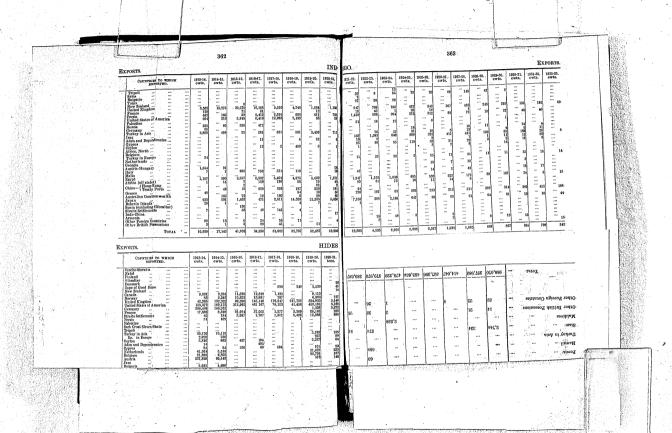
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-	Total	30,56	8 21,40	4 22,47	2 43,49	5 41,998	152,238	53,435	3,614						5							





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Antile .	i ini laa	EXPORTED.	gallons. 87,256	gallons. 53.960	gallons. 698,280	gsilons.	gallons.	gallons. 893,776	gallons.	gallons.	gallons. 32,956	399,402 24,988	296,261 58,534	219,122 36,567	320,647 34,999	467,215 16,104	264,486 15,542 17,439	336,763 18,450 14,625	22,073	309,174 13,211 11,155	685,376 8,855 8,090	766,976 8,254 8,067
i de		Australian Commenter of Straits Settlements	87,256 360,252 141,414 92,050	108,120	131,877 91,740	102 087 85,970	89,563 67,572	14,977 3,073 17,069	11,349 17,363	32,503 15,966	23,811 17,444	21,131 22,178	19,546 24,506	20,048 33,874	23,169 30,220	22,223 26,070 12	22,710			1		13,865
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10		Norway British Guiana Italy Aden and Dependences	1,364	2,304 1,086	1,004	4,529 12,567 1,072	326,345 1,026	627,173 167	1,325 4,472 360	466	958	715		2.20		2,200	45	289	36	:::	11,676	-
		Egypt Switzerland	47,925	51,554	62,626	1,987 54,223 6,805	82,368 135,806	402 22,945	8 354 31,211 83,205	35,477	16,451 1,372	37,977 1,11	3 44.90	5 41,12	4,29		53,79 65		51,104 1,068	216	·	:::
	114	West Indies - British Rémion Other Islands in the Pacific Austria-Hungary	2,049 1,733	1,581	5,777 2,235	6,796		637	2,403	1,310				=	19.80	 8	6,08		3,400 25,648	3,600 21,550	1,680 18,144	
		Netherlands Germany	236	2,427	9 229	29,930	690	1,00		=	6,10 	1 :::	1 :::			1	31,29				360	2,61
erd	5.	Coehin-Chine, Saige Portupuese Enst Africa Britis Other Ports	8,365 1,585	18,162 1,260	13,819	5,369 554	20,363 540		2,400	6,429	4,66		1,6	3,66	9 6,61	2,00		=			-	=
***	- [	Malta Java Cape Colony	11.734 16,273	 5.936 13.067	10,605 13,572	 5.145 11,700	16,303 12,488	1,492		400		- "	,,		1	.1						
	ļ.	Siam Belgium Denmark Philippines	50		615	633	12,400			: I				,								
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EXPORTS.

United Kingdom

Straits Settlements ...

Federated Malay States

Australian Commonwealth

West Indies (British)

West Indies (French)

Sumatra...

Cape of Good Hope

Italy ...

Natal

Japan ...

Cape Colony

East Africa-Italian New Zenland

Sandwich Islands

Zanzibar and Pemba Tanganyika Territory Somaliland (Frenck)

Ceylon ... France ...

COUNTRIES TO WHICH EXPORTED.

(Hong-Keng

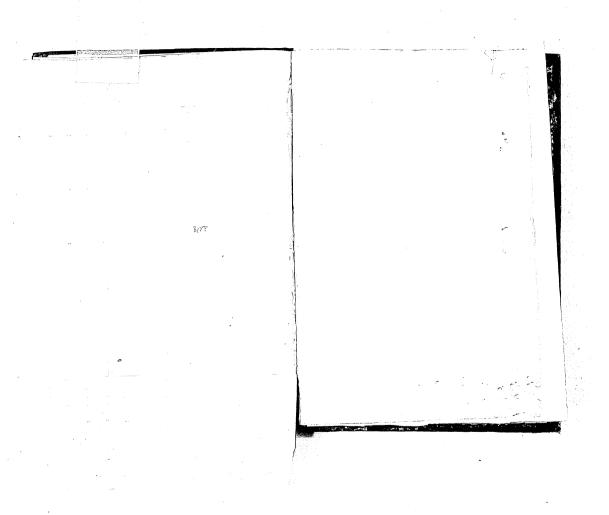
Treaty Forts

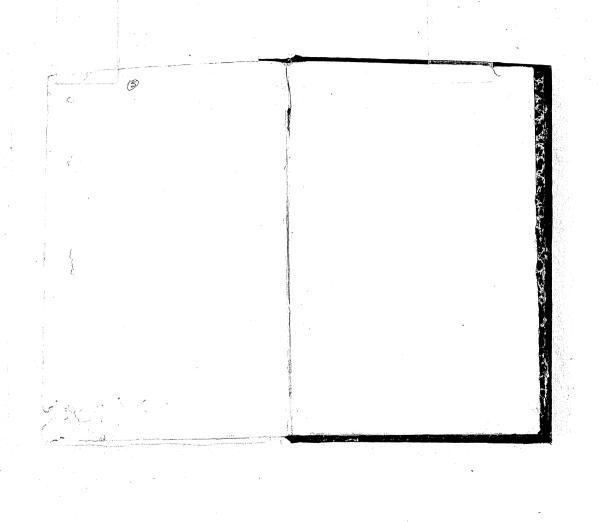
SALT PETRI

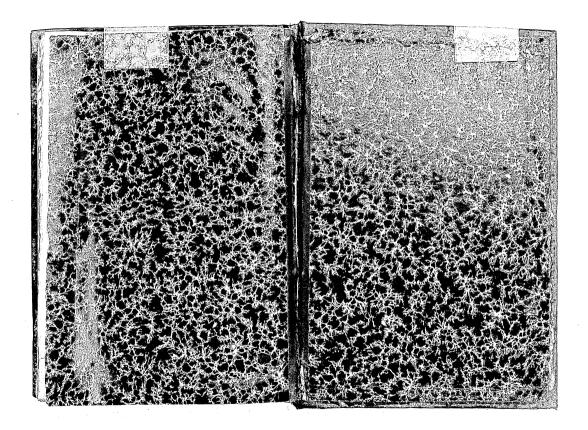
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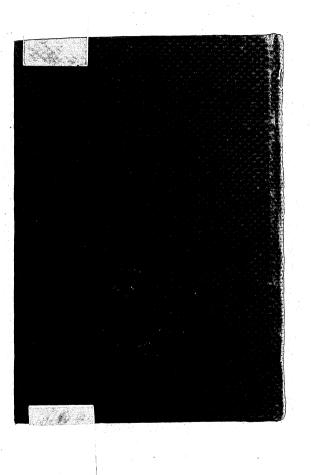
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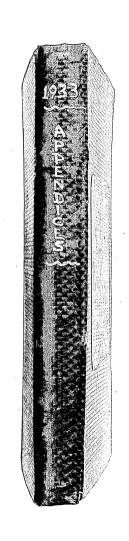
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