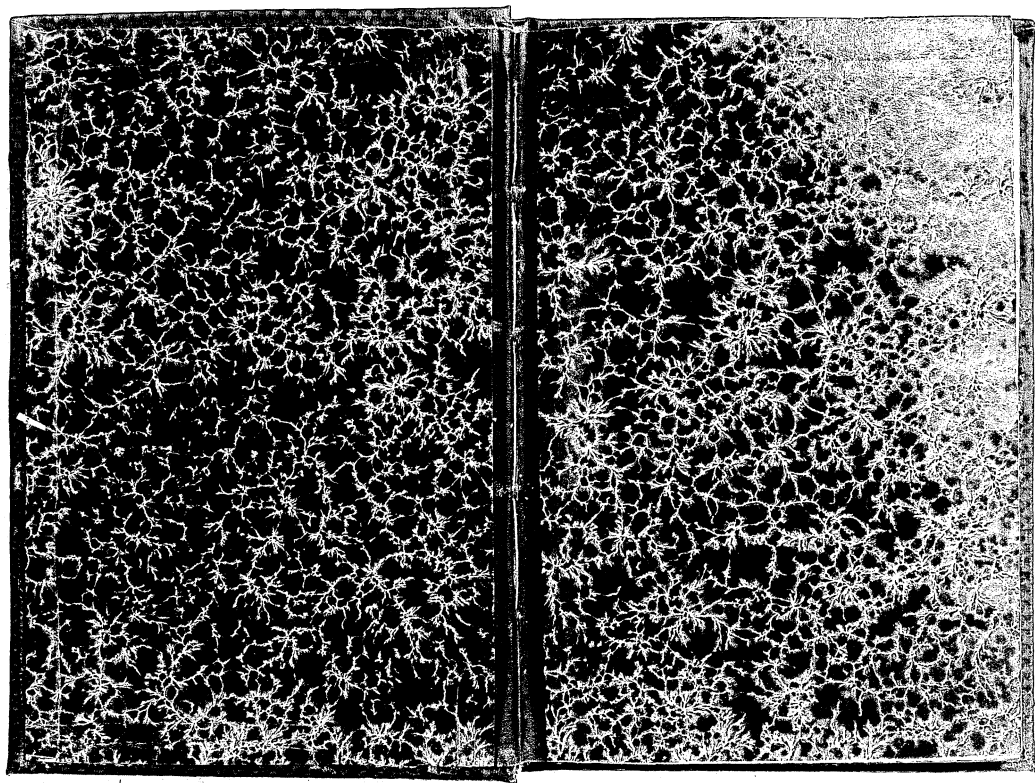
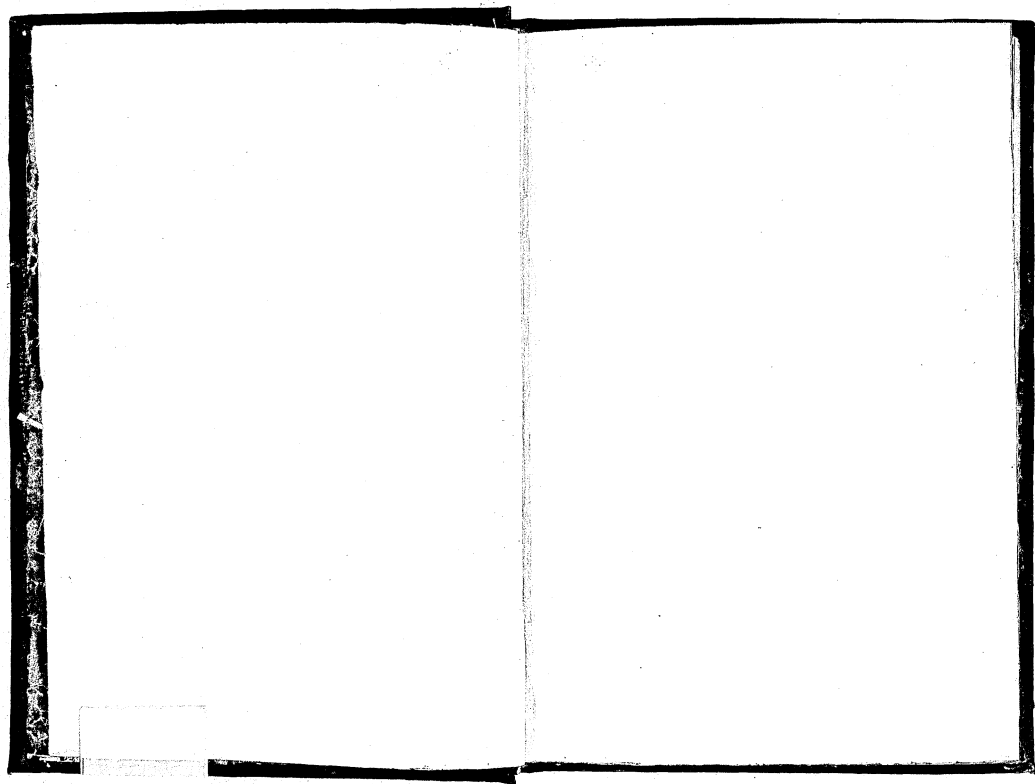


REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FOR THE YEAR 1934

APPENDICES





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REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1934.

APPENDICES.

122

CALCUTTA:
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CALCUTTA PORT TRUST.

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 1926 :—

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 precise extent of the limits of the port of Calcutta 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 Messrs. D. Waldo and Company's Chemical Works and Distillery at Konnagar in the District of Hooghly on the right bank of the river to a pillar on the left bank of the river near Panhati in the District of the 24-Parganas.

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 pillar.

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;

- (b) all lands comprised in the area occupied by the Kidderpore Docks and the adjoining works constructed for the purposes of such docks;
- (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 depot at Badge-Budge including all lands, sheds, railway sidings and other works appertaining to it.

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

On the North.—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 east and west of the river Hooghly from the Eastern Channel Floating Light-Vessel.

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

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

4. 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 Calcutta hereby declare under section 97(1) of the Calcutta Port Act, 1890 (Act III of 1890), that the wharf and landing stages on the east bank of the river Hooghly at Budge Budge recently acquired by the Commissioners under the Land Acquisition Act declaration No. 19424-L.A., dated the 28th November 1923, are ready for receiving, landing and shipment of goods from and upon vessels not being sea-going vessels.

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-dues and fees payable under the provisions of Chapter VI of Act XII of 1875 (the Indian Ports Act) shall, with the exception of Hospital port-dues and Pilotage fees, be received by the said Commissioners with effect from the 1st November 1881.

PORT RULES.

NOTIFICATION No. 96-MARINE.

The 6th October 1894.—Under the powers conferred upon him by section 6, sub-section (1) of the Indian Ports Act, 1819, as 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 to mean "The Commissioners for the Port of Cal-
"Commissioners." cutta," as constituted by Act III (B. C.) of 1890.

2. In these rules the words "Howrah Bridge" shall be understood
Definition of to mean the Bridge constructed and maintained under
"Howrah Bridge." 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- an-hour before sunrise, and the word "dark" to mean
break" and "dark," half-an-hour after sunset.

4. (1) No vessel of the burthen of 200 tons or upwards coming ^{vessels not to} into the port shall proceed above the house of the Gardens (hereinafter called Garden House) or move from one place to another within the port above Garden House, between dark and day-break, without the special permission of the Commissioners: provided that a vessel which has arrived above Garden House before dark, may at once proceed to a safe anchorage at any part of the port between Tolly's Nala and Prinsep's Ghat.

(2) Vessels of the burthen of under 200 tons may move from one place to another within the port between dark and day-break:—

Provided that:—

(a) they carry lights as described in Notification No. 116-Mnc. of 19th November 1910; and

(b) they do not move between Panchpara and Takta Ghat on the flood tide, unless in tow of a steamer or steam-launch duly exempted under sub-rule (1).

* Provided also that inland vessels, of whatever burthen, already within the port shall, subject to the bye-laws framed by the Commissioners in that behalf under sections 6 & 13 of the Howrah Bridge Act, IX (B. C.) of 1871, and issued under Government of Bengal Notification No. 86-Marine of 4th August 1906, be allowed, without the special permission of the Commissioners to avail themselves of such openings of the Howrah Bridge as are made between dark and day-break.

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

6. No vessel of the burthen of 200 tons or upwards shall steam, sail or be towed up on the flood or down on the ebb, within the port above Garden House, without the special permission of the Commissioners; and in cases where such permission is granted, the officers in charge shall be held strictly responsible for accidents which may occur in consequence of their taking the vessels up or down at a greater speed than is absolutely necessary in order to keep them under command; and in every case where such permission is granted, the speed of the vessels

* File Notification No. 29-Mnc. of 20-4-1906.
Notice is published for general information.

* Reference to Port Rule No. 4, the following instruction for the guidance of Assistant Harbour Masters is published for general information:
"Assistant Harbour Masters are forbidden, without a special order from the Harbour Master's Office to turn stevedores round except when they are below the Lower College Street buoy."

shall not exceed four miles an hour through the water. A vessel arriving off Garden House on the last quarter of the flood, and bound for the Kidderpore Docks, will be allowed to steam up until opposite the entrance of the Docks.

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

8. Vessels may at all times drop up or down the port above Garden House with their anchors on the ground. Vessels using their own steam-power, when dropping with the tide, shall in no case proceed at a greater speed than is absolutely necessary in order to keep them under command.

9. All vessels anchored or moored in the stream within the port shall exhibit, between dark and day-break, where it can best be seen, but at a height not exceeding 20 feet above the hull of the vessel, a white light in a globular lantern of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile. Vessels under weigh at night shall show the lights prescribed by the Board of Trade's Regulations, with the exception of cargo boats, dhows, 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 kept for vessels moving up or down the river in the port, and also free passages to piers, tethies, landing-places, 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 manoeuvring of inward and outward bound ocean-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 ebb tide. Lighters may lie ashore

* File Notification No. 89-Mnc. of 11-6-22.
128th January 1929.

on the north bank, but they shall not have their anchors or mooring tackle lying in the stream.

11. The river between the lower buoy of the College Sand and the Fort Gloster Jute Mills is on the north and the boundary pillar on the south, shall be kept clear for turning inward or outward bound vessels, and no vessels shall anchor within these limits. Between the College Sand and Tolly's Nala vessels cannot anchor without infringing the preceding rule. All vessels intending to anchor in Garden Reach shall be moored below Mettebrooj Ghat moorings, in a clear swinging berth, as close to the south bank as the length and draught of the vessels will admit. Inward bound vessels proceeding above Mettebrooj Ghat shall moor in the stream between Prince's Ghat and Tolly's Nala, leaving the clear channel of 200 yards prescribed by the preceding rule.

* 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 anchor or lie at swinging moorings within these limits.

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

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

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

15. Special permission may be given by the Commissioners to ferry steamers to move in the port, otherwise than down as to place and hours of plying and speed in each case.

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

* Vite Notification No. 100-Mm. of 8-10-20.

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

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

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

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

* 20A. No vessel shall be moved within the port of Calcutta unless the steam tug, or other agency by which such vessel is to be moved, shall, in the opinion of the Commissioners, be sufficiently powerful for the purpose.

21. All vessels lying at swinging moorings shall, during the freshets, 5th June to 31st October, in addition to their bow chain, have the end of a good hawser also fast to the ring of the moorings.

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

23. Vessels lying in the stream, or at the moorings, shall at all times have at least one anchor at the bow, with a cable bent and ranged ready to let go. In cases where the vessels have no spare hawse 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 a Pilot or Assistant Harbour Master is on board.

25. All vessels placed in the moorings on the ebb tide shall during spring tides, when bores are expected, have their best hawsers passed from each quarter pipe abaft the main mast, and made fast to the stern moorings, if possible.

* Vite Notification No. 124-Mm. of 16-9-1925.

† Vite Notification No. 1-Mm. of 6-1-1931.

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

Vessels to remove
projections from
sides.
side.

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

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

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

30. *On the occurrence of signs of an approaching cyclone, a day signal No. X, consisting of a double triangle joined together vertex to vertex with a vertical bar below and in vertical line with the double triangle will be hoisted during daylight from the flagstaff on the roof of the Commissioners' office, Kolinghat, another similar signal from the flagstaff on the clock tower at the entrance to the 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-Mns. of 19-6-1916.

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

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

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

*33. With the exceptions hereinafter noted, no vessel of or exceeding 200 tons burthen shall, without the special sanction of the Commissioners, move up or down the port, through the ship opening 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 stowage 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.

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

*35. 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.

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-Mns. of 28-7-1910.

Vessels going through bridge to sound whistle.

37. No steam vessel shall pass through the bridge opening without first sounding its 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 in the hold or between docks, or in any enclosed space on the upper deck in which stores, cargo or inflammable materials are stored, of any vessel within the port, or in any dock belonging to the Commissioners within the port.

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

* 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 be provided with three buckets for every hundred tons 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 convenient place.

† 42. When fire has broken out in any vessel, the officers in charge of all vessels in neighbouring moorings or 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.

* Fire Notification No. 101-Mss. of 13th November 1923.
† For the better security of vessels against damage or loss by fire, a steam floating fire-engine has been provided and is always kept under steam, ready to proceed at once to any place where her services may be required. The fire-engine station is at Fort Point, where the vessel is moored out while a lock-out is kept day and night. In case fire breaks out on board a vessel, notice should at once be sent to the fire-engine station.

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

44. When cargo is being loaded into, or unloaded from, a vessel through any of her hatchways, whether on deck, or below, the longitudinal (fore and after) 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, boilers, and double bottoms, shall take precautions to ensure that working in such places is free from 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 passengers or cargo until the vessel has hoisted international code flag "A" on the tricolor stay; 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 day of April to the 31st day of October, inclusive, employ or cause to be employed, any European seaman or apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M., necessitating the direct exposure of such seaman or apprentice to the rays of the sun.

* 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 aloft within the port without having on board thereof a crew of not less than the number set forth in the first schedule hereto.

A sufficient crew to be maintained on board vessels lying in port.

* Fire Notification No. 13-Mss. of 1-2-1893.

† Fire Notification No. 1-Mss. of 4-1-1882.

* 48A.—Notwithstanding the provisions of rule 48 and the first schedule referred to therein, one member of the crew as provided in rule 60, but no more, may be absent from any loaded cargo boat within port limits, provided that when such boats are under weigh or waiting outside the Kidderpore or King George's Dock, a full crew must be retained on board. In the case of empty boats within port limits which are under weigh, waiting outside the docks or any moorings laid for coast-going vessels, a full crew must be retained on board. When such boats are moored outside the deep ship channel where they cannot cause obstruction to navigation a minimum of two 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 may, without danger to other vessels, be afloat without such crew as is set forth in the first schedule hereto being maintained thereon, it shall be lawful to the Commissioners, if they shall think fit, to grant under their hand a license in the Form A in the second schedule hereto, which license may be made determinable on the breach of any conditions therein contained; and during the continuance of such license the provisions of Rule 48 shall not apply to such vessel.

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

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

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

Power to make order with respect to portions of port.
During cutting, care of order vessels to be occupied from necessity of maintaining crews.

* Vide Notification No. 33-Mnc. of 23-3-1929.

Rules 53 to 56 are superseded by Health Regulations for the port of Calcutta (*vide* Notifications 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 *muncho*, *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 for him.

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

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

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

Rules for ascertaining tonnage of boats and flats.

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

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

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

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

in the case of boats and flats of class I—

- by .009 for flush-decked, square-built and open cargo boats and flats;
 - by .008 for bazar boats when the brake forward and aft does not exceed 9 inches;
 - by .007 for bazar boats when the brake forward and aft exceeds 9 inches;
- and in the case of boats and flats of class II—
- by .009 for open country boats known as jolly boats and powcoes;
 - by .0064 for open country boats, such as dinghees and bhowlahs;
 - by .0083 for open country boats known as hollabs;
 - 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 formulae shall be used in measuring boats and flats of class I, up to a burden of 50 tons, but the measurement of boats or flats of that class exceeding 50 tons shall be made under the Merchant Shipping Act, provided that the Boat Surveyor of the Commissioners may measure boats or flats of class I of any size under the Merchant Shipping Act, when the owners show that the measurements made according to the above formulae are inaccurate or oppressive.

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

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

Moulded depth of boat or flat	5'-6"	6'-0"	6'-6"	7'-0"	7'-6"	8'-0"	8'-6"	9'-0"	9'-6"	10'-0"	10'-6"	11'-0"	11'-6"	12'-0"	12'-6"	13'-0"	13'-6"	14'-0"
Length in feet of boat or flat	55'	60'	65'	70'	75'	80'	85'	90'	95'	100'	105'	110'	115'	120'	125'	130'	135'	140'
Freeboard in inches for decked boats or flats of iron and steel	8½"	94"	101"	111"	121"	131"	141"	151"	161"	171"	181"	191"	211"	231"	251"	261"	271"	

For open boats or flats of iron and steel 11½" 12½" 14" 15½" 16½" 18" 19½" 20½" 22" 23½" 24½" 26" 28" 30" 31½" 33½" 35½" 36½"

Correction in inches for change of 10 ft. in length ½" ¾" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1" 1"

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 Dandeos and 1 manji. |
| 2. Boats of above 40 tons and not above 60 tons. | 4 Dandeos and 1 manji. | |
| 3. Boats of above 60 tons and not above 80 tons. | 5 Dandeos and 1 manji. | |
| 4. Boats of above 80 tons | ... | 6 Dandeos and 1 manji. |

Each boat shall have on board its full crew 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 by the boat Surveyor of the Commissioners on the boat or flat, and shall also be painted in figures not less than six inches long on both sides of the boat or flat.

62. The owner or his agent, or the manjee, serang or officer in charge of any licensed boat or flat, shall not permit such boat or flat

* Vide Notification No. 33-Mns. of 28-3-29.

† Vide Notification No. 101-Mns. of 8-7-1921.

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

63. The license granted for any cargo boat or flat may be revoked whenever such boat or flat is, in the opinion of the Commissioners, unfitted for the conveyance of cargo or when any breach of the conditions of the license or the port rules has been committed by the owner or his agent, or the manjhee, serang or officer in charge of the boat or flat.

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

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

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

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

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

69. Every cargo boat or flat shall be provided with an iron caboose 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 boat or flat.

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

71. Whenever any accident shall occur to a licensed cargo boat or flat, the manjhee, serang or officer in charge, or the owner of the

boat or flat shall at once proceed to the nearest Port Police station and report the circumstances connected with the accident to the officer in charge.

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

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

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

75. Whenever the number of any manjhee, serang or officer's license ticket shall become obliterated or defaced, so that the same shall not be distinctly legible, and also when any manjhee, serang or officer's license ticket shall have been lost or mislaid, the manjhee serang or officer shall apply to the Commissioners for a renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Act III of 1860, deliver to the manjhee, serang or officer a new license ticket.

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

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

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

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

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

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 licensed and registered by the Commissioners. No such vessel shall be allowed to ply as aforesaid except under the direction of a person licensed by the Commissioners.

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

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

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

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

Crew required for navigation.

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

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

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

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

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

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

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

A passenger license entitles a 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 manjhee, serang or officer in charge of any licensed boat or flat, shall not permit any number of persons more than that for which such boat or flat has been licensed, to be carried in such boat or flat at one time, and shall not permit such boat or flat to ply unless provided with the number of crew stated in the license. The boat or flat must be kept thoroughly clean, and 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 crew carried in any vessel, two children below the age of 12 years shall be counted as one person; and every two mannds weight of luggage shall be counted as equivalent to one person.

*87A. In the case of passenger vessels plying for hire, the rates of hire charged shall not exceed those given below :—

Trip.	Per head,		Per boat,	
	Passengers embarking between 6 A.M. and 6 P.M.	Passengers disembarking between 6 A.M. and 6 P.M.	If the voyage begins between 6 A.M. and 6 P.M.	If the voyage begins between 6 P.M. and 6 A.M.
1	2	3	4	5
	As.	As.	Rs. A.	Rs. A.
Between Abhirtoles Ghat and Salika Ghat ...	5	1	0 4	0 6
Between Chandpal Ghat and Telkal Ghat or Ramkrishnapore ...	5	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 Shibpur Ghat ...	1	1	0 8	0 12
Between Jugannath Ghat or Arumun Ghat and Howrah shore ...	1	1	0 6	0 6
Between steamers in moorings and shore ...	Rs. 1 with baggage; 4 annas without baggage both on first arrival of vessel; 1 anna subsequently.			
Between flats and shore ...	5	5	...	...

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 revoked by the Commissioners, whenever such vessel is, in the opinion of the Commissioners, unfitted for the conveyance of passengers, or

*Fide Notification No. 26-Misc, 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 issue of a license.

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

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

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

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

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

96. Whenever the number of any license-ticket becomes obliterated or defaced so that it is not distinctly legible, and also when any license-ticket is lost or mislaid, an application shall be made to the Commissioners for renewal thereof, and the Commissioners shall, upon the payment of the fee mentioned in the scale of charges framed under section 106 of Bengal Act III of 1890, supply a new license-ticket.

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

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

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

FIRST SCHEDULE (referred to in Rule 48.)

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

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

FORM A.

Port of Calcutta.

I,
 Commissioners, do hereby license the (ship)
 is Master, to remain at her present moorings in the said
 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.

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

FORM C.

Port of Calcutta.

I,
 Commissioners, do hereby order that vessels lying in the following
 portion of the said port (here set out the exempted limits) shall be
 exempt from the provisions of Rule 48 framed under section 6 (1), Act
 X of 1889, passed by the Governor-General in Council.

HEALTH REGULATIONS FOR THE PORT OF CALCUTTA.

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

In exercise of the powers conferred by section 6, Sub-section (1), clause (p), of the Indian Ports Act 1908 (XV of 1908), as amended by the Indian Ports (Amendment) Act 1911, IV of 1911, and in suppression of so much of all existing rules on the subject as relate to dangerous, infectious or contagious diseases and the disposal of dead bodies on vessels, the Governor in Council is pleased to make the following regulations in respect of the following diseases; (1) Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague, (5) Cholera, (6) Yellow Fever, (7) Sleeping Sickness, (8) Typhus, (9) Scarlet Fever, (10) Jigger, (11) Influenza and (12) Pneumonia occurring on vessels coming to or leaving ports in the Presidency of Fort William in Bengal or for the time being in port therein, and in respect of any death on a vessel not carrying a medical officer coming to or leaving any port within the said area or for the time being in any port therein.

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 his office to perform any of the duties of a Health Officer of a port;
- (2) (a) Except as provided in clause 1 (3) "healthy vessel" means a vessel which, even though coming from an infected port, has not had on board any death from, or any person suffering from, any of the diseases enumerated in the preamble either at the time of departure, or during the voyage from the last port of call, or on arrival;
- (b) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case or suspected case of any of those diseases has occurred either at the time of departure or during the voyage from the last port of call or in the event of such voyage exceeding 12 days, within the 12 days or (in the case of plague and cholera 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 call, 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 Sudan 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 question;
- (5) the term "infected port" means any port which Government may, by notification, declare to be infected;
- (6) "Master", when used with reference to a vessel, means any person (except a pilot or harbour master) having for the time being charge or control of the vessel;
- (7) "Port Officer" includes any person acting under the authority of Government in charge of port discipline.
- (8) "Medical Officer" (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 of Bengal.

2. The master of every *suspected* or *infected* 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 Pilot 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 to—

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

3. If the vessel be at anchor within port limits when such disease first 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 master of a healthy vessel on which unusual mortality among rats has been observed shall hoist the signals specified in Regulation 2.

Part III.—Borthing 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 prohibited from taking up the usual place of anchorage in the harbour or port, except that she may not enter the docks without the written permission of the Health Officer, and the passengers and crew not suspected of having any of the diseases in question need not, except in the case of pilgrim and emigrant ships and those not carrying a medical officer be detained on board pending the inspection of the Health Officer. The master of the vessel shall be responsible that no one of the passengers or crew, except those referred to above, is allowed to leave the vessel before inspection by the Health Officer, and shall prevent the landing of infected bedding, clothes, or other personal effects which he has reasonable cause to consider likely to be infected.

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

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

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

Part IV.—Inspection of vessels.

9. Whenever the Health Officer receives the notice referred to in regulation 4, he shall without unnecessary delay proceed on board and examine the vessel, and the Master shall give him every facility and the examination of the passengers, crew, personal effects, cargo, and any part of the ship the Health Officer thinks necessary. The Health Officer may require a declaration on oath from the medical officer (if any) of the vessel or from the master or from both, whether any death or sickness from an unknown or suspicious cause or any case of any of the diseases enumerated in the preamble has occurred

on board the vessel either during the voyage or before her departure and with reference to plague, whether any unusual mortality has been observed among rats. If the Health Officer is satisfied that such deaths as may have occurred were not due to any of the causes enumerated in the preamble, he shall permit the vessel to proceed to the usual place of anchorage and to discharge passengers and cargo without any further restrictions. If he is not so satisfied, he shall proceed as provided in these regulations. The inspection by the Health Officer will ordinarily take place between sunrise and sunset.

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

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

12. If a case of any of the diseases enumerated in the preamble occurs on any vessel after she has entered dock or has been moored at a wharf, the master shall forthwith cause information thereof to be given to the Dock Master or Superintendent of the wharf, who shall communicate the information to the Health Officer (through the Port Officer) and to the Superintendent of Police, and 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 proviso to Regulation 44, and except as 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 an onward port 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 to 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

furnish the Municipal Health Officer with the address of any private residence to which he permits the removal of a patient.

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

Part VI.—Measures to be taken in the case of healthy, infected and suspected vessels.

17. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique, save as otherwise provided in 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 (E), VI (F) and VI (G) according to the disease on account of which they are declared suspected or infected.

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

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

- (1) shall arrange for the conveyance of any person suffering or suspected to be suffering from such disease to a sanatorium or hospital, unless the sick person or his friends can make adequate provision elsewhere of which the Health Officer must satisfy himself; but he shall not enforce the removal from the vessel of any person or persons bound for an onward port except as provided for in Regulation 14;
- (2) shall either himself undertake, or direct the master of the vessel to undertake, the destruction or disinfection of, clothing, bedding and other articles that he may consider infected;
- (3) may, when a vessel with one or more of the above mentioned diseases on board has, in his opinion, passengers or crew in a filthy and unwholesome condition, cause the clothing and personal effects of such persons to be disinfected before allowing them to leave the vessel;
- (4) may, in the case of 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 insubstantial condition, or which he considers likely to be infected, should be disinfected and cleaned as he may direct and may prohibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
- (6) may, in the case of cholera, direct the master to have the bilges and water tanks emptied, cleaned and disinfected.

Part VI-B.—Plague.

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

- (1) All persons on board shall be medically examined as prescribed in Regulation 9.
- (2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose.
- (3) At the discretion of the Health Officer other persons may also be disembarked and be subjected to observation* or surveillance* or 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

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

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 embarking cargo.

- (7) Passengers arriving by an infected ship and subjected to the provisions of clauses (2), (3) and (4) above are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage.

20. When the measures prescribed in Regulation 19 have been duly taken in respect of any vessel, the Health Officer shall, by written order, grant pratique, provided that, if a case of plague or of illness suspected to be plague occurs on board subsequent to the grant of the above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding infected vessels.

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

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

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

23. In the case of healthy vessels, other than those referred to in rule 24, pratique shall ordinarily be given as of course 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 10 (4);

- (3) destruction of rats as prescribed in regulation 19 (6); but the process of denaturation 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 manner 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 disinfection 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 communication with the shore is restricted to the landing of passengers, mails or goods, the Health Officer may, in his discretion, enforce the provisions of regulation 19, 21, 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 actual communication with the shore:

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

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

27. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent with a certificate stating that measures of rat destruction have been carried out and giving the reasons why they were resorted to. Health officers of ports visited by ships upon which periodic rat destruction is carried out, 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 transshipment, under restrictions to be imposed by the Health Officer in conformity therewith, of passengers, mails or goods between vessels which have not been granted pratique.

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

30. The medical 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 under observation shall be allowed to depart and shall be subject to surveillance.

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

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

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, the following procedure shall be observed:—

- (1) The vessel shall be anchored at sea or in the river at such especial anchorage as may be fixed for this purpose by the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during the day as early as possible and all persons on board shall be medically examined as 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 mosquitoes having access to them.
- (3) In no case should any person sick of yellow fever be landed during the first four days of his illness without the special sanction of Government. If such sanction is given, the most minute precautions to prevent mosquitoes reaching the patient shall be taken, including a mosquito-proof cabin on the launch, mosquito-proof ambulance and a mosquito-proof ward 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 sea or river and all drains flushed by

* Sulphurous acids probably the best gas to use.

means of a hose. The bilge should be pumped out or sited. The drinking water tanks should be emptied to get rid of larva, 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 permission of the Health Officer, who may, pending the receipt of written instructions from Government, permit the landing of such persons only if arrangements can be made for their strict isolation on shore. In the case of Aden, the Health Officer may prevent the embarkation of, or subject to the arrangements above referred to may disembark, any person proceeding to India who is suffering or suspected to be suffering from sleeping sickness.

35. In the case of a vessel arriving from the East Coast of Africa within the limits of Port Sudan, Durlan 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 a vessel having on board any person or persons suffering from jigger,—

- (1) the Health Officer shall carefully examine every person on board and any person or persons found to be suffering shall be removed to hospital for treatment;
- (2) the clothes of infected persons shall be disinfected and the Health Officer may, in his discretion, order the disinfection of the clothes, bedding, etc., of all persons on board;

- (3) any part of the vessel likely to harbour jigger 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 ^{sea} ~~water~~ 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 and
- (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 afloat, appointed by Government for the purpose.

* Vide Notification No. 62-Marine, dated 25th May 1929.

† Vide Notification No. 124-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 on board.
- (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 disinfected.

Leprosy.

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

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 if in British India.

Persons.

40. All persons removed to hospital or kept under observation at any place shall obey and conform to the rules, regulations and orders for the time being in force at such hospital or place and shall

* Vide Notification No. 88-Marine of 10-4-25.

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.

Part VIII.—Vessels leaving ports in the Presidency or Bengal for ports beyond India.

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—

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

(2) in the case of plague—

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

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

(c) all clothing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, engineers or doctors, and to deck and fourth-class passengers, and to third-class passengers not employed to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board;

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

(4) in the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (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 Health Officer

shall decide, for the purpose of this proviso, what constitutes communication between the vessel and the shore. The bill of health in such case need only take the form of an endorsement on the last bill of health held by the vessel and need only refer to the passengers and crew embarking at the port in question.

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

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

(a) such further medical examination and disinfection as the Health Officer may consider necessary have been made under regulation 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 pilot 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 foregoing regulations:

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

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

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

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

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

(b) the baggage and personal effects of such persons as were in immediate contact with such member of the crew shall be disinfected, and the names of such persons shall 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 disinfection of a vessel shall be noted in the bill of health.

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

53. At all ports declared to be infected with plague, proper measures shall be taken to prevent mis obtaining access to vessels (Appendix B.)

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 steam—under pressure if possible—at a temperature of not less than 100°C (212° F), care being taken that the steam shall reach all parts of each article to be disinfected.

3. Disinfecting Solutions.—

(a) Solution of corrosive sublimate of one part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 100 grains of 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 a solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

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

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

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

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

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

APPENDIX B.

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

1. There shall be a space of at least three feet between any part of the vessel and the wall of the dock or wharf.

2. All ropes and hawsers connecting the vessel with the dock or wharf shall be furnished with a circular concave-convex rat-guard at least four feet in diameter fitting tightly with the concavity towards the wharf, on the rope or hawser, and so fixed that no part of the margin of the guard shall be less than 24 inches from the rope or hawser, or any other pattern of rat-guard that may be approved by Government.

3. To prevent rats reaching the ship by means of a gangway, as few gangways shall be used as possible, all gangways shall be raised at night, and a watchman shall be placed on each gangway during the day from the time the gangway is lowered until it is raised.

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

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 at the Sandheads, indicate by signal the port from which the vessel has come and shall hoist a signal which 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 apart 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 resort without delay in the form appended to these rules a signed declaration in respect of the absence or the presence on board of infectious disease or suspected infectious disease. For this purpose, a register containing copies of the declaration form shall be maintained on board the pilot vessel and shall be taken on board the incoming vessel by the pilot. After obtaining on the form the signature of the Master or of the medical officer, as the case may be, the register shall be returned to the pilot vessel by the Pilot.

3. The Pilot of every vessel (including a Pilgrim or Emigrant vessel) which has been declared by her Master or Medical Officer to be infected with plague or rat-begun (Chaden plague, or on which more than two cases of or deaths from sleeping sickness, jigger or typhus have occurred, shall also telegraph the information direct to the Port Health Officer. The pilot shall bring such infected vessel up to Rajabagan (Garden Reach) and anchor her there for medical inspection and grant of pratique. The vessel shall proceed further up the river without the permission of the Port Health Officer. The vessel, with her crew and passengers shall be dealt with in accordance with the regulations on the subjects published under Marine Department Notification No. 16 of the 6th March 1917, as amended from time to time.

4. If the number of cases of, or deaths from small-pox or cholera on board has exceeded two, the vessel must be detained at Diamond Harbour; otherwise the Pilot may take her up to Mottenbroo moorings.

* Vide Notification No. 85-Mos. of 16-5-1921.

5. Vessels with chicken-pox, measles, or scarlet fever on board may be allowed to proceed to Mettenbroog under the provisions of rule 7 for suspected vessels and shall then be granted pratique.

(a) But if the number of cases of these diseases exceeds ten the Port Health Officer at Calcutta shall be informed, and the vessel shall be detained at Diamond Harbour under the procedure indicated in rule 3 and shall be dealt with as the circumstances demand.

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 signal) with a vessel, either infected or which has left an infected port within that period, shall anchor the vessel in Kalpi Anchorage, or if the weather is unfavourable at Diamond Harbour Anchorage, or if less than half a mile from land at low water, for inspection and grant of pratique and shall not proceed up in the vessel without the permission of the Health Officer. The vessel, passengers and crew and 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 from a locality infected with sleeping sickness or yellow fever, shall bring the vessel up to Mettenbroog and anchor there for inspection by the Health Officer. The Master will be held responsible that no one of the passengers or crew having, or suspected to have, any infectious or contagious disease is allowed to depart before 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 subsequently 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 Diamond Harbour.

Note.—Where a ship has arrived from East Africa via Colombo and has been granted formal pratique 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 rules 3, 4, 5a, 6 and 7a shall not, without the permission of the Health Officer, allow any communication, except oral, with the shore or with any person on board, excepting only the pilot, boat, and in that case only their servants and baggage.

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 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 Mettenbroog the Health Officer shall arrange for the removal of the sick person 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 sickness, typhus, scarlet fever or jigger, on board any 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 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.

(a) If the vessel is lying alongside a wharf or in the docks, the Master shall cause information to be given to the 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 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.

12. On the occurrence of a case of one of the diseases specified in rule 10—

(a) on inland steam-vessels, 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;

(a) See new Inland Steam Vessels Act 1 of 1917.

(b) on any other vessel plying on inland waters, such as a country boat, flat, etc., the police shall detain the vessel or the boat, and shall at once inform the Port Health Officer or Port Sanitary Inspector. If the patient has not been removed by his friends to hospital, the police will arrange for his removal. The Sanitary Inspector shall visit the vessel or boat without delay and carry out the necessary disinfection.

13. Should the Health Officer consider it necessary, the Deputy Police-guard, Commissioner of Port Police shall provide a guard for any infected vessel, whether she be lying at Metteabroog 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. Ship's 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 handflushing (rub 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 responsible for seeing that ashes and galley refuse are not allowed to accumulate or remain for more than 48 hours. Any failure of the conservancy system as affecting ships should at once be reported to the Port Health Officer.

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 less than 5 fathoms in such manner as to secure its 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 shall, with the permission of the Magistrate at Diamond Harbour, be disposed of at that place. If the vessel is likely to arrive at Calcutta the same day, the Pilot shall telegraph particulars to the Port Health Officer who in turn shall inform the police. The body shall be kept on board until the Health Officer has determined the nature of the disease and made arrangements, through the police, if necessary, for its removal.

18. If a death occurs from any cause on board a vessel within port-limits, i.e., between Budge-Budge and Cossimbuzzar, during the day, the ensign and house flag if there is one, are to be immediately lowered half-mast and kept in such position from sunrise to sunset as long as the body 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 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 immediately informed by the Medical Officer or the Port Health Officer, as the case may be, and asked to arrange for a post-mortem examination.

21. In the case of death due to an accident the Master of the vessel shall report the occurrence immediately to the nearest police-station.

Post-mortem examination.
Certificate of cause of death necessary prior to removal of body.

22. A dead body shall not be removed from the vessel until the certificate prescribed in rule 19 has 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 necessary, or (b) the body is unclaimed.

Accidents.

24. On the occurrence of an accident on board a vessel, the Master, or person in charge, shall give immediate 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 master of every flat or cargo boat is responsible for seeing 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 ordinarily be made in office hours direct to the officer of telephone.

Health Officer (telephone No. 2650). The Port Commissioners' telephones are available for the purpose at the Harbour Masters' bulk Garden Reach, the Pier Head, Kidderpore Docks, Takta Ghat, Outram Ghat, Chaudpai Ghat and the dock sheds, office of the Assistant Superintendent, coal dock and jetty sheds. If the Port Health Office is closed, or the intimation is to be given out of office hours 11 (A.M.) to 5 (P.M.) or when there is delay in getting into communication, the Health Officer's private telephone No. 1259, otherwise telephone No. 1260 or No. 1910, may be rung up.

APPENDIX B.

FORM A.

(Referred to in Rule 2.)

I
do hereby declare in presence of _____, Master
Medical Officer of S.S. _____, Pilot
that—

(1) I have not on board and have not had on board any case or suspected case of infectious disease, nor any noticeable mortality among rats, since my departure from (last port.)

(2) I have or have had on board since my departure from (last port) the following cases or suspected cases of infectious disease:—

(Signature)

Dated _____

APPENDIX C.

NOTIFICATION No. 82-MARINE.

THE 11TH AUGUST 1918.—In exercise of the powers conferred by sections 53 and 54 of the Inland Steam-Vessels Act, 1917 (I of 1917) rules for the protection of passengers in river steamers against the spread of plague and other epidemic diseases by persons travelling in such steamers in suppression 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.

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-Mne, dated 5th March 1907, as amended by Notifications No. 78-Mne, dated 13th July 1908 No. 186-Mne, dated 17th November 1908, and No. 169-Mne, dated 17th October 1911.

RULES.

1. Whenever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any ghât 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. (1) 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 *puddah* 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 serang, as the case may be, by the most expeditious means available, to the next head-quarters 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 searung 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 disease.

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 names and addresses of all members of the party accompanying the patient, and shall report them through the Magistrate to the Magistrate 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 that there is no reason further to detain the steamer, he may give permission to the Master or searung 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 *melas* 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 deck 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 proceeds on her journey;

(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 may depute for the purpose.

4. Any person committing a breach of any of the above rules excepting rule 2(b) shall be punished with imprisonment for a term which may extend in six months, or with fine which may extend to five hundred 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 vessel lying within the port there are food-stuffs, which in his opinion, have become unfit for human consumption, he may order the same to be destroyed.

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 river at Garden Reach, Sankral, Jarmaker's Reach, Fir Serang and Budge-Budge, where the channel lies close to the shore. Landmarks and no fishing boats shall be moored, nor nets of any description be 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 Faltah Point a navigable channel 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 channels.

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 themselves 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,

Off. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 20-MARINE.

The 22nd February 1915.—In exercise of the power conferred by clause (1) of rule 52 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 infectious or contagious diseases, and the disposal of dead bodies in ports therein, the Governor in Council is pleased to appoint the place outside the Karnafuli river, that is, in 6½ fathoms with the special anchorage in the port of Chittagong in the case of vessels started from or touched *en route* at a port infected with yellow fever or communicated (except orally, without contact or by signal) with a vessel either infected, or which has left a port infected, with yellow fever within that period.

F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

NOTIFICATION—No. 100-MARINE.

The 26th July 1915.—In exercise 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, (XV of 1908), as amended by 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:—

- (1) Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague, (5) Cholera, (6) Yellow fever, (7) Sleeping sickness, (8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong the Governor in Council is pleased:—

- (1) to appoint the Norman's Point Lighthouse 67½ distance 1½ miles, in 6½ 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 diseases (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 Karnafuli river *i.e.*, in 6½ fathoms, with the Norman's 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 days 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 Steam-vessels Act, 1917 (1 of 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. 148-Marine dated the 23rd August 1900.

RULES.

Preliminary.

These rules are applicable to, and shall be followed by, persons in charge of, all inland Steam-vessels, and all other vessels, hereinafter specified, on all inland waters in Bengal on which steam-vessels ply, provided that rules 8, 21, 22 and 23 shall not apply to steam-vessels plying on the river Hooghly, between a line drawn west of Sagar Island light-house and the northern boundary of the Port of Calcutta.

For the purposes of these rules:—

- (a) a vessel shall be deemed to be "under-way" when she is not at anchor or made fast to the shore or aground;
(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.

Rules concerning lights, &c.

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

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

- (a) in the forepart of the vessel, above the awning roof, a bright white light, so constructed as to show an unbroken light, over an arc of the horizon of 20 points of the compass so fixed as to throw the light 10 points on each side of such vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles;
- (b) on the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile;
- (c) on the port side a red light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile;
- (2) The said green and red side-lights shall be fitted with 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 are lashed alongside, shall have the white mast-head light and the red and green side-lights so placed that they will be visible as set forth in Article 2 (1).

(2) When vessels are being towed alongside the side-lights prescribed in Article 2 (1) (b) and (c) shall be carried on the outer-
other vessel shall exhibit side-lights.

(3) In cases in which a flat or other vessel is being towed by two steam vessels lashed alongside on each side they shall have the white mast head light and the red and green side lights so placed that they will be visible as set forth, in Article 2 (1) *i.e.*, the white light prescribed in Article 2 (1) (c) shall be carried on the vessel towed, the green and red lights prescribed by Article 2 (1)

(b) and (c) being carried by the steam-vessels lashed to the starboard and port sides respectively of the vessel towed. Such steam-vessels together with the vessels towed by them shall be taken as one vessel for the purpose of this rule.

(4) A steam-vessel when towing other vessels astern shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other not less than 3 feet apart in the fore 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 mast, carry thereon a white light in a lantern, so constructed as to show a clear, uniform and unbroken light visible all round, and in those cases where there is no mast, 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 shore 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-light shall, on meeting another show 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 until 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 steam-vessel shall be provided with an efficient whistle or siren sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and also with an efficient bell.

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

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

Speed of ships to be moderate in fog, etc.

Article 10.—(1) Every steam-vessel shall, in a fog, mist or heavy rain-storm, proceed at a moderate speed, having careful regard to the existing circumstances and conditions.

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

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 craft.
- (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 alter her course to starboard, so that each may pass on the port side of the other.

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

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

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

Article 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 these rules one of two vessels is to keep out of the way, the other shall keep her course and speed :

Provided that when, in consequence of thick weather or other cause, the vessel which should be given way to find 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 head of a narrow river or channel the vessel going against the current shall stop and remain under the point until the other vessel has passed clear.

Exception.—In straight or nearly straight reaches of a river or channel that is so narrow that it will not allow two steam-vessels meeting, with or without flats in tow, to pass each other vessel proceeding with the current shall make fast to the banks the If it is necessary to cast 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 of her flats.

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 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 narrow reaches of a river offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall once 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 on.

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 authorized or required by these rules, indicate that course by the following signals on her whistle or siren, *viz.*—

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

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

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

Proper precautions to be taken in all cases.

Article 27.—Nothing in these rules shall concern the owner or master or crew of any steam-vessel from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Note.—The practice of conning 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 ahead and to two points abaft the beam on either side.

Penalty for disobedience of the rules.

Article 28.—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 Hooghly.

NOTIFICATION—No. 105-MARINE.

The 4th August 1914.—In exercise of the power conferred by section 50A of the Inland Steam-Vessels Act, 1884 (VI of 1884), the Governor in Council is pleased, with the previous sanction of the Governor-General in Council, to make the following revised rules to regulate the navigation of inland steam-vessels in certain portions of the river Hooghly, in supersession of the rules published under this Department Notification No. 5-Marine, dated the 10th January 1902, as amended by Notification No. 140-Marine, dated the 22nd December 1906.

These rules, which are applicable to the river Hooghly between Kidderpore Docks and Luff Point, are supplementary to those published under this Department Notification No. 148-Marine, dated the 29th August 1900.

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

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

- (a) Between Kidderpore Docks and Luff Point, they shall be navigated on the shallow side of the channel when meeting or being overtaken by sea-going vessels.
- (b) In College Reach, they shall navigate on the edge of College Sand, and shall keep to the northward of the sea-going traffic between Shalimar Point and Camberbadies Point.

Note.—College Reach is bounded to the west by a line drawn due north of Camberbadies Point and to the east by a line drawn from Shalimar Point (Flagstaff and Kidderpore Clock Tower).

- (c) In Panchpara and Sangrail Reach, they shall navigate on the edge of Sangrail Sand.
- (d) In Jarnakers Reach, they shall navigate on the edge of Manikoli 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 Pajali 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.
- (i) 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 Ninn, they shall navigate on the edge of Shibgange 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 Nirpur 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 1, inland steam-vessels shall not obstruct the passage or cause risk of collision with any sea-going vessels crossing or passing at the same time, and, if necessary, they shall slacken their speed, or shall stop and reverse engines until the sea-going vessel has passed them.

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

NOTIFICATION—No. 52-MARINE.

The 1st May 1915.—In exercise of the power conferred by section 6, sub-section (1), clause (1), of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping:—

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

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

EXPLOSIVES.

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 second-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, blasting powder, 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, fuses, 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 explosive.
1. Except as is hereinafter provided no vessel shall have on board, within the limits of the port, any explosives except 4 blue lights, 48 rockets or 48 socket signals of the same description, 48 tonating signals with friction tubes, or in lieu thereof, 48 one-pound 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 under the statutory rules for life-saving appliances, (made by the Board of Trade under Section 427 of the Merchant Shipping Act, 1894 or by the Governor-General in Council under section 191 or section 213 of the Indian Merchant Shipping Act, 1923) men of the vessel or for the personal use of the officers on board the ship provided that the quantities held by them are declared in the prescribed Customs Forms A and B, respectively, or in the case of a foreign vessel, in the Stores List of such vessel. Detonators and their friction tubes shall be stored separately. All explosives which vessels are by this rule permitted to keep on board in port

shall be stored in all cases in separate, detached and completely enclosed magazines for each description of signals. The magazines 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 effectively covered with leather, wood, cloth or similar 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 Myapore, Diamond Harbour and Ulberia unless covered by a special license issued by the Port Commissioners. Such license will only be issued on cargo boats classified as class I in the Port Commissioners' schedule, which are provided with the safeguard mentioned in rule 7. The licensees 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 buoy has been so chosen as to permit of an ordinary 10 gallon oil drum being utilised 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. 4912-33, 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 that such explosives are by their nature and composition suitable for use only in the loading of safety sporting cartridges 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 under Police guard to Uluberia or Diamond Harbour and transported thence and there loaded into railway wagoons for discharge to a magazine Indian Explosives Rules, 1914, subject to the following restrictions viz.:-

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 done during daylight.

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, ammunition and fireworks on board, a properly constructed powder-shiping such explosives. No charge will be made for the use of the magazine-keeper in respect of the ship's explosives shall not commence until they are landed on the bank, and shall cease as soon as they are

* Not reproduced.

shipped 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-boats.

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 in rule 8.

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 Matteenbroj 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 Ghat.

23. Such boats as are approved for this purpose by the Boat Surveyor to the Port Commissioners shall be permitted to take Ghat, 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 (mentioned sepoy), whom the Commissioner of Police, Calcutta, will select.

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

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

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 that are used for the purpose of carrying Chinese crackers. The boats to the Port Commissioners.

Explosives that may be landed at the docks or jetties.

27. Explosives specified in the first division, Class 6, of the Indian Explosives Rules, 1914, viz., safety cartridges, safety fuzes for blasting, railway fog-signals, and percussion caps which have 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 and landed at the docks or jetties in accordance with the regulations prescribed in that behalf in the Port Commissioners by-law.

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

The expression "safety cartridges" means cartridges for small-arms of which the case can be extracted from the small-arms after cartridge being communicated to other cartridges. The term also includes rifle-calibre machine-gun cartridges if they are of the above description, whether they are for use with machine-guns having chambers identical with those of rifles, or with machine-guns which have special chambers.

The maximum diameter at which a small-arm or machine-gun cartridge can be accepted as "safety" is 1 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, 30, 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.

CALCUTTA, the.....19 ..

(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.

BUNKERING OF VESSELS WITH LIQUID FUEL.

NOTIFICATION—No. 42-MARINE.

The 22nd March 1926.—In exercise of the power conferred by clause (ccc) 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 rules for regulating the bunkering of vessels with liquid fuel in the Port of Calcutta :—

RULES.

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 Manager) in the docks.

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 Appendix to these rules.

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) A 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 fires shall be allowed on the vessel's decks within 20 feet of the flexible and inlet pipe.
 - (d) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent 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.

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 or tug.

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 clone 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" Breadth ... 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.

3.

3.

4. Tanks in pairs.

4. Tanks in pairs.

5.

5.

6. Motor space.

6. Cofferdam.

7. After-peak.

7. Engine and boiler space.

8. After-peak.

(3) **Decks.**—Each tank shall be divided into two separate compartments by a centre line oil-tight bulk-head. Gas-tight hatches of not less than 5 feet x 5 feet shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the store-room. In the case of the forehold after-peak 2 feet 6 inches diameter manholes shall be provided.

(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 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 pipe 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 the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck amidships with both port and starboard discharge, a bypass shall be fitted so that the barge can be loaded without the aid of the cargo pump. The barge may, however, be loaded through 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 accordance with the latest engineering practice to Lloyd's requirements for sailing on the transverse system of framing, of the flush deck type, with motor casing and deck house aft. All rivet-locations shall be double. Suitable web frames, side stringers and side keelsons shall be fitted in the tanks and engine room space.

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

B.—Specifications for towed or dumb barge.

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

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

(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.

4. 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 cargo is derived from a boiler on board a coal-drum must be arranged between Nos. 5 and 6 making seven compartments in all.

(4) **Decks.**—Gas-tight hatches of not less than 5 feet x 5 feet shall be provided for easy access to each 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.

RULES FOR THE IMPORTATION OF PETROLEUM.

NOTIFICATION—No. 143-MARINE.

The 50th November 1914.—In exercise of the powers conferred by section 9 of the Indian Petroleum Act, 1899 (VIII of 1899), read with section 3 of the Bengal, Bihar, Orissa and Assam 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 that section, and all rules under such notifications, issued or made by the Government of Bengal or by the late Government of Eastern Bengal and Assam.

Rules under section 9 of the Indian Petroleum Act, 1899 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 non-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;
- (c) "petroleum in bulk" means petroleum in quantities exceeding five hundred gallons, contained in any one receptacle;
- (d) "installation" means a place specially prepared for the storage of petroleum in bulk, or for bulk combined with non-installation;
- (e) "major installation" means an installation—

- (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, exceeding fifty thousand gallons, or
- (2) in which tin-making operations are carried on;

(f) "minor installation" means an installation—

- (1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, not exceeding fifty thousand gallons, and
- (2) in which 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.

- (j) "motor-vehicle" means any vehicle, or vessel propelled by a motor in which petroleum is used as fuel;
- (k) "owner," as applied to a motor-vehicle, includes a person who hires, or is otherwise entitled for the time being to use or work a motor vehicle;
- (l) "the town of Calcutta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Fort William in Bengal;
- (m) "the Municipality of Calcutta" means the municipal limits of Calcutta as defined in the Calcutta Municipal Act, 1899;
- (n) "suburbs of Calcutta" means the local area for the time being excluded from the general police district of Bengal by notification under section 1 of the Calcutta Suburban Police Act, 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.)

PART II.

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

1. No smoking shall be permitted inside any installation or storage shed.
2. All operations within any installation or storage shed shall be conducted under the supervision of a responsible agent or supervisor.

3. The ground in the interior of an installation shall be clean 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 installation for the purpose of extinguishing fire.

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

6. Every tank or other receptacle for the storage of petroleum in bulk, except a tank or receptacle which is not of sufficient capacity to contain ten thousand gallons of petroleum and is so situated as not to be liable to cause danger in the event of the petroleum being ignited, shall be electrically connected with the earth in an efficient manner by means of not less than two separate and distinct connections placed at opposite extremities 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.

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

7. Not less than once in every year the connections and contacts referred to in rule 6 shall be inspected and tested by the licensee of the tank or receptacle in the manner prescribed by the Chief Inspector of Explosives by such licensee, and record of such inspections and tests shall be maintained by the Chief Inspector or an Inspector of Explosives.

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

* Vide Notification No. 4238-Com., dated the 27th June 1924.

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, impose.

9. No installation or storage shed shall be open, and no work in any installation or storage shed shall be permitted, between sunset and sunrise; provided that in cases where electric lighting is exclusively used water subject to such conditions as the Local Government may, on the recommendation of the Chief Inspector of Explosives, impose.

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

11. All storage sheds in an installation shall be built of non-flammable material.

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

Chapter II.—Transport of Petroleum.

1. Petroleum in bulk shall not be carried by water, except on a ship certified as suitable for the carriage of petroleum in bulk by an officer** appointed by the Government of Bengal in this behalf, and the petroleum shall be stowed in such part of the ship and in such manner as may be approved, by general or special order, by the authority so appointed, provided that non-dangerous petroleum in tank wagons may be transported across the river Hooghly by wagon ferry, subject to a maximum number of six tank wagons being transported at any one time and to the capacity of each such wagon being limited to not more than five thousand gallons.

* First Engineer and Shipwright Surveyor, Calcutta, and the Engineer and Shipwright Surveyor, Chittagong. ** Vide Notification No. 47-Marine, dated the 26th April 1915, Appendix II, Page 45b.

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

* Vide Notification No. 4481-Com., dated the 2nd July 1924.

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

*[Provided that this rule shall not apply to petroleum having a flash point not less than 150°F, by Abel's close test and carried exclusively as fuel in bulk for the use of the ship in cellular double bottoms under engine and boiler compartments and under ordinary holds also in peak tanks, deep tanks and 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. 1034 (Oil Fuel Installation in Passenger Steamships) dated November 1920.]

*[Vide Notification No. 972-Com, dated the 19th February 1923.]

4. No steamer carrying inflammable cargo other than petroleum or flat carrying petroleum and its products [for coal] shall tow a barge or flat carrying petroleum in bulk.

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

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

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

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

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

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

(ii) he shall not allow any person to enter a tank, unless—
(a) such person wears a safety helmet of a description approved by the Local Government; or

* 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 from any ship certified as suitable for the carriage of petroleum in bulk, except through a suitable pipe prepared for the purpose.

10. No fire, naked lights or smoking shall be allowed 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 stern a conspicuous red flag having the words "Petroleum Bont" marked on it in black letters.

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

13. Petroleum may be transported into and within the Presidency of Bengal under cover of a license granted by the Government in another province. 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 in rule I in Part III and which has not been tested by sea 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, arrives at such other port.

*15. Petroleum which has been tested at the port of import may be transported to any other port and the provisions of rules 2, 3, 4 and 14 (except the proviso), 16, 18 and 20 of Part III shall apply to such petroleum when it arrives at such other port.

Chapter III.—General provisions relating to licenses.

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

* Vide Notification No. 81-Marion, 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. Licences—

- (a) for the possession of non-dangerous petroleum, not being petroleum in bulk;
- (b) for the possession of non-dangerous petroleum in a minor installation;
- (c) for the possession or transport of dangerous petroleum in quantities not exceeding forty gallons; and
- (d) for the transport of petroleum, not being dangerous petroleum, otherwise than by a pipe line;

may be granted by a District Magistrate, or by such other authority as appoint in this behalf. ¹¹(Licences for the importation, possession and may be granted by the Government of Bengal or an officer appointed 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 licences the District Magistrate or to such other authority as the Government of Bengal may, from time to time by an order in writing, appoint in this behalf.

¹¹ The Government of Bengal have delegated the following powers to the District Magistrates and the Commissioner of Police, Calcutta—

- (1) To grant licences in forms B, H and K up to the limit of 1,000 gallons.
- (2) To grant licences in forms F and L up to the limit of 60 gallons.
- (3) To renew without alteration any existing licence granted by this Government.

¹² Vide Circular No. 1710-1741-Marine, dated the 6th May 1921. Appendix II

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

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

¹³ Vide Notification No. 75-Marine, dated the 17th June 1916.

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

5. Every licence and pass, granted under these rules, shall be held 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 licence 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 licence 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 licence 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 licence.

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

(2) Every such application shall be made at a date not less than thirty days before the date on which an original licence 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 licence or until an intimation that the renewal of the licence is refused has been communicated to the applicant.

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

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

¹⁴ Vide Notification No. 21-Marine, dated the 20th February 1919.

8. Where a licensee dies or becomes insolvent or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably be necessary to allow him to make an application for a new license in his own name for the unexpired portion of the original license.

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

Chapter IV.—Licenses for the possession of Petroleum.

1. Save as provided in rules 9(1), 13 and 14 of this Chapter every license for the possession of petroleum shall remain in force until the 31st December next following 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 petroleum, otherwise than in bulk, may be granted in Form A.

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

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

5. * * * * *
Special licenses for the possession of dangerous petroleum in receptacles containing more than sixty-five gallons may be granted on such terms as the Government of Bengal may prescribe on the recommendation of the Chief Inspector of Explosives.

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

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

* *Vide* Notification No. 47 Marine, dated the 10th April 1916.

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

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

Provided that the Commissioner of Police may, by an endorsement on a certificate of registration granted under the Motor Vehicles Act, 1914, authorize the owner of a motor vehicle to be in possession of dangerous petroleum 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 separate 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 F.]*

(* *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.

† 9A. (1) The holder of a license 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 District Magistrate or the officer to whom the original application for license was made, who shall, if he approves of the transfer, enter upon the license, under his signature, an endorsement to the effect that the license has been transferred to the person named.

(3) Except in the case of an application for the transfer of a license in Form F, a fee of Rs. 1 shall be charged on each such application.

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

† *Vide* Notification No. 8363-Com, dated the 13th December 1934.

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

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

If the application be made for the first time in respect of any major or minor installation or if the quantity of petroleum to be stored pursuant to specifications and plans drawn to scale.

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

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

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

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

Chapter V.—Licenses for the transport of Petroleum.

1.—[Save as provided in rule 7 of this chapter every license for the transport of petroleum shall remain in force until the 31st December next following the date of issue of the license.

1A. General licenses for the transport of petroleum, other than dangerous petroleum, may be granted in Form G.]

2. General licenses for the transport of dangerous petroleum may be granted in Form H.

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

4. The holder of the general license granted under rule 1A, 2 or 9 of this Chapter shall, with each consignment of petroleum, 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 or 2 of this Chapter may authorise his agent in writing by a general authority to issue passes in 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

* Vide Notification No. 75-Murid, dated the 17th June 1915.

† Vide Notification No. 144-Murid, dated 28th December 1915.

** Vide Notification No. 187-Cm., dated the 16th May 1922.

†† Vide Notification No. 191-Murid, dated the 20th November 1915.

§ Vide Notification No. 581 Com., dated the 22nd January 1921.

authority shall be given in Form I-A, copies of which may be obtained by the licensee from the licensing authority.

(2) The holder of a general license shall, on granting duplicate copy of the authority to the District Magistrate for information and shall also deliver up the original to the District Magistrate when the authority is cancelled.

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

Special licenses for the transport of petroleum, other than dangerous petroleum.

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

Special licenses for the transport of dangerous petroleum.

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

7. A special license granted under rules 5 and 6 shall only cover 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 by rail, by road, by steamer or by barge, or by two or more of these modes of conveyance, shall specify the description and quantity of petroleum to be transported, and the places from and to which, respectively, the petroleum is to be conveyed, and shall describe the receptacles in which it is to be contained, or, in the case of petroleum to be transported in bulk by water, shall state that the ship in which it is to be carried has been certified as required by rule 1 of Chapter II of this Part.

9. General licenses in Form L to transport dangerous petroleum up to a maximum of sixty gallons at a time, other than on a motor-vehicle, may be granted to owners of motor-vehicles holding licenses under rule 9, sub-rule (1), of Chapter IV of this Part, to possess petroleum and use or transport it on a motor-vehicle.

10. (1) The holder of a license in form G, H, or I 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 District Magistrate or the officer to whom the original application for license was made, who shall, if he approves of the transfer, enter upon the license his signature, an endorsement to the effect that the license has been transferred to the person named.

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

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

(Vide Notification No. 8303-Com., dated the 13th December 1934.)

Chapter VI.—Fees.

1. (1) When the proceeds of fees leviable for licenses under these rules have been assigned by the Government of Bengal to any local authority, the fees shall be levied in such manner as the local authority may from time to time direct.

(2) In all other cases the fees shall be paid in cash on receipt of a notice from the licensing authority that a 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 31st 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 Court-fees 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 possession of petroleum, namely:—

Fees for possession of petroleum.

Non-dangerous petroleum.

Rs.

- | | | |
|---|----|--|
| (a) When the quantity to be stored exceeds five hundred but does not exceed one thousand gallons | 12 | for the first one thousand gallons, plus Rs. 2 for every additional one thousand gallons or part thereof. |
| (b) When the quantity to be stored exceeds one thousand but does not exceed five thousand gallons | 12 | for the first five thousand gallons, plus Rs. 4 for every additional one thousand gallons or part thereof. |
| (c) When the quantity to be stored exceeds five thousand gallons but does not exceed fifty thousand gallons | 20 | |

- (d) When the quantity to be stored exceeds fifty thousand gallons ... 250

Dangerous petroleum.

Rs.

- (e) When the quantity to be stored does not exceed forty gallons ... 3
(f) When the quantity to be stored exceeds forty gallons but does not exceed five hundred gallons ... 8
(g) When the quantity to be stored exceeds five hundred gallons ... 8

the same fees as those laid down for non-dangerous petroleum.

Fees for licenses for transport of petroleum.

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

Non-dangerous petroleum.

Rs.

- (a) When the quantity to be transported exceeds five hundred but does not exceed five thousand gallons ... 1
(b) For every additional five thousand gallons or part of five thousand gallons ... 1

General license for the transport of non-dangerous petroleum by rail, by road, or by water ... 100

Dangerous Petroleum.

Rs.

Special license—

- (i) When the quantity to be transported does not exceed forty gallons ... 2
(ii) When the quantity to be transported exceeds forty gallons but does not exceed four hundred and eighty gallons ... 2
(iii) When the quantity to be transported exceeds four hundred and eighty gallons ... 8

for the first forty gallons, plus 8 annas for every additional forty gallons or part thereof.
for the first four hundred and eighty gallons, plus Rs. 2 for every additional four hundred and eighty gallons or part thereof.

General license for the transport of dangerous petroleum by the owner of a motor-vehicle by road, rail or water up to a maximum of sixty gallons at a time ... 5

General license for the transport of dangerous petroleum by dealers, by rail, road or water ... 50

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

Fee for duplicate license.

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

PART III.

Importation of Petroleum.

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

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

- (a) what quantity of petroleum the ship is carrying;
(b) whether any and, if so, what part of it is dangerous petroleum; that is, petroleum which is not certificated petroleum or is not petroleum having a flash point above 150° Fahrenheit.
(c) whether any and, if so, what part of it is certificated petroleum;
(d) whether any and, if so, what part of it is petroleum having a flashing-point above 150° of Fahrenheit's thermometer; and
(e) what quantity of petroleum [specifying whether any, and if so, what part of it belongs to each of the classes (b) (c) and (d)] it is intended to land at either of the ports specified in rule 1 or at any other port in British India :

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

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

4. Every certificate and declaration delivered to a pilot under rules 2 and 3 shall be made over by him without delay to the Assistant Harbour Master in the port of Chittagong to the Port Officer, Chittagong, who shall transfer them without delay to the Superintendent of the Port Commissioners' Petroleum Wharf at Budge-Budge or to the Jetty Superintendent or to

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 declaration required by rule 2, the Superintendent of the Petroleum Wharf, Budge-Budge 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 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 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 and shall not exceed forty fluid ounces.

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

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

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

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

- (e) of petroleum, other than certificated, in casks or drums declared to be of uniform quality—
one sample for every eighty thousand gallons or part of eighty thousand gallons;

(f) of petroleum, other than certificated, in bulk or in tanks—
one sample from each tank or tank compartment.

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

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

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

10. If the testing officer, after testing samples, considers further tests necessary to satisfy him that none of the petroleum is dangerous, he shall report to the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, accordingly.

11. On receipt of a report under rule 10—

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

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

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

12. The testing officer shall, as soon as practicable, and ordinarily within twenty-four hours after receipt of any sample, sign a report certifying that they are, or are not, dangerous petroleum, as the case may be, and shall forward such report to the office of the Port Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, where it shall be deposited.

Fee for testing.

19. 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 carrying petroleum may anchor at ordinary anchorage.

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

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

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

Exemption in respect of petroleum declared dangerous which is not in excess of forty gallons.

16. Save as provided in rules 14 and 24, every ship having petroleum on board shall be anchored at such anchorage as the Conservator of the Port shall appoint in his behalf.

If the petroleum is intended to be discharged at either of the ports specified in rule 1, the petroleum has been so discharged, except for the purpose of the petroleum has been so discharged. If the petroleum or a portion of it shall be temporarily discharged at such anchorage before the vessel proceeds to another berth. If it is not so discharged, the vessel shall remain at such anchorage until her final departure.

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

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

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

(2) Such permission shall be subject to the condition that the boats into which the petroleum is discharged shall remain at such place as may be directed by the Port

Commissioners, Calcutta, or the Collector of Customs, Chittagong, as the case may be, or that the petroleum shall be landed at a landing-place duly appointed for this purpose, and be stored in an installation licensed under rule 13 or 14 of Chapter IV, Part II.

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

20. When petroleum imported, otherwise than in bulk, is landed at a port, it shall be landed either at jetties provided for the purpose, or in cargo-boats, and, except where electric light is exclusively used, only after sunrise and before sunset, and only at such place or places as the Conservator of the Port shall direct, subject to any Customs Notification that may, for the time being, be in force:

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

21. Petroleum may be transhipped from one ship to another for conveyance to any other port, whether within or beyond the limits of British India, provided that the petroleum shall not be transhipped between sunset and sunrise except when electric light is exclusively used, and provided further that the precautions laid down in rule 21A of this Part shall be observed.

Precautions to be observed in loading or unloading petroleum.

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

- (1) Vessels discharging or loading petroleum shall have fire-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 engaged in such work.
- (4) Dangerous and non-dangerous petroleum shall not be conveyed to the shore or to another ship at the same time on the same cargo-boat.
- (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 thoroughly ventilated.

† Provided that, in the case of a cargo boat or lighter especially constructed for the carrying of petroleum in bulk and employed in the carrying of petroleum in bulk, this precaution shall not be necessary until the cargo boat 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 Import-Licenses Act shall be submitted to the officer appointed by the Government of Bengal in this behalf,* who will, after enquiry, forward the same with his opinion to the Government grant such license.†

* Officers to whom applications shall be submitted.—
For the Port of Calcutta,.....The Commissioner and
Deputy Commissioner of Police, Calcutta,
For the Port of Chittagong,.....The Collector of Customs,
Chittagong.

† Vide Notification No. 66-Marine, dated the 24th May, 1915, Appendix II, page 45-46.

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

23. Nothing in the foregoing rules in this part applies to petroleum 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.

* Vide Notification No. 2295-Com., dated the 19th May 1922.

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

‡24. Nothing in the foregoing rules in this part applies to petroleum (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 Port Commissioners, Calcutta, or 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.

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

District Magistrate,
Commissioner of Police, Calcutta.

The _____ 19 _____
[Description of the storage shed above referred to.]

Endorsement on Form A.

Conditions of 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 holder of the license shall execute the repairs within such period, not being less than one month from the date of receipt of the notice, as may be fixed by the notice.

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

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

† Vide Notification No. 591-Com., dated the 22nd January 1924.

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.

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

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

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

FORM B.

(RULE 3 OF CHAPTER IV OF PART II.)
License to possess dangerous petroleum, otherwise than in bulk in quantity exceeding forty gallons.

No.

Fee Rs.

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

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

The

19 _____

[Description of the storage shed above referred to.]

Endorsement on Form B.

Conditions of License.

1. 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 such 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.

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

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 screw plugs, or fitted with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch, provided that wood cases shall not be necessary when the receptacles are made of tinned or galvanized sheet iron or steel, and have the following thickness of metal :—

	Not less than
(1) When the capacity does not exceed two gallons	27 B. W. G.
(2) When the capacity exceeds two but does not exceed four gallons	22 B. W. G.
(3) When the capacity exceeds four but does not exceed thirty gallons	18 B. W. G.
(4) When the capacity exceeds thirty but does not exceed forty-five gallons	17 B. W. G.
(5) When the capacity exceeds forty-five but does not exceed sixty-five gallons†	16 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.

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

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

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

8. The storage shed shall be constructed of masonry or other non-inflammable material with terraced, tiled, or iron roofs and with tiled or paved or earthen floors.

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

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

† Vide Notification No. 4359-Com., dated the 1st August 1902.

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

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

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

14. The drum or other receptacle containing dangerous petroleum shall only be opened on the licensed premises at or immediately adjoining the storage shed and for the time necessary for drawing-off the petroleum, and during such drawing-off every reasonable precaution shall be adopted for preventing the escape of dangerous petroleum or the vapour therefrom.

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

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

Provided that these distances may be reduced by the [licensing authority*] on the recommendation of the Chief Inspector of Explosives taken, or where there are special circumstances that, in the opinion of the Chief Inspector of Explosives, warrant the reduction.

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

(i) The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of unflammable 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 unobstructed 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

* vide Notification No. 102-Marine, dated the 16th August 1915.

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

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

FORM C.

(RULE 4 OF CHAPTER IV OF PART II.)

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

No. _____ Fee Rs. 3.

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

District Magistrate,
Commissioner of Police, Calcutta.

The _____ 19 _____
[Description of the storage shed above referred to]

Endorsement on Form C.

Conditions of License.

1. If the licensing officer 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 ten gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight undercap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch: provided that wood cases shall not be necessary when the receptacles are made

of timed or galvanized sheet iron or steel, and have the following thickness of metal:—

- (1) When the capacity does not exceed two gallons ... Not less than 27 B. W. G.
- (2) When the capacity exceeds two gallons but does not exceed four gallons ... 22 B. W. G.
- (3) When the capacity exceeds four gallons ... 22 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.
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 same.
8. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of unflammable materials.
9. All ventilating openings in the doors and windows may be of wood, 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 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.
13. The drum or other receptacle containing dangerous petroleum shall only be opened on the licensed premises at or immediately adjoining the storage shed and for the time necessary for drawing off the petroleum, and during such drawing-off every reasonable precaution shall be adopted for preventing the escape of dangerous petroleum or the vapour therefrom.
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.

* Vide Notification No. 4359 Com., dated the 1st August 1932.

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

FORM D.

(RULE 7 OF CHAPTER IV OF PART II.)

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

No.	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 petroleum published in Notification No. 143-Marine, dated 30th November 1914, and to the further conditions on the back of this license.	

Secretary to the Government of Bengal.

The _____ 19 _____

[Description of the place above referred to.]

Endorsement on Form D.

Conditions of License.

1. Each tank shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent. more oil than the tank 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 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, and the building itself shall be surrounded with a masonry wall, or embankment, or both, not less than three feet high.
3. The height of any storage tank shall not be more than three-fifths of its diameter.
4. A distance of not less than one hundred feet shall be kept clear between one storage tank and another, or between a storage tank and a storage shed, the distance being measured between the nearest points of the perimeters of the storage tanks or storage sheds, as the case may be.

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

5. 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 the reduction.

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

9. No work, involving the use of fire, welding or hot rivetting, shall be performed in or on any tank until the tank has been certified 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 E.

(RULE 8 OF CHAPTER IV OF PART II.)

License to possess 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

petroleum published in Notification No. 143-Marine, dated 30th November 1914, and to the further conditions on the back of this license.

District Magistrate.
 Commissioner of Police, Calcutta.

The _____ 19 _____
 [Description of the place referred to.]

Endorsement on Form E.

Conditions of License.

1. Every tank of which the capacity exceeds fifteen thousand gallons shall either be separately surrounded by a wall or embankment of substantial construction, or shall be sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain the total quantity of oil capable of being contained in the tank, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire 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 embankments which surround it shall be, measuring from the ground level:

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

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

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

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

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

5. Soldering shall only be permitted in a separate room, or building placed as far from the tanks as can be conveniently arranged, in which no storage or filling shall be permitted. No more tins shall be

allowed in the soldering room at any one time than are necessary for expeditious working.

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

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

- (a) each tank shall be separately enclosed in the manner prescribed in condition 1, or
- (b) the entire installation shall be surrounded by a masonry wall or embankment or a combination of these forming an enclosure of dimensions sufficient to contain, and prevent the overflow of, all the oil that may be stored at any one time within such walls or embankments.

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

FORM F.

(RULE 9 OF CHAPTER IV OF PART II.)

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

No. _____ Price of charge.

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

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

The

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* Situation and description of storage shed above referred to.

† When the quantity exceeds 60 gallons.

‡ When the quantity does not exceed 60 gallons.

† District Magistrate.

‡ Commissioner of Police, Calcutta

Endorsement on Form F.

Conditions of Licence.

1. When not carried in a receptacle forming part of a motor-vehicle the dangerous petroleum shall not be kept, used or transported, except in gas-tight tinned or galvanized sheet iron, steel or lead plated drums or receptacles containing each not more than 4 gallons and fitted with well-made filling holes and well-fitting screw plugs, or fitted with screw cap or other cap with metal air-tight under-cap. Such drums or 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 drums or receptacles are made of tinned or galvanized sheet iron, or steel, and have the following thickness of metal:—

- | | |
|---|---------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than |
| (2) When the capacity exceeds 2 gallons ... | 27 B. W. G. |
| | 22 B. W. G. |

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

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

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

5. Before repairs are done to any such vessel, that vessel shall as far as practicable, be cleared 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 non-inflammable 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 insubstantial or inflammable character, or has an opening therein, and no portion of such storage shed shall be deemed to be the storage shed a place where persons assemble. A storage shed shall have a separate entrance from the open air distinct from that of any dwelling or building in which persons assemble.

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

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

10. In the case of all dangerous petroleum kept or transported for the purpose of, or in connection with, any motor-vehicle, (a) all due precautions shall be taken for the prevention of accidents by fire or explosion and for the prevention of accidents by fire or explosion to any dangerous petroleum kept or transported and to the every person manning, 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 2nd August 1917.

11. The storage shed* (or other place of storage referred to in condition (6) 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.

†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 sawboard.

FORM G.

(RULE 1A OF CHAPTER V OF PART II.)

General license to transport petroleum other than dangerous petroleum.

No.

Fee Rs. 100.

A GENERAL license is hereby granted to to transport petroleum, other than dangerous petroleum, subject to the rules contained in Chapter V of Part II of Bengal Government Notification No. 149-Marine, dated 30th November 1914, and to the conditions at the back of this license.

This license shall continue in force till the

District Magistrate.

The

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Commissioner of Police, Calcutta.

Endorsement on Form G.

Conditions of License.

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

[Provided that in the case of a Native Passenger Ship to which Part IV of the Indian Merchant Shipping Act, 1923 (XXI) of 1923), applies, the petroleum shall be packed either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums, or, if the petroleum has a flash-point not below 150° Fahrenheit, it may be put in sound, well-coopered wooden casks of not more than 50 gallons capacity.†]

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

† Vide Notification No. 2327-C, Com., dated the 5th May 1927.

‡ Vide Notification No. 1536-Com., dated the 18th March 1926.

FORM H.

(RULE 2 OF CHAPTER V OF PART II.)

General license to transport dangerous petroleum.

No.

Fee Rs. 50.

A GENERAL license is hereby granted to _____ to transport 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 1916).

The

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*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.

*District Magistrate.

†Commissioner of Police, Calcutta.

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

Endorsement on Form H.

Conditions of License.

1. Save as provided in condition 1A, the petroleum (if not in bulk) must be contained in gas-tight tinned or galvanized sheet iron, 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-thickness of the wood to be not less than three-eighths of an inch.

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

*†(1) When the capacity does not exceed 2 gallons	Not less than
(2) When the capacity exceeds 2 but does not exceed 4 gallons	27 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 30 gallons	22 B. W. G.
	18 B. W. G.

* Vide Notification No. 4350-Com., dated 1st August 1932.

- (4) When the capacity exceeds 30 but does not exceed 45 gallons ... 17 B. W. G.
(5) When the capacity exceeds 45 but does not exceed 65 gallons ... 16 B. W. G.

[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 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 loaded or unloaded.]†

(† 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 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 supplied of their contents, they shall be securely closed with bungs, plugs or caps of either metal, wood or strawboard.

6. 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.

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 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.†

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.)

This pass (1) covers (drums/line/cases/packages containing) (2) gallons of dangerous/non-dangerous petroleum, consigned to (the holder of a licence in Form G/H/L, to possess gallons of dangerous/non-dangerous petroleum), while in transport from to The 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 Licence No. or his agent duly authorised in writing.

The 19

(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. 891-T-Com., dated the 11th October 1933.

† Vide Notification No. 337-Com., dated the 2nd August 1934.

Endorsement on Form I.

Conditions of Pass.

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

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 plated receptacles containing 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 receptacle shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch.

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

	Not less than
* (1) When the capacity does not exceed 2 gallons ...	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons ...	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 30 gallons ...	18 B. W. G.
(4) When the capacity exceeds 30 but does not exceed 45 gallons ...	17 B. W. G.
(5) When the capacity exceeds 45 but does not exceed 55 gallons ...	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 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 loaded or unloaded.]

† Vide Notification No. 1032-Com., dated the 15th February 1925.

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.

[6. 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.

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 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.†

113. 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 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.

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

† Vide Notification No. 801-Com., dated 11th October 1923.

‡ Vide Notification No. 537-Com., dated the 2nd August 1924.

2. The petroleum must be contained in gas-tight tinned or galvanized sheet iron, steel or lead plated receptacles containing each not more than four 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 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 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.

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

*6. 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.

III.—For petroleum other than dangerous petroleum.

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

[Provided that in the case of a native passenger ship to which Part IV of the Indian Merchants Shipping Act, 1923 (XXI of 1923) applies, the petroleum shall be packed either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums, or, if the petroleum has a flash 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. 1586 dated 18th March 1926).

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

FORM I-A

(Rule 4-d 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.)

We the holder(s) of General License No. _____ of the transport of ~~non-dangerous~~ petroleum in ~~dangerous~~ bulk or otherwise than in bulk hereby authorize _____ (name and residence of agent) to issue passes in ~~accordance with~~ ~~Form I appended to the~~ ~~possession and transport of~~ ~~petroleum published in~~ ~~Notification No. 143-Marine,~~ ~~dated 30th Nov. 1914 (as subsequently amended), for the~~ ~~transport of petroleum in~~ ~~respect solely of consign-~~ ~~ments, or parts thereof,~~ ~~which may be conveyed to~~ ~~him under a pass issued by~~ ~~me~~ ~~under rule 4, Chap-~~ ~~ter V, Part II, of the said~~ ~~rules.~~

for the transport of ~~non-dangerous~~ petroleum in ~~dangerous~~ bulk or otherwise than in bulk hereby authorize _____ (name and residence of agent) to issue passes in ~~accordance with~~ ~~Form I appended to the~~ ~~possession and transport of~~ ~~petroleum published in~~ ~~Notification No. 143-Marine,~~ ~~dated 30th Nov. 1914 (as subsequently amended), for the~~ ~~transport of petroleum in~~ ~~respect solely of consign-~~ ~~ments, or parts thereof,~~ ~~which may be conveyed to~~ ~~him under a pass issued by~~ ~~me~~ ~~under rule 4, Chap-~~ ~~ter V, Part II, of the said~~ ~~rules.~~

Holder of General License No. _____ Station _____ Date _____

Holder of General License No. _____ Station _____ Date _____

Note.—This part to be forwarded to the Magistrate of the district in which the agent resides, in an intimation that the authority has been exercised.

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

*To be omitted when the petroleum is transported in bulk.

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

The

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Endorsement on Form J.

Conditions of License.

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

Provided that in the case of a native passenger ship to which Part IV of the Indian Merchant Shipping Act, 1923 (XXI of 1923) applies, the petroleum shall be packed either in tins enclosed in outer wooden cases or in hermetically sealed iron or steel drums, or, if the petroleum has a flash-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).

FORM K.

(Rule 6 of Chapter V of Part II.)

Special License to transport dangerous petroleum.

No. _____ Fee Rs. _____

LICENSE is hereby granted to _____ of _____ to transport* cases or packages containing in all) gallons of dangerous petroleum from _____ to _____ subject to the rules contained in Chapter V of Part II of Notification No. 143-Marine, dated 30th November 1914, and to the further conditions on the back of this license.

*To be omitted when petroleum is transported in bulk.

The amount of petroleum in each case or package is stated below. This license shall continue in force till the _____ day of _____

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).

†District Magistrate.
‡Commissioner of Police, Calcutta.

*When the quantity exceeds 1,000 gallons.
†When the quantity does not exceed 1,000 gallons.

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 gallons ...	27 B. W. G.
(2) When the capacity exceeds 2 but does not exceed 4 gallons ...	22 B. W. G.
(3) When the capacity exceeds 4 but does not exceed 30 gallons ...	18 B. W. G.
(4) When the capacity exceeds 30 but does not exceed 45 gallons ...	17 B. W. G.
(5) When the capacity exceeds 45 but does not exceed 65 gallons† ...	16 B. W. G.

(†Vide Notification No. 4350-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 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 loaded or unloaded.*

* Vide Notification No. 1032-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.

(† 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.

No.

Fee Rs. 5.

A GENERAL license is hereby granted to transport dangerous petroleum, otherwise than in bulk, up to 4½ gallons at a time subject to the rules contained in Chapter V of Part II of 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.

†District Magistrate.

‡Commissioner of Police, Calcutta.

The

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*When the quantity exceeds 60 gallons.

†When the quantity does not exceed 60 gallons.

Endorsement on Form L.*Conditions of License.*

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

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

- | | |
|---|---------------------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than 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. 222-T. Com., dated the 6th May 1927.)

FORM M.

[RULE 22 (2) OF PART III.]

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

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

This license shall continue in force till the

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

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Endorsement on Form M.

In the case of dangerous petroleum imported otherwise than in bulk, the 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 screw plugs, or with screw cap or other cap with metal air-tight under-cap. Such receptacles shall be packed in strong wooden cases, the thickness of the wood to be not less than three-eighths of an inch:

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

- | | |
|---|---------------------------|
| (1) When the capacity does not exceed 2 gallons ... | Not less than 27 B. W. G. |
| (2) When the capacity exceeds 2 but does not exceed 4 gallons ... | 22 B. W. G. |
| (3) When the capacity exceeds 4 but does not exceed 30 gallons ... | 18 B. W. G. |
| (4) When the capacity exceeds 30 but does not exceed 45 gallons ... | 17 B. W. G. |
| (5) When the capacity exceeds 45 but does not exceed 65 gallons* | 16 B. W. G. |

(* Vide Notification No. 4329-Csm., dated 1st August 1932.)

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.

(Vide Notification No. 44-Marine, dated the 10th April 1916.)

FORM P.

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

License to possess dangerous petroleum in bulk.

No. _____ Fee Rs. _____

LICENSEE is hereby granted to storage, in the place described below, of _____ gallons 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.

This license shall continue till 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 the 17th June 1915).

19

(Description of the place above referred to.)

Endorsement on Form P.**Conditions of License.**

1. Each tank containing dangerous petroleum shall either be separately surrounded by a wall or embankment of substantial construction, or shall be partially sunk in an excavation. The enclosure thus formed shall be of dimensions sufficient to contain 10 per cent. more oil than the tank is capable of containing, and shall be so constructed as to prevent the escape therefrom of any oil in the form of liquid, whether under the action of fire or otherwise. 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 three-fifths of its diameter.

4. A distance of not less than 200 feet shall be kept clear between a storage tank containing dangerous petroleum and any other 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.

10. 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

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

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

- (a) such person wears a safety helmet 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.

†9A. No work, involving the use of fire, welding or hot retreating, 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.

10. The distance specified in conditions 4, 5, and 6 may be reduced by the Local Government on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken, or where there are special 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-section (1) of section 191 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), and in supersession of the notification of the Government of India in the Department of Commerce, No. 40-S, dated the 26th January 1924, the 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 required by sub-section (4) of the said section, namely:—

1. No petroleum 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. 1047 (Oil Fuel Installation in Passenger Steamships), dated January 1924.

With each supply of oil taken on board a written guarantee must be supplied by the vendor, and signed by a responsible official in this 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

*Fide 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 and padlocked.
- (vii) Save where electric lights 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.
- (x) 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.
- (xii) The officer authorised to grant a certificate in respect of a native passenger ship under section 157 of the Indian 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 that no petroleum is to be carried, or if petroleum is to be carried a certificate containing the consent of the Chief 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 punishable with fine which may extend to two hundred rupees, and,

†Fide Notification No. 40-S, (6), dated the 5th March 1927, Government of India, Commerce Department.

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

FORM A.

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

Place _____

Date _____

Shippers

FORM B.

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

Place _____

Date _____

Shippers.

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

NOTIFICATION No. 109-MARINE.

The 27th August 1905.—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 and vapour of oil.

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

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

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

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

4. No bulk-oil steamer shall be taken amongst other shipping, or into any wet or dry dock, until her master produces a certificate from the testing officer stationed at Budge-Budge, certifying that the oil compartments are free from petroleum and petroleum vapour.

* Fees shall be paid for the services of Customs-officers and peons employed between the hours 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 peons for work in customs wharves under the Sea Customs Act, subject to the condition that the hours of night work at whatever hour commenced shall be reckoned from 9 P.M., till the time when the work is completed.

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

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 in Part III of the rules published under Notification No. 143-Marine, dated the 30th November 1914, relating to the importation, possession and transport of petroleum in the Presidency of Fort William in Bengal, the Governor in Council is pleased to appoint the following officers to whom applications for import licenses under section 5 of the Indian Petroleum Act, 1899, shall be submitted by persons desirous of importing dangerous petroleum in quantities exceeding 40 gallons:—

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

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

F. A. A. COWLEY,

Offy. Secy. to the Government of Bengal.

* Vide Notification No. 120-Mine of 29th October 1915.

† Vide Notification No. 24-Mine of 2nd February 1921.

NOTIFICATION No. 82-MARINE.

The 15th July 1919.—In exercise of the power conferred by clause (a) 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 petroleum in the Port of Calcutta for transhipment or otherwise.

F. A. A. COWLEY,

Secretary to the Government of Bengal.

NOTIFICATION No. 84-MARINE.

The 16th 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 bulk in the Port of Calcutta, made by the Commissioners under sub-section (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 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 following revised by-law regulating the landing and discharge of petroleum in the Port of Calcutta made by the Commissioners for the Port of Calcutta under sub-section (1) of section 126 and section 127 of the Act, in supersession of the by-law published under this department notification No. 15 Mue., dated the 4th April 1932:—

REVISED BY-LAW.

"No petroleum shall be landed at, or discharged from, any dock, wharf, quay, jetty or pier between Garden House and Cossipore, provided that non-dangerous petroleum or petroleum declared dangerous or products containing petroleum in quantities not exceeding 500 gallons for each consignment may be landed on quays at the docks or jetties or discharged overside into boats or lighters on the following conditions, namely:—

- (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 Act, 1899, and
- (b) that it is not unloaded from boats or lighters at the following ghats, namely:—
 - (i) *On the Howrah side*—Bechali Ghat, north of Cowie's Ghat spur, or
 - (ii) *On the Calcutta side*—Jagannath Ghat, Sakhi Bazar Ghat, Rathiolla Ghat or Baghbazar Ghat.

"A breach of this by-law shall be punishable with a fine which may extend to Rs. 500, and when the breach is a continuing breach, with a further fine which may extend to Rs. 200 for every day after the first during which the breach continues".

NOTE.—Nothing in the above by-law shall apply to petroleum or its products having a flash point of not less than 100°F, by Abel's close test or to petroleum having a flash point of not less than 70°F by Abel's close test discharged at the petroleum berth in King George's Dock.

R. N. GILCHRIST,

Joint Secy. to the Government of Bengal.

Form of Certificate prescribed by the Government of Bengal 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".

Certified that sample of the oil of the description given below for shipment per S.S. _____ to _____ has been tested by me and that its flashing point is _____ as stated against same.

Description of oil whether in cases, in casks, in drums, in tanks or in bulk.	Brand.	No. of cases, casks, drums or tanks.	Quantity.	Flashing point by Abel's test.

Port of shipment _____

Dated _____ the _____ day 19 _____

NAME OF SHIPPER.

Signature and destination of Testing Officer.

CARBIDE OF CALCIUM.

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

In the following rules and forms, the expression "the town of Calcutta" means all places within the local limits of the Original Civil Jurisdiction of the High Court of Judicature at Port William in Bengal; and the expression "suburbs of Calcutta," means the area enclosed under section 1 of the Calcutta Suburban Police Act 1886 (Bengal Act II of 1886), from the general police district of Bengal.

PART I.—Importation of Carbide of Calcium.

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

2. The master or the agent of the owner of every ship arriving at any such port and carrying carbide of calcium shall, on entering the harbour and before landing any cargo, declare in writing to the Collector of Customs, and also to the Port Officer or Harbour Master, the quantity and description of such carbide of calcium; and the master shall moor the ship in such place as the Port Officer or Harbour Master may direct, and, while any carbide of calcium remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Port Officer or Harbour Master.

3. Carbide of calcium shall be brought into port only in hermetically closed metal vessels each containing not more than two hundred and twenty-four pounds having no copper in their construction and bearing the label and caution hereinafter prescribed by rule 1 of Part V, and these vessels shall be of such strength and construction or so protected as not to be liable to be broken or to become defective or insecure in conveyance, otherwise than by gross negligence or extraordinary accident.

*3A. "The contents of vessels containing carbide of calcium which are not packed as required by rule 3, or which are broken or defective, will be liable to be drowned in deep water in the harbour at the expense of the consignees under instructions from the Collector of Customs."

Opening of vessels within limits of port.

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

† (Vide Notification No. 20-Marine of 28-2-21.)

‡ (Vide Notification No. 57-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 contact may have occurred, to prevent the gas generated from being ignited.

(2) The hold of every ship bringing carbide of calcium into port shall, from the time of the vessel's entering the port until all the carbide of calcium on board has been discharged or until the ship has left the port, be efficiently ventilated.

6. The master or the agent of the owner of any ship in port with carbide of calcium on board shall, when so required by the Collector of Customs or by the Port Officer or Harbour Master, or by any Police Officer or above the rank of an Inspector appointed by the District Magistrate, Commissioner of Police, or any other officer 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 sunrise 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 Collector 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 commercially pure, i.e., unless it contains no impurities liable to generate phosphoretic or silicopneumous gas so as to render the gas evolved liable to ignite spontaneously.

* In Calcutta and the suburbs of Calcutta.
† Vide Notification No. 20-Marine of 22-2-21.

2. No license shall be required for the possession of carbide of calcium (i) in any quantity not exceeding five pounds if it is kept in separate vessels, each containing, of the nature described in, and labelled as required by rule 1 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 as required by rule 1 of Part V:—

- The carbide shall be kept only in metal vessels hermetically closed at all times when the carbide is not actually being placed in or withdrawn from such vessels;
- the vessels containing carbide shall be kept in a dry and well ventilated place;
- 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 8 of this Part, and free access shall be afforded to any duly authorised inspector to inspect the portion of the premises where the carbide is kept and the generator, if any, is situated.

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 generator attendant.

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

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

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

* Vide Notification No. 5385-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.

(2) 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 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 buildings. 5. Carbide of calcium shall be stored,—

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

(2) if in quantities aggregating more than four hundred and fifty pounds and not more than three thousand pounds—in a suitable uninhabited building at least forty feet away from any other premises;

(3) if in quantities aggregating more than three thousand pounds and not more than fifty tons—in an uninhabited building at least one hundred feet away from any other premises.

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

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

(a) constructed with stone, brick or iron walls with terraced, tiled or iron roofs, and with tiled, paved or cemented ground level; and

(b) well ventilated and water-tight to the satisfaction of the licensing officer.

7. Carbide of calcium shall be stored only on racks or trestles standing at least one foot above the level of the ground, and no articles of an inflammable or combustible nature shall be kept in the same building.

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 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 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 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. Every license for the possession of carbide of calcium shall remain in force until the 31st 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.

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

11. Every application for the renewal of a license to possess carbide of calcium shall be made in the same manner as an application for an original license.

12. Every such application shall be made at a date not less than fifteen days prior to the date on which the original license expires. The fee charged for the renewal of a license shall be three rupees.

13. Every retail vendor of carbide of calcium, selling any quantity exceeding half a pound to a purchaser, shall deliver it to him in an air-tight tin or drum, packed and marked in accordance with

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

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

PART III.—Transport of Carbide of Calcium.

1. No license shall be required for the transport of carbide of calcium in any quantity not exceeding five pounds if it is packed in separate vessels, each containing not more than one pound, of the nature described in, and labelled as required by rule 1 of Part V.

2. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to transport carbide of calcium deposited under these 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 of a railway for transport, shall not be stored 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 precautions, as provided in rule 3 of this Part.

5. If any carbide of calcium becomes wetted while in the Method of disposal possession of a railway for transport, it shall be ever, 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 of gas, and probably by disagreeable odour showing a leakage

6. (1) Where carbide of calcium is transported by passenger Condition of transport by passenger train, no quantity exceeding four hundred and fifty pounds shall be carried by any one train and the vehicles shall be well ventilated and as far as possible water-tight.

* Vide Notification No. 147-Mps. of 18th October, 1921.

(2) In no circumstances shall a naked lamp or other unprotected artificial light be taken into a wagon, vessel or conveyance containing carbide of calcium.

7. Licenses to transport carbide of calcium shall be either Transport Licences. general or special in Form C or Form D in the schedule, and may be granted by the Commissioner of Police in the Town of Calcutta,* and 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 license to possess a quantity exceeding four hundred and fifty pounds of carbide of calcium.

9. A special license to transport carbide of calcium may be granted to any person for a particular consignment at the discretion of the licensing officer.

10. The fee for a general license to transport carbide of calcium shall be three rupees.

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 calcium shall remain in force until the 31st December next following the date of issue of the license.

13. An application for special license to transport carbide of calcium shall state—

- (a) the place from which the carbide of calcium is to be transported;
- (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 consignment.

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

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

14. A special licence to transport carbide of calcium shall be in force for each period, not exceeding one month from the date of the grant of the licence, as may be specified on the same.

Continuance of special transport licence.

Fee for special transport licence.

15. The fee for a special licence to transport carbide of calcium shall be one rupee.

16. The holder of a general licence to transport carbide of calcium shall, with each consignment conveyed under cover of his licence, issue a pass in Form 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 licence 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 licence granted by the prescribed authority in any other province provided that the conditions of such licence 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, and the suburbs of Calcutta and elsewhere the District Magistrate, the Sub-divisional Magistrate or any Magistrate subordinate to the District Magistrate appointed by him in this behalf by order in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a licence to possess carbide of calcium has been granted for the purpose of inspecting the same.

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

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

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

4. Where a licence to transport carbide of calcium has been granted, any officer authorized under rule 1 of 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 licence 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 licence have been complied with.

PART V.—General.

Description and marking of vessels. 1. Where carbide of calcium—

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

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

"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 consignee or owner;
- (e) in the case of a vessel transported, of the name and address of the sender;
- (f) in the case of a vessel sold or exposed for sale, of the name and address of the vendor.

2. A licensing officer may, for reasons to be reported to the Local Government, refuse a licence in any case, the reasons for refusal being communicated to the applicant if a request to that effect is preferred by him; and the Local Government, may on receipt of such report, and on any representation made to it by the applicant, pass such orders on the case as it thinks fit.

3. Any explosion or accident occurring in connection with the importation, transport, possession or sale of carbide of calcium shall

Report of accident.
police station.

be reported by the person in charge of the mine for the time being without delay at the nearest

4. Where a licensee dies or becomes insolvent or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably be necessary to allow him to make an application for a new license in his own name for the unexpired portion of the original license. Such new license shall be granted on payment of one rupee.

5. Where a license granted under these rules is lost or accidentally destroyed, a duplicate may be granted on payment of a fee of eight annas.

6. The fees chargeable under these rules shall ordinarily be levied by means of impressed stamps. An application for the grant or the renewal of a license shall bear the proper stamp provided that, if the application is refused, the value of the separate stamp (if any) which may have been already provided by the applicant for the desired license or renewed license, minus the deductions prescribed by section 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—

(i) the value of the stamp which should have been affixed to the application, and

(ii) the deductions prescribed as aforesaid.

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

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

THE SCHEDULE.

FORM A.

REAR. No.

Application to the _____ of _____
for a license to possess
Carbide of Calcium.

Name in full of applicant with particulars of his residence.

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

Situation of building for which the license is required.

Quantity to be covered by license.

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

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

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

How are the premises constructed?

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

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

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

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

How is it proposed to dispose of the residue?

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

Signature of applicant.

Postal address.

Dated

FORM B.

No.

A licensee 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

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

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

Signature.

Dated

19 _____ of _____

Endorsement on Form B.

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

Conditions.

This license is given subject to the provisions of the Indian Petroleum Act 1899 (VIII of 1899) and the above-mentioned rules under.

2. If the licensing officer or any officer appointed under rule I of Part IV calls on the licensee-holder by notice in writing to execute any repairs to the building licensed which may, in the opinion of such officer, be necessary for the safety thereof, the licensee-holder shall execute the repairs within such period, not being less than one week from the date of receipt of the notice, as may be fixed by the notice.

3. Subject to the provisions of rule 2 of Part II, the licensee shall not deliver any quantity of carbide of calcium exceeding twenty-eight pounds to any one who has not a license under section 11 of the Act, or any quantity of such carbide of calcium exceeding half a pound except in accordance with the rules as to the manner in which carbide of calcium is to be packed.

4. Vessels containing carbide of calcium shall be opened only for the time necessary for the removal of any quantity of carbide of calcium or for the refilling of other vessels. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the carbide of calcium as well as for guarding against the risk of ignition of any gas which may be liberated.

5. Every storage vessel of a greater storage capacity than two pounds shall be secured with a lock or be kept in a locked receptacle so as to prevent unauthorized persons having access to the contents.

6. Due precautions shall at all times be taken for the prevention of accidents from fire, and no smoking, lights, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.

7. If carbide of calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be adopted—

(a) The apparatus used, 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 may be practicable from any inhabited building and shall be well ventilated.

(c) No fire or such artificial light as would ignite inflammable gas shall be taken into or near the building, in which a gasmaking apparatus is placed.

*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 say—

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

FORM C.

No. _____

A general license to transport _____ pounds of carbide of calcium by rail, by road or by water, _____, is hereby granted to _____, subject to the rules and conditions endorsed hereon. This license shall continue in force till, and become void after the _____

Dated the _____ 19____ Signature _____ of _____

Endorsement on Form C.

Rules.

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

Conditions.

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

2. Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer and in such manner as may be approved by the licensing officer.

3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

FORM D.

No. _____

A special license to transport _____ pounds of carbide of calcium from _____ to _____ is hereby granted to _____, subject to the rules and conditions endorsed hereon, and by the following route, namely:—

The weight of carbide of calcium in each package shall not exceed _____

This license shall continue in force till, and become void after, the _____ day of _____ 19____

Dated the _____ 19____ Signature _____ of _____

Endorsement on Form D.

Rules.

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

Conditions.

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

2. Where the carbide of calcium is conveyed by steamer, it shall be stowed in any such part of the steamer and in such manner as may be approved by the licensing officer.

3. Where the carbide of calcium is conveyed by rail, it shall be subject to all the regulations which may, from time to time, be prescribed generally or specially in that behalf by the railway authority of the line over which it is conveyed.

FORM 2.

No.

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

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

Dated the _____

19 _____

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. 9-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.

ACETYLENE*

In exercise of the power conferred by sections 17 and 6 of the Indian Explosives Act, 1884 (IV of 1884), and in supersession of the notification of the Government of India in the Department of Commerce and Industry, No. 706-39, dated the 30th January 1915:—

1. 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 in 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 acetylene, 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 acetylene 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 compression.
- (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 acetone or other solvent, shall not

* Government of India Notification No. 206-13 of 6th December 1910.

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 cent.
- (3) Any acetone or other solvent used shall not be capable 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 acetone 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 acetylene any cylinder manufactured by any other firm unless it is in full possession of full particulars and previous history of such cylinder, or 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 twelve 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 soldered to it the name of the manufacturer and the words "Acetylene container 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 when 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 thoroughly 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 cylinders first issued by the firm, the tare weight of the cylinder including porous substance and acetone or other solvent, the nature of the solvent and the maximum pressure allowed in the cylinder. The record shall be open to the inspection of the Chief Inspector of Explosives and Inspectors of Explosives 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 cylinders 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,

Secretary to the Govt. of India.

IMPORTATION AND SHIPMENT OF GASES AND LIQUIDS UNDER PRESSURE.
MARINE DEPARTMENT.

NOTIFICATION No. 17-MARINE.

The 8th July 1935.—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 following by-laws made by the Commissioners for the Port of Calcutta under clauses (b) and (c) of sub-section (1) of the said section of the Act, to regulate the importation and shipment of gases and liquids in cylinders under pressure, in supersession of the by-laws published under this department notification No. 2-Mine, dated the 15th January, 1924:—

BY-LAWS.

Packages consisting of cylinders containing gases and liquids under pressure shall not be discharged from or shipped into vessels at the Docks (including Garden Reach Jetties) and the Calcutta Jetties in the Port of Calcutta except in accordance with the following conditions, namely:—

1. Cylinders shall comply in every respect—

- (a) in the case of "Permanent" gases, including coal gas, hydrogen and oxygen, either with the recommendations made by the Home Office Committee appointed in 1895, except that they need not be re-annealed or with those made in the first report of the Gas Cylinders Research Committee of the Department of Scientific and Industrial Research, as summarised in the summary of recommendations issued in 1929, and

- (b) in the case of "Liquefiable" gases, including ammonia, carbon-dioxide, chlorine ethyl chloride, hydro-cyanic acid, methyl chloride, nitrous oxide, phosgene and sulphur dioxide, either with the recommendations of the Home Office Committee appointed in 1895, except that they need not be re-annealed, or with those made in the fourth

report of the Gas Cylinders Research Committee of the Department of Scientific and Industrial Research, the cylinders being filled in accordance with the filling ratios given in the latter report.

When a compressed gas is carried in cylinders, the shippers shall produce a certificate to the effect that the recommendations of the appropriate Committee have been complied with and that the cylinders have been tested within the last two years.

2. Cylinders shall be packed and protected in the following manner:—

- (i) Cylinders of air, atmospheric over 8 feet in length and 10 inches in diameter.

Each cylinder (including the valve) shall be packed in a strong case.

- Cylinders of air, atmospheric up to 8 feet in length and 10 inches in diameter.

May be accepted naked provided a squared metal shoe or collar is fitted at each end of the cylinder.

- Coal gas, hydrogen, nitrous oxide and oxygen.

Each cylinder, which is not fitted with a squared metal shoe or collar at each end shall, including the valve be securely packed in one of the following ways:—

- (a) In a cover of continuous wood lagging not less than $\frac{1}{2}$ inch thick.
(b) In a cover of closely plaited 1 inch (circumference) hemp or coil.
(c) In a strong case, except that such case may contain more than one cylinder, provided the cylinders are closely packed within the case and the gross weight of the case and contents does not exceed 2½ cwt.

- (iv) Cylinders of anhydrous ammonia, carbonic acid gas, chlorine, methyl chloride, phosgene, sulphuretted hydrogen and sulphurous acid gas.

May be accepted naked provided the valves are completely recessed in the cylinders or completely protected by screwed metal caps and a squared metal shoe or collar is fitted at each end of the cylinder.

Each cylinder, the valve of which is not completely recessed or capped and which is not fitted with a squared metal shoe or collar at each end shall, with the valve, be securely packed in one of the ways mentioned above.

3. All cylinders shall be sufficiently marked so as to be easily identifiable as containing gas or liquid under pressure.

4. Discharge and loading at night will not be permitted.

5. Cylinders may be discharged on to the quay and removed to Transit Sheds, Hazardous Godown or other place set aside for such purpose, if delivery is not effected by the consignee immediately on landing.

6. Cylinders may also be accepted at the Transit Sheds for shipment.

7. Rules 5 and 6 do not apply to cylinders, the gross weight of which is 15 cwt or over. Such cylinders shall be taken delivery of from the ship's side immediately on landing and, in case of export, shall be shipped immediately on arrival on Dock or Jetty premises.

8. After being landed and until removed or placed in the Hazardous Godown or after being received for shipment all cylinders shall be adequately protected from the sun's rays by a suitable covering.

9. Cylinders containing gases and liquids under pressure shall not be unloaded or stored with inflammable liquids or empties, which have contained inflammable liquids, nor placed near a fire or exposed to other sources of heat.

A. MARR,

Secretary to the Government of Bengal.

RULES UNDER GLANDERS AND FARGY ACT.

NOTIFICATION No. 7239-AGRI.—THE 2ND SEPTEMBER 1916.

Rules.

Definition of term used in these rules.

1. In these rules—

- (1) "the Act" means the Glanders and Farcy Act, 1899 (XIII of 1899);
- (2) "the hospital" means the Contagious Diseases (Animals), Hospital attached to the Bengal Veterinary College Belgaichia;
- (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 port;
- (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.B.—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 (f) of the latter Act, and the word "asses" includes asses and mules.—See section 2 (g) of that Act.

2. The operations under the Act in the port shall be under the direction of the Principal, Bengal Veterinary College.

Duties of Master and signaller on arrival of vessel off Sagar Island.

3. Whenever a vessel with one or more horses on board arrives off Sagar 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 Sagar shall telegraph at once to the Principal advising the arrival of the vessel.

Note.—The telegraphic address of the Principal is "Bencol" Calcutta.

4. When any horse is suspected of being diseased, the owner suspected disease to Master.

5. (1) Whenever a vessel with one or more horses on board is in or about to enter the port, an Inspector may board 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 horse on board a vessel in the port is diseased or has been in contact with a diseased horse seizes 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.

Procedure when Inspector believes 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 the Master of the vessel, or to the owner or person in charge of the horse, a notice of seizure 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 found 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 section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the carcass shall be disposed of in the presence of a member of the Veterinary Preventive Force.

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 :—

(1) 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 Belgaichia, 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 epizootica 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 Veterinary College at Belgaichia.

10. When a horse or carcass which is diseased or believed to be diseased is about to be removed to another place for examination, slaughter, cremation, burial or any other lawful purpose, the owner or person in charge of the horse or carcass shall attach a suitable covering over the nostrils and to any other part of the body from which infectious matter may escape, so as to minimize the danger of spreading infection during removal.

11. (7) If a diseased horse dies, or is destroyed under the Act, the owner or person in charge of it shall, as soon as possible, and with all due care for the prevention of the carcass to be taken to a suitable place to be there burnt or buried 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.

12. (7) Whenever an Inspector issues a notice under section 9 of the Act to the Master or the officer in charge of a vessel to have the same disinfected, such disinfection shall be regulated as follows, namely:—

- (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 buckets, shall be burnt;
- (c) every part of the vessel which has been within the reach of a diseased or suspected horse shall be thoroughly scrubbed;
- (d) in the case of a steam vessel,—
 - (i) 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;
 - (ii) 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 scrubbing with hot water may be substituted for the use of a steam hose.

(2) Notwithstanding anything in sub-rule (1), the Inspector may of the case may seem to him to be necessary.

13. (7) Every vessel which has been disinfecting, examined by an Inspector, shall 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 Act or these rules, any horse which a Veterinary Practitioner has certified to be diseased, shall be 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, Royal Veterinary College, if it is proved to his satisfaction that the debtor has executed promptly and thoroughly all the duties laid upon him by or under the Act or these rules.

15. All sums due from any person under rule 14 shall be recoverable on application to a Magistrate, as if they were fines.

16. If, after completing the examination, the Veterinary Practitioner is of opinion that the horse is not diseased, the expenses incurred shall be debited to Government.

17. In the event of obstruction the Police shall, on the written 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 Preventive 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 punishable with imprisonment for a term which may extend to one month, 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 and shows no outward symptoms of disease, but which has been in contact with a diseased horse and rectus under 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;

- (b) in the opinion of the Veterinary Practitioner, it was apparently free from disease at the time when it came 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 of Rs. 100.

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.]

GLANDERS AND FARCY ACT, 1899.

Certificate of the Appointment of Inspector.

Certified that

_____ of _____ 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.

The _____ 19 _____ Principal,
Bengal Veterinary College.

SCHEDULE II.

[See Rule 7.]

Notice of seizure under Glanders and Farcy Act, 1899.

Notice is hereby given to you _____ of _____, 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.

I _____, 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 _____ of _____,

_____ having been seized under the said Act by Inspector _____, I have this _____ day, the _____ of _____, 19 _____, examined the said horse and believe it to be diseased within the meaning of section 2 (1) of the said Act.

BELGACHIA, CALCUTTA.

The _____ 19 _____

Veterinary Practitioner.

CHARGES ON GOODS—IMPORTS.

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 Jetty, 12 annas 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 Rs. 1-4-0 per ton or part of a ton;
 - (ii) When freight is charged by measurement by the steamer companies at a rate equal to the landing-charge which would have been levied had the same goods been landed by the Commissioners.
- (c) Transhipment cargo:—
 - (i) If landed overside into boats and re-shipped from boats into a second steamer no export river due will be charged.
 - (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 export river due will be charged.
- (d) On motor cars or aeroplanes not in cases at Rs. 15 per car or aeroplane.
- (e) On ship's life-boats at Rs. 4 per boat.
- (f) On all petroleum to which the Indian Petroleum Act applies at the rate of one pie per gallon.

NOTE I.—When none of the above provisions apply river due is charged at a rate equal to the landing-charge.

NOTE II.—A surcharge of 12½% on the river due is levied on all imports other than grain, wheat and other cereals, pulses, seeds, rice, flour, atta, bran and sugar.

NOTE III.—Samples of sugar and other commodities, catalogues and other articles for which the steamer companies charge no freight and on which no custom duty is payable may be exempted at the Commissioners' discretion from all Port Commissioners' charges.

Section I (d):—

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 sea-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 sea-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 stream.

NOTE.—For the purpose of assessing the amount of "ad valorem" toll payable the value of the goods will be taken to be the tariff value as fixed by the Government 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 Section 30 of the Sea Customs Act (VIII of 1858).

Calculations of the toll payable will be made to the nearest pie subject to a minimum charge of one pie 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:—

Manganese Ore	...	...	1 anna per ton.
Salt	...	...	1 anna per ton.
Timber	...	...	6 annas per ton.
Wheat, rice, seeds, pulses, grain and other cereals, flour, bran and atta	...	...	4 annas per ton.
Sugar	...	...	4 annas per ton.
Baked jute	...	...	1½ annas per bale.
Gummi	...	...	12 annas per ton.
Tea	...	...	12 annas per ton.
Hides and Skins	...	...	16 annas per ton.
Cotton piece-goods and all kinds of cotton twist and yarns	...	...	4 annas per bale.
Bunker coal	...	...	1½ annas per ton.
Shipment coal	...	...	½ anna per ton.
Scrap-iron	...	...	2 annas per ton.
Mineral oil	...	...	½ pie per gallon.

- (c) All goods transhipped from one sea-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 12½% of the import river due payable on such goods.

2. Differential Toll.

See also Section 9B.

In addition to the landing-charges given below a differential toll is levied on all goods landed at the Calcutta Jetties. Differential toll is also levied on all goods landed at the Docks or Garden Reach Jetties which are removed from the transit sheds or yards in foreign railway wagons, or in Port Commissioners' system except sugar, rice, wheat, seeds and other grain traffic, copper matte and iron ore. Differential toll is also levied on wines landed at the Docks or Garden Reach Jetties and removed to the Jetty Wine Godown, and also on any other commodities landed at the Docks or Garden Reach Jetties, which are removed by the Commissioners to the Calcutta Jetties prior to delivery.

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 landing-charge 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(c)(ii) above.
- (c) Ship's life-boats.
- (d) Pure cane molasses.
- (e) Locomotives landed complete.

3. Landing-charges.

The following landing-charges are ordinarily levied on goods landed at the Jetties or Docks, but the Commissioners reserve to them 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	Cotton piece-goods and all kinds of cotton twist and yarns.	Per bale or case	Rs. A. P. 0 4 0
2	Sugar, rice, grain, wax, floor, tapers, flour and seeds.	Per ton or part of a ton.	1 0 0
3	Gold, silver and jewellery.	Per package	0 4 0
4	Animals not in cages.	Each	2 0 0
5	Horse-boxes.	Each	4 0 0
6	Motor cars or aeroplanes not in cases.	Per car or aeroplane	10 0 0
7	Machines in bulk (on wharves).	Per ton	0 12 0
8	Ship's life-boats.	Per boat	4 0 0

Schedule No.	Description of goods.	Basis of charge.	Landing charge.
0	All other goods on which freight is charged by weight by the steamer companies and where the weight of any single package does not exceed 35 cwts. Over 35 cwts but not exceeding 100 tons.	Per ton or part of a ton gross weight.	Rs. A. P. 1 4 0
10	Over 35 cwts but not exceeding 100 tons.	"	3 12 0
11	Over 100 tons but not exceeding 100 tons.	"	10 0 0
12	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 100 c. ft. with a minimum charge of 1 anna per package.	Per 40 c. ft. or part thereof.	1 0 0
13	Over 100 c. ft. and up to 200 c. ft.	"	2 8 0
14	Over 200 c. ft.	"	3 12 0

Notification No. 128, dated the 6th July 1934.

It is hereby notified, under the provisions of section 107 of the Calcutta Port Act and with the approval of the Local Government that with effect from the 1st July 1934, a rate of Rs. 3-12-0 per ton or part of a ton will be levied on all heavy lifts above 35 cwts. (above 2 tons at Garden Reach Jetties and King George's Dock) in partial suppression of the charges notified under Schedule Nos. 10 and 11 of section 3 of the Commissioners' printed Scales of Charges.

NOTE I.—The floating cranes, 100-ton shores and 5-ton cranes at the Docks are used for lifts of over 35 cwts. When a crane vessel serves a ship at the Jetties or Docks, where such services are normally required, the rates shown in Section 3 above are charged, but otherwise the minimum charge for the use of a floating crane or the 100-ton shore is Rs. 50, and for work after 5 p.m. or before 7 a.m. or on a holiday, a fee of Rs. 10 per hour is charged for overtime. An extra charge of Rs. 50 is made for use of a floating crane above Howrah Bridge or below the Garden Reach Jetty.

NOTE II.—Where no basis for freight charge is laid down the landing-charges and all other charges payable to the Commissioners are recovered on weight or measurement basis at the Commissioners' option.

NOTE III.—Double the schedule charges for loading, rent and removal are charged subject to the provisions of Section 4(4):—

- (a) on all materials not removed from the Commissioners' premises on the next working day after the day of landing.
- (b) (i) On each consignment having a flashing point of not less than 70° F. and below 200° F. landing, rent and removal charges at schedule rates if the weight of the consignment does not exceed one ton.
- (ii) On each consignment having a flashing point of not less than 70° F. and below 200° F. landing, rent and removal charges at double the schedule rates if it is not removed from the Commissioners' premises on the next working day after the day of landing or loading, provided that the weight of the consignment exceeds one ton.
- (iii) On each consignment of petroleum or its products, having a flashing point of less than 70° F., landing, rent and removal charges at double

the schedule rates if it is not removed from the Commission's premises on the day of landing or unloading, whatever be the weight of the consignment.

- (c) on all consignments of fire-works landed or unloaded at the Docks or Jetties under the authority of Notification No. 3 Marine dated the 13th January 1932 which are not removed from the Commission's premises on the day of landing or unloading.

Notification No. 129, dated the 19th July 1934.

It is hereby notified, under the provisions of section 107 of the Calcutta Port Act and with the approval of the Local Government, that, with effect from the 1st August 1934, an inclusive flat rate of 8 annas per package may be levied on all small packages, other than *bona fide* personal baggage, accompanying passengers disembarking from or embarking in any sea-going vessel in lieu of landing or shipping charges, wharf toll, river due, differential toll, surcharge and *ad valorem* toll.

Notification No. 130, dated the 4th August 1934.

With effect from the 28th May 1934, a charge equal to one-third of the charge which would be payable for shipping—

- (a) will be levied when section 6 does not apply for the loading or unloading of carts or lorries and for the loading or unloading of packages weighing over 35 cwt. which are received or despatched by railway wagons, and
- (b) may be levied for the loading or unloading of Port Commissioners' wagons when neither shipping nor landing charges are payable.

4. Rent.

- (a) Goods are rent-free for three clear working days after the date of landing, Sundays, Chamber holidays and *dies non* and days on which the Custom House 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 schedule below whether the following day is or is not a working day.

NOTE 1.—The free time for wines, counts from the date of receipt in the Wine Godown.

NOTE 2.—The free time for hazardous goods other than matches and sulphur counts from the date of receipt in the Hazardous Godown.

If landed at the Calcutta Jetties or Mullick Ghat Heavy Lift Yard rent 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 25 cwt. in weight.		Rs. A. P.	Rs. A. P.
Cotton piece-goods and all kinds of cotton twist and yarn.	Per bale or case	0 2 0	0 4 0
Sugar, rice, grain, sago flour, tapioca flour and seeds.	See page 164	...	...
Motor cars or aeroplanes not in cases ...	Per car or aeroplane.	2 8 0	5 0 0
Horse-boxes ...	Each	1 0 0	2 0 0
Ship's life-boats ...	"	0 6 0	0 6 0
All other goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton gross weight.	0 5 0	0 10 0
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 100 c. ft.	Per 40 cubic feet or part thereof.	0 5 0	1 4 0
On any package measuring over 100 c. ft.	"	0 5 0	1 4 0
Goods of which each package exceeds 25 cwt. 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 companies.	Per 40 cubic feet or part thereof.	1 0 0	2 0 0

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.
Goods of which no package exceeds 25 cwt. in weight.		Rs. A. P.
Cotton piece-goods and all kinds of cotton twist and yarn.	Per bale or case	0 2 0
Sugar, rice, grain, sago flour, tapioca flour and seeds.	See page 164	...
Motor cars and aeroplanes not in cases ...	Per car or aeroplane	2 8 0

Description of goods.	Rate of charge.	Rent per unit after the free time.
Goods of which no package exceeds 35 cwt. in weight.		Rs. A. P.
Hops-boxes	Each	1 0 0
Ship's life-boats	Each	0 0 0
All other goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton gross weight.	0 5 0
All other goods on which freight is charged by measurement by the steamer companies.	Per 40 cubic feet or part thereof.	0 5 0
Goods of which each package exceeds 35 cwt. 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
All goods on which freight is charged by measurement by the steamer companies.	Per 40 cubic feet or part thereof.	1 0 0

Note.—At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning rent charges is 2 tons and not 35 cwt.

(b) On all sugar delivery of which is not taken within five clear working days from the date of landing, rent will be charged from the fourth day after the vessel began to discharge at the rate of Rs. 1 per ton per month or part of a month for the first month; 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 reckoned as a ton.

(c) On rice, grain, ssago flour, tapioca flour and seeds, delivery of which is not taken within three clear working days from the date of landing, rent 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 of 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 as a ton.

(d) On damaged goods including wines for which a claim is brought against the ship, rent is not charged until the fifth clear working day after landing, provided notice of survey is given 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 cargo, rent is not charged until ten clear working days after delivery of the outward report to the vessel's agent, 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 warehouses, 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.

Note II.—The removal charge on wines is not levied unless rent has been incurred.

Note 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 loading packages weighing over 35 cwt. 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 wagons.

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.

8. 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 cwt. at the Calcutta Jetties or Kidderpore Docks and not more than two tons at the Garden Reach Jetties or King George's Dock. If the weight is more than 35 cwt. 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 landing-charge is levied.

(b) A fee of Rs. 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.

9. Petroleum.

NOTE.—A surcharge of 50% of the wharfrage is payable on all kinds of petroleum or 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) Wharfrage or landing charge:—

Wharfrage is payable at the following rates:—

on dangerous petroleum	... 1½ pies per gallon.
on non-dangerous petroleum and its products	... 10 annas per ton of 280 gallons.

NOTE.—Wharfrage is charged on petroleum discharged in bulk from a vessel not being a sea-going vessel at the rate of 2½ pies per gallon on dangerous petroleum and at the rate of 16 annas per ton of 280 gallons on non-dangerous petroleum and its products.

(ii) In addition to wharfrage, the following charges are made when handling is done by the Commissioners:—

<i>Stevedoring</i> ...	Cases	... 4 pies per case.
	Barrels or drums	... 2 annas per barrel or drum.
	Cases	... If the distance carried does not exceed 500 feet—6 pies per case. 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.
	Barrels or drums	... If the distance carried does not exceed 500 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 1 anna per barrel or drum.
<i>Landing</i> ...	Barrels or drums	...

<i>Stevedoring or landing at night</i>	... 50 per cent. extra.
<i>Repairing or refilling cases</i>	... 4 pies per tin.
<i>Repairing and/or refilling barrels or drums</i>	... 4 annas per barrel or drum.
<i>Conveying empty cases</i>	... 6 annas per 100 cases.
<i>Storage</i> ...	...

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 petroleum and its products in cases, drums, barrels, or other receptacles in the Commissioners' storage shed at Budge Budge.

*The charges will be levied for similar services, when petroleum is landed at the Docks.

B. A differential toll of one pie per gallon will be levied on all non-dangerous petroleum and its products to which the Indian Petroleum Act VIII of 1899 applies, discharged in bulk from any sea-going vessel lying in the Kidderpore or King George's Docks. The differential toll paid at the time of landing will, however, be refunded on all such non-dangerous petroleum and its products which is subsequently despatched in country boats or by river steamers from the Docks.

River due, wharfrage and surcharges will also be levied at the same rates as those payable at the time on non-dangerous petroleum and its products discharged in bulk from any sea-going vessel at the Petroleum Wharf, Budge Budge.

10. Moyapur Depot.

<i>Explosives</i> ...	Magazine Fee. (Includes use of boat, landing, removal to magazine and delivery)	... Rs. 1 per package.
	Rent	... As. 8 per package per month or part of a month.
	River due	... Rs. 1-4-0 per ton plus 12½% surcharge.

11. Warehouse charges.

Fairlie 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.
Cement... ..	0	4 0 per cask.

All other goods—

(i) if the landing-charge is levied by weight ...	1	0 0 per ton or part of a ton.
(ii) if the landing-charge is levied by measurement ...	0	0 8 per cubic foot.

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-paid 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.
Cement	0	2 0 per cask.

All other goods—

(i) If the landing-charge is levied by weight ...	Rs.	A. P.
...	0	8 0 per ton or part of a ton.
(ii) If the landing-charge is levied by measurement ...	0	0 4 per cubic foot.

If notice is given to the Commissioners to remove goods to the Garden Reach "A" 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 :—

Compartment are let on monthly tenancy leases at the following rates of rent :—

Ground floor ...	Rs.	360 per 2,250 sq. ft. per mensem.
First	300	" " " " "
Second	250	" " " " "

Garden Reach "A" Warehouse :—

Compartment are let on monthly tenancy leases at the following rates of rent :—

Ground floor ...	Rs.	100 per 1,000 sq. ft. per mensem.
First	85	" " " " "
Second	70	" " " " "
Third	60	" " " " "

Budge Budge Petroleum Warehouse—See Section 9.

CHARGES ON GOODS—GENERAL.

12. Charges for Travelling Cranes.

	Rs.	A.
On lifts not exceeding 2 tons ...	1	0 per ton or part of a ton
On lifts exceeding 2 tons but not exceeding 4 tons ...	1	8 do.
On lifts exceeding 4 tons but not exceeding 10 tons ...	2	0 do.
On lifts exceeding 10 tons up to the crane's capacity ...	4	0 do.

The minimum charge, exclusive of haulage, is Rs. 10 per day or part of a day and the maximum charge is similarly Rs. 40.

An extra charge of Rs. 25 to cover haulage is made for the use of a travelling crane outside the Kidderpore Dock area.

13. Weight or Measurement charges.

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' staff to weigh or measure 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 weight or measurement charge is levied 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' wagons at owners risk between any point in the Dock area and any point outside this area or between any point in the Jetty area and any point outside this area, a charge will be made of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option. The Commissioners' risk rate will be Rs. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.
- (b) On rice, paddy, gram, maize, chut, lentils and millet and all the commodities enumerated under the heading "Grain and Pulses" removed 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. 3-8-0 per axle at the Commissioners' option, if the removal be at the owners risk, and at 10 annas per ton or part of a ton, or Rs. 5-12-0 per axle 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 linned 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) above. Linned when despatched from the Armenian Steamer quay to any points in the Dock area will also be charged freight at the rates laid down in section 14(d).
- (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) above.
- (e) On military traffic the axle rate is always charged.

15. Local Terminal.

A charge of Rs. 5 per axle is levied on all coaching traffic, with the exceptions mentioned in Note 1 of Section 16, received at or 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 levied on all other railway traffic 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 payable 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 Ramount 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 Railway freight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles.

Note 1.—For the purposes of section 15 and 16 horse boxes and wagons carrying horses or bullock-vans hooked to and from the Ramount Depot will be charged at Rs. 1-4 per axle.

Note 2.—A shunting charge of Rs. 1-4-0 per axle may be levied on all wagons hooked to depots East of Tolly's Nullah rented from the Port Commissioners when neither Port Trust Railway freight nor removal is payable to the Commissioners on the traffic 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 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 ... Rs. 1-4-0 per ton or part of a ton.
2. Manganese, Chrome, Peroxide, Kyauite, Sillimanite and Aluminium Silicate ores shipped in bulk ... 10 annas
3. Bauxite ore shipped in bulk ... 8 " "

4. Iron ore shipped in bulk ... 4 annas per ton or part of a ton.
 5. Bunker coal loaded into vessel's bunkers for consumption on board that vessel ... 6 " " "
 6. All other export coal ... 8 " " "
 7. Pig iron and strap iron ... Re. 1 " " "
 8. Motor cars or aeroplanes not in cases ... Ra. 15 per car or aeroplane.
 9. Ship's life-boats ... Rs. 4 each.
 10. Baled jute ... 5 annas per bale.
 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 steamer companies ... Ra. 1-4-0 per ton or part of a ton.
 13. All other goods on which freight is charged by measurement by the steamer companies ... Equal to the shipping charge, chargeable for such or similar goods.
 14. Sugar ... 6 annas per ton or part of a ton.
 15. Molasses in bulk ... 4 " " "

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 12½% of the river due is levied on all exports other than manganese ore, chrome ore, peroxide ore, tea, grain, wheat and other cereals, pulses, seeds, rice, flour, oil, brass, sugar, molasses and coal in respect of which a certificate of shipment has been granted by the Coal Grading Board under the provision of Section 6 of the Coal Grading Board Act 1925.

Note III.—A rebate of 50% of the river due is allowed on export coal in respect of which a Coal Grading Board's certificate has been submitted.

Transhipment Cargo.—

- (1) If landed overseas 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.

- * Yixed toll ... 4 annas per ton or part of a ton.
 * Wharfage ... 2 " " "
 * Ad valorem toll ... 4 annas per Ra. 100.

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:—

Section No.	Description of Goods.	Basis of Charge.	Rate.
1	Coal	Per ton or part of a ton.	Rs. A. P. 0 8 0
2	Cotton, hemp, jute and all fibres in bales ...	Per bale.	0 4 0 (See note below)
3	Grain and seeds excluding rice ...	Per ton or part of a ton.	0 8 0
4	Hides and Skins ...	Per cwt. or part of a cwt.	0 1 6
5	Manganese ore and all ores shipped in bulk ...	Per ton or part of a ton.	0 8 0
6	Tea	Per 100 lbs.	0 1 0
7	Sheep and goats not in cages ...	Per animal.	0 2 0
8	All other animals not in cages ...	"	2 0 0
9	Horse Boxes	Each	4 0 0
10	Motor cars or aeroplanes not in cases ...	Per car or aeroplane	10 0 0
11	Ship's life boats	Each	4 0 0
12	All other goods on which freight is chargeable by weight and when the weight of any single package does not exceed 35 cwt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks ...	Per ton or part of a ton.	0 12 0
When the weight exceeds 35 cwt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks the shipping charge equals the landing charge.			
13	All other goods on which freight is charged by measurement and when the measurement of any single package does not exceed 100 cubic feet with a minimum charge of 1/2 anna per package.	Per cubic ft.	0 0 5
14	Over 100 c. ft. and up to 200 c. ft.	" " "	0 1 0
15	Over 200 c. ft.	" " "	0 1 6
16	Sugar	Per ton or part of a ton.	0 8 0

NOTE.—A rebate of 2 annas per bale is granted on the shipping charge levied under Section 18 above on cotton, hemp, and all fibres in bales, except jute. This rebate does not affect the removal charge, viz. 3 annas per bale, which is based on the shipping charge of 4 annas per bale, or any other charge similarly based on the shipping charge; but the payment of a removal charge in the case of cotton, hemp, jute or any fibres is liable exempt for one week the payment on the same consignments of rent under Section 19(a) below.

A rebate of 1 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 1 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 cwt. On packages weighing over 35 cwt. the full shipping charge is levied.

NOTE III.—On exports landed by the Commissioners on to a quay from boats and shipped direct into boat or ship the ordinary shipping charge is levied.

NOTE IV.—On exports landed by the Commissioners on to a quay from boats, landed in a shed and subsequently shipped by boat or ship double shipping charge and rent charge as laid down in Section 19.a) are levied.

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	...	Rs. 0-0-6 (or Rs. 0-1-0 when stored under cover) per ton or part thereof per month or part of a month, payable on the maximum stock held during the month.
Wheat, seeds, gram, dhal, lentils and peas.	...	Kantapukur rates of rent (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	...	Rs. 0-6-0 per day per boat.
Cotton (stored in the open at owner's risk)	...	Rs. 0-0-6 per bale per month, or part of a month payable on the maximum stock held during the month.

(b) When goods are booked to a specified shed without a steamer's name being given such goods will be understood as intended for shipment by the first steamer at the berth when the goods arrive it will be understood that shipment is intended by that steamer; otherwise by the next following steamer. If not so shipped such goods will be treated as shut out.

Shut-out cargo:—

(c) Goods not shipped by the steamer for which they were intended will be charged rent in accordance with the following schedule from the date of receipt of the goods in the transit shed or yard up to the date on which complete documents are submitted for a vessel for which exports are opened and by which the goods are actually shipped:—

Manganese ore and all other ores shipped in bulk, scrap iron	...	As per section 19 (a)
Wheat, seeds, gram, dhal, lentils and peas	...	9 annas per ton per week or part of a week.

All other goods (except coal for which see section 23) ... A rate per week or part of a week equal to the shipping charge.

NOTE.—The Commissioners will be prepared to consider the waiving of rent charges incurred under section 19(c) when cargo is shut out for reasons which in their opinion are unavoidable.

(d) Goods received for shipment but removed from the Commissioners' premises will incur rent charges in accordance with the above schedule from the date of their receipt up to the date of their removal.

Put-back cargo:—

(e) 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 shed, warehouse or yard to another shed, 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 1½ 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 the rate of 2 annas per bag per week or part of a week plus a removal charge of 1 anna per bag. If after one month from the date the ship leaves her berth, the bags are not claimed, they will be sold by the Commissioners.

22. Jute, Hemp, Cotton and Wool—

Burst bales and bales opened for examination:—

(a) Bales ex Port Commissioners or Foreign Wagons.—The Commissioners will carry, free of charge, to Press Houses situated on the Northern Section of their Railway, 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.

23. Coal:

In addition to the shipping charge of eight annas per ton (see Section 18), which includes the cost of trimming in the ship's hold, the following charges are levied in certain circumstances:—

AS. P.

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 16 pence per ton or part of a ton.

When coal or coke arrives before the ship is ready to receive it and is dumped 30 " " "

Note.—This dumping charge will not be reimposed, 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.

Coal.—(Contd.)

(ii) When delivery of coal is taken by boats, carts, lorries or other vehicles for local use.

(iii) When coal is shipped from a rented private depot.

Rise.—On all coal dumped rent is charged at the rate of one anna per ton or part of a ton per month 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:—

Loading	Rs. 0 3 0	per ton or part of a ton.
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Wagon charge	Rs. 0 6 0	"
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Removal by coolies from one berth to another	Rs. 0 3 0	"
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Squaring up and measuring dumped coal after a vessel has completed loading	Actual cost.	
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Labour for tending scales for weighing coal	Rs. 2 8 0	per 100 tons.
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Trimming coal shipped overside	Rs. 0 2 0	per ton or part of a ton.
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Night work (at the request of the shipper) additional charge	Rs. 0 1 0	"
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Re-landing charges:—

Landing (including stevedoring)	Actual cost.	
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Removal from discharged berth:—

Loading	Rs. 0 3 0	per ton or part of a ton.
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Wagon charge	Rs. 0 6 0	"
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Rent per week or part of a week	Rs. 0 4 0	"
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Coal loaded into Boats or Lighters	Rs. 0 8 0	"
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24. Manganese and all ores shipped in bulk.

In addition to the shipping charge of 8 annas per ton the following charges are levied if incurred:—

Dumping from wagons	Rs. 0 3 0	per ton or part of a ton.
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Loading into wagons ... Rs. 0 3 0 per ton or part of a ton.

Night work, unless three clear days' notice of the shipment is given ... " 0 1 0 "

Rent ... " 0 0 6 " per month or part of a month payable on the maximum stock laid during the month.

When removed in wagons—

Wagon charge ... Re. 0 6 0 per ton or part of a ton but in the case of manganese ore, iron ore, chrome ore and peroxide ore the charge is 3 annas per ton or part of a ton and in the case of bauxite ore the charge is 2 annas per ton or part of a ton.

25. Tea.

Tea Warehouses—Sale Teas:—

(1) Receiving at Warehouse, including wharf toll, per 90 lbs. ... 6 pies.

(2) (a) Rent, including cost of laying down, opening before and closing after broker's inspection, will be charged for the first month or part thereof, at ... 3 annas per 90 lbs.

After first month per week or part of a week ... 9 pies per 90 lbs.

In the event of congestion in the Warehouses, 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.

(b) A removal charge equal to 75% of the shipping charge or Tea Transit Shed to a warehouse will be levied on all tea removed from a warehouse to a Shipment Shed.

When the removal charge is levied no loading charge [See 25(14)] will be levied.

Ten.—(Concl.)

(3) *Delivery charge from Warehouse.—*

Teas not intended for shipment at the Docks or Garden Reach Jetties:—

On packages each weighing 20 lbs. ... 6 pies per package.

On consignments consisting of packages each weighing less than 20 lbs. net ... 6 pies per 20 lbs. or part of 20 lbs. net.

(No extra charge is made in the case of shipment teas, the service being covered by the shipping charge)

(4) For transfer from one warehouse to another, the ordinary removal charge is made (See Section 20).

Kidderpore Docks and Auxiliary Sheds—Direct Shipment Teas.

(5) (a) Rent, removal, and shipping charges are levied at the rates quoted for exports in general.

(b) On tea not booked to a specified shipment shed and unloaded at Kantspukur, rent will be charged at the rate of 6 pies per 100 lbs. per week or part thereof.

Miscellaneous charges.—

(6) Cross cutting chests on one side, per package ... 6 pies.

(7) " " " " both sides " ... 1 anna.

(8) Re-opening for inspection and closing, per package ... 6 pies.

(9) Assorting and re-stacking, per package ... 2 pies.

(10) Balking and re-packing full chests into full chests or half chests into half chests, per 2 chests ... 1 rupee.

(11) Balking 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 ... 2½ 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 balking 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 cwt. from railway wagons.

27. **Grains, seeds, pulses and other inward Rail-borne traffic.**

All grains, seeds and pulses booked to the Docks are unloaded at Kantapur unless booked to a particular shipment shed. Rent is charged from the date on which the goods are unloaded at the following rates:—

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.

Sited accommodation at Kantapur 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-shipment goods booked by rail to the Docks, including Kantapur pending delivery are charged wharfrage at the rate of 3 pies per maund or part of a maund per week or part of a week, subject to 48 hours free time from midnight of the date on which the goods are made available for delivery, provided no other storage charge under the Rules of Charges framed by the Commissioners under the authority of the Calcutta Port Act is levied on such goods.

NOTE II.—When freight is levied by weight, wharfrage 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.

NOTE III.—Sundays and other holidays are treated as *die* *non* in calculating wharfrage. In all other respects the general rules regarding wharfrage for over the Eastern Section of the Eastern Bengal Railway are applied.

28. **Hides and Skins.**

The rates of rent at the Hide Depôts are :—

Godown accommodation Rs. 50 per 1,000 sq. ft. per mensem.

Verandahs ... Rs. 30 per 1,000 " "

Compound space ... Rs. 4 per cotta per mensem.

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 Duos.**

On all sea-going vessels entering the Port 3 pies per ton (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 entry.

*31. **Deratisation Fees.**

The undernoted fees are charged for deratisation and deratisation exemption certificates :—

	Fee for the grant of a deratising certificate.	Fee for the grant of a deratising exemption certificate.
For a vessel with a capacity of 50,000 c. ft. and under ...	Rs. 140	Rs. 50
For a vessel with a capacity of between 50,001 and 100,000 c. ft. ...	175	60
For a vessel with a capacity of between 100,001 and 200,000 c. ft. ...	220	70
For a vessel with a capacity of between 200,001 and 300,000 c. ft. ...	275	80
For a vessel with a capacity of between 300,001 and 400,000 c. ft. ...	330	90
For every 100,000 c. ft. over 400,000 c. ft. fumigated ...	60 extra.	10 extra.
For the issue of a certificate on a Sunday or a closed holiday ...	40 "	40 "
For the issue of a certificate between 1 p.m. and 6 a.m. ...	40 "	40 "

32. **Port Duos.**

Port Duos are charged at the following rates on net registered tonnage.—

Dhoomies and country vessels employed in the coasting trade payable not more than once Re. in 60 days ... 0-2-0 per ton.

Vessels entering in ballast and not carrying passengers ... 0-3-0 " "

Vessels entering and leaving in ballast and not carrying passengers ... 0-1-6 " "

* These charges are recovered by the Commissioners on behalf of Government.

+ Vide Notification No. 655 P. H., dated the 20th March 1926 as amended by Notification No. 2778 P. H., dated the 25th November 1931.

Other sea-going vessels of 20-tons and upwards payable by mail-steamers and coasting vessels not more than once in 60 days ... Re. 0-4-0 per ton.

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 .. "

33. Assistant Harbour Masters' Fees.

On all vessels not exceeding 5,000 tons gross.

	Rs.
(a) Hauling to or from moorings, each operation ...	40
(b) Hauling to or from swinging moorings, each operation ...	28
(c) Re-mooring, each operation ...	40
(d) Hauling in or out of dry docks other than those belonging to the Commissioners, each operation ...	96
(e) 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 each of the above operations of Rs. 2 for every 500 tons or part thereof by which the gross tonnage exceeds 5,000.

(f) An extra charge of Rs. 32 will be made when an Assistant Harbour Master is employed on Sundays, holidays or at night, i.e., between 6 P.M. of one day and 6 A.M. of the following day.

(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.

34. Mooring Hire.

	Rs.
All vessels up to 999 tons gross per day or part of a day	15
" " from 1,000 to 1,999 tons gross " " "	18
" " " 2,000 to 2,999 " " "	21
" " " 3,000 to 3,999 " " "	24
" " " 4,000 to 4,999 " " "	27
" " " 5,000 to 5,999 " " "	30
" " " 6,000 to 6,999 " " "	33

Mooring Hire—(Concl'd.)

	Rs.
All vessels from 7,000 to 7,999 tons gross per day or part of a day ...	36
" " " 8,000 to 8,999 " " "	39
" " " 9,000 to 9,999 " " "	42
" " " of 10,000 tons gross or over " " "	45
Reserved moorings per month ...	600
Occupation of swinging moorings per diem ...	3
For the use of moorings at Budge Budge by flats, for the first 24 hours ...	15
For each succeeding 24 hours or part of 24 hours ...	3

For the use of moorings by launches, house-boats, etc.— per vessel.

Swinging moorings per diem ...	3
Fixed moorings hired by the month if vessel is not more than 70 feet over all, per vessel ...	Rs. 52 8 0 per mensem.
If vessel is more than 70 feet over all, per vessel ...	60 0 0 .. "

35. Dry-Dock charges.

(1) For the first 24 hours:—

For vessels not exceeding 2,000 tons gross ...	9½ annas per ton.
For vessels from 2,000 to 3,000 tons gross ...	Rs. 1,518-12-0 (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. 7-5-0 for every 50 tons or part of 50 tons above 3,000.

From the 2nd to 8th day inclusive for every six hours or part thereof ... Rs. A. P. 100 0 0

From the 9th day and thereafter, for every six hours or part thereof ... Rs. 150 0 0

Note.—In no case shall the daily charge for the use of any of the Commissioners' dry docks for the second and subsequent days exceed the charge payable for the first twenty-four hours except that the Commissioners may, if they wish, make a charge of Rs. 1,000 per diem for the twenty-first and subsequent days.

When a ship requires a special deposition of blocks, for the complete operation of laying and replacing ... Rs. 750 0 0

For re-docking within the period for which the vessel has been regulated or re-regulated, for each operation ... 250 0 0

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 Tidal Basin into the Dry Docks and back, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work 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 she clears the Dry Dock entrance when leaving.

(4) A charge of Rs. 50 per diem is made for a supply of water for testing tanks or similar purposes.

(5) A charge of Rs. 87.5-0 is made for the use of a Commissioners' captain for the handling of a ship's propellers or for other work required by the ship.

36. Towing charges.

For the services of a tug :—
Between Garden Reach and the Howrah Bridge—100 per tug.

Note.—The charge for a tug to assist an ocean-going vessel to turn in Garden Reach may be reduced by the Commissioners from Rs. 100 to Rs. 80 if the vessel requiring assistance is fitted with a towing slip lock of suitable design.

Within the Docks ... Rs. 60 per tug per operation.

Above the Howrah Bridge or below Garden Reach but within Port limits ... 200 per tug.

If the tug is not required on the tide applied for, an extra charge ... 25 "

Outside Port limits—

Turning of outward-bound ocean-going steamers in Ulubaria Reach or between the southern limits of the Port of Calcutta and a line drawn due west from Moyapur Semaphore ... 200 " "

For other purposes per 12 hours or part thereof counting from the time the tug leaves her moorings or place of call to the time of her return ... Rs. 600 per tug.

For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of such journey ... 1-3-0 per gross registered ton with a minimum charge of Rs. 1,200.

For towing dhonies 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 convenience.

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 disembarkation of passengers only, in addition to mooring hire is charged Rs. 200 for the first 24 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof.

Note II.—A vessel occupying a mean 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 Budge Budge will be required to pay berth hire at the rate of Rs. 30 per day or part of a day, in addition to mooring hire except that sea-going vessels of less than 100 tons net register will only be required to pay combined berth hire and mooring hire at the rate of Rs. 5 per 12 hours or part thereof.

Note IV.—When a vessel is removed from a jetty or from a berth in the docks to another jetty or berth, berth hire in addition to mooring hire will only be charged for one jetty or berth in respect of the day on which such move takes place. Berth hire will be charged for the jetty or berth at which the greater time is spent on the day of such move.

39. Night Work.

A vessel working either at the Docks or Jetties between the hours of 6 P.M. on one day and 6 A.M. on the following day is charged Rs. 2-8-0 per crane or derrick per hour.

NOTE I.—Until further notice the Commissioners will not supply labour on cranes for night work at the Calcutta Jetties and the charge of Rs. 2-8-0 per derrick or crane per hour will be reduced at the Calcutta Jetties to 4 annas per hour per derrick between the hours of 6 P.M. and 6 A.M.

NOTE II.—The charges in this section will be levied unless the other for night work is cancelled before 4-30 P.M.

40. Holiday Fee.

A vessel working at the Jetties or Docks on a Sunday or Chamber Holiday is charged an extra Rs. 150 a day or part of a day except at a coaling jetty, where the extra charge is Rs. 55.

41. Miscellaneous charges.

(a) A vessel supplied with electric light for deck and holds is charged Rs. 10 from dusk to midnight and Rs. 10 from midnight to daylight.

(b) Hire of tubs, per tub ... Re. 1 per diem.

(c) Clayton Fumigating apparatus, each operation ... Rs. A. P. 100 0 0

(d) Services of a dress diver with apparatus 50 0 0 per diem.
" skin divers, per man ... 10 0 0 "

(e) Shackle hire, for the first 30 consecutive days ... 0 4 0 "shackle per diem.
" " thereafter ... 0 2 0 "

(f) Hire of cable chain ... 4 0 0 per diem for each length of 30 fathoms.

(g) Anchor hire ... 2 0 0 per anchor per diem.

(h) Salvage on anchors and chains ... 4 0 0 per cwt. or part of a cwt.

(i) Hire of hawser boat ... 20 0 0 per diem.

(j) Hire of heave-up boat ... 40 0 0 "

(k) Hire of anchor vessel ... 100 0 0 "

(l) Hire of lunch ... 30 0 0 "

Rs. A. P.

(m) Salvage of logs ... 5 0 0 per log.

(n) Supply of filtered-water to vessels in King George's Dock ... 5 0 0 " 1,000 gallons or part thereof as registered on the Commissioners' meters.

In the case of item (c) an extra charge of Rs. 10 is levied if the apparatus is used on a Sunday or a Chamber holiday or after sunset.

In the case of items (a), (d), (i), (j), (k), (l) and (m) double charges are levied if services are required outside Port limits.

In the case of items (e), (j) and (k) Sunday or Holiday work is charged for at double rates and night work is charged for at two and a half times the ordinary rate.

42. Charges on Boats and Flats.

(a) Registration Fees:—

For registering, branding and issuing certificate.—

Rs. A. P.

(i) if already licensed—

Class I boats ... 5 0 0

Class II boats ... 0 2 0 per ton subject to a maximum of Rs. 5.

Cargo flats ... 4 0 0

Passenger boats of the dinghy, dhoko or green boat class ... 1 0 0

Other passenger boats ... 5 0 0

(ii) If not already licensed, half the licensed fee—see below.

(b) Licensing Fees:—

For surveying, painting numbers and issuing license.—

(i) Class I boats not exceeding 40 tons 0 4 0 per ton.

Class I boats over 40 tons but not exceeding 70 tons ... 0 5 0 "

Class I boats over 70 tons ... 0 6 0 "

- Rs. A. P.
- Subject in every case to a maximum of ... 32 0 0 per ton
- (ii) Class II boats ... 0 4 0 "
- (iii) Cargo flats ... 8 0 0 each
- (iv) Passenger boats—for every passenger which the vessel is licensed to carry subject in the case of dinghys, bhoies or green boats to a maximum of Rs. 7-5-0 per vessel and in the case of all other passenger boats to a maximum of Rs. 32 per vessel ... 0 3 0 per passenger.
- (v) Combined cargo and passenger boats—the cargo or passenger rate whichever is the greater subject to a maximum of Rs. 32 per vessel.
- (c) Miscellaneous Charges:—
- (i) Manjees' license ... 0 4 0 each.
- (ii) License plate for passenger boats 0 8 0 "
- (iii) Endorsement of change of ownership on certificate of registry and license ... 2 0 0 "
- (iv) Issue of duplicate license ... 1 0 0 "
- (v) Issue of duplicate certificate of registry ... 2 0 0 "
- (vi) Extension of certificate—One-sixth of the annual license fee per month or part of a month.
- NOTE.—For method of calculation of tonnage, see Port Rules.
- (d) Dock Toll on boats and flats:—
- (i) A charge of one anna per ton or part of a ton calculated on the registered tonnage (subject to a minimum charge of Rs. 2) is levied on all boats entering the Docks.
- (ii) A fixed charge of Rs. 1 per thousand maunds or part of a thousand maunds or carrying capacity is levied on all flats licensed as such by the Commissioners' Boat Surveyor which enter King George's Dock.

APPENDIX I. TABLE OF PILOTAGE FEES.

NOTE.—The pilotage fees given below were raised by 15 per cent, with effect from the 1st March 1908. (Under Notification No. 12,248-84, dated 1908, the Pilotage Fees were raised by 10 per cent, with effect from the 1st March 1907. The total increase is therefore 25 per cent.)

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

DIRECTION OF WIND.	DISTANCE OF WIND.	INWARD PILOTAGE.											
		Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.
Exceeding 5 feet but not exceeding 9 feet	10	10	0	0	10	0	0	10	0	0	10	0	0
10	10	10	0	0	10	0	0	10	0	0	10	0	0
11	11	11	0	0	11	0	0	11	0	0	11	0	0
12	12	12	0	0	12	0	0	12	0	0	12	0	0
13	13	13	0	0	13	0	0	13	0	0	13	0	0
14	14	14	0	0	14	0	0	14	0	0	14	0	0
15	15	15	0	0	15	0	0	15	0	0	15	0	0
16	16	16	0	0	16	0	0	16	0	0	16	0	0
17	17	17	0	0	17	0	0	17	0	0	17	0	0
18	18	18	0	0	18	0	0	18	0	0	18	0	0
19	19	19	0	0	19	0	0	19	0	0	19	0	0
20	20	20	0	0	20	0	0	20	0	0	20	0	0
21	21	21	0	0	21	0	0	21	0	0	21	0	0
22	22	22	0	0	22	0	0	22	0	0	22	0	0
23	23	23	0	0	23	0	0	23	0	0	23	0	0
24	24	24	0	0	24	0	0	24	0	0	24	0	0
25	25	25	0	0	25	0	0	25	0	0	25	0	0
26	26	26	0	0	26	0	0	26	0	0	26	0	0
27	27	27	0	0	27	0	0	27	0	0	27	0	0
28	28	28	0	0	28	0	0	28	0	0	28	0	0
29	29	29	0	0	29	0	0	29	0	0	29	0	0
30	30	30	0	0	30	0	0	30	0	0	30	0	0
31	31	31	0	0	31	0	0	31	0	0	31	0	0
32	32	32	0	0	32	0	0	32	0	0	32	0	0
33	33	33	0	0	33	0	0	33	0	0	33	0	0
34	34	34	0	0	34	0	0	34	0	0	34	0	0
35	35	35	0	0	35	0	0	35	0	0	35	0	0
36	36	36	0	0	36	0	0	36	0	0	36	0	0
37	37	37	0	0	37	0	0	37	0	0	37	0	0
38	38	38	0	0	38	0	0	38	0	0	38	0	0
39	39	39	0	0	39	0	0	39	0	0	39	0	0
40	40	40	0	0	40	0	0	40	0	0	40	0	0
41	41	41	0	0	41	0	0	41	0	0	41	0	0
42	42	42	0	0	42	0	0	42	0	0	42	0	0
43	43	43	0	0	43	0	0	43	0	0	43	0	0
44	44	44	0	0	44	0	0	44	0	0	44	0	0
45	45	45	0	0	45	0	0	45	0	0	45	0	0
46	46	46	0	0	46	0	0	46	0	0	46	0	0
47	47	47	0	0	47	0	0	47	0	0	47	0	0
48	48	48	0	0	48	0	0	48	0	0	48	0	0
49	49	49	0	0	49	0	0	49	0	0	49	0	0
50	50	50	0	0	50	0	0	50	0	0	50	0	0
51	51	51	0	0	51	0	0	51	0	0	51	0	0
52	52	52	0	0	52	0	0	52	0	0	52	0	0
53	53	53	0	0	53	0	0	53	0	0	53	0	0
54	54	54	0	0	54	0	0	54	0	0	54	0	0
55	55	55	0	0	55	0	0	55	0	0	55	0	0
56	56	56	0	0	56	0	0	56	0	0	56	0	0
57	57	57	0	0	57	0	0	57	0	0	57	0	0
58	58	58	0	0	58	0	0	58	0	0	58	0	0
59	59	59	0	0	59	0	0	59	0	0	59	0	0
60	60	60	0	0	60	0	0	60	0	0	60	0	0
61	61	61	0	0	61	0	0	61	0	0	61	0	0
62	62	62	0	0	62	0	0	62	0	0	62	0	0
63	63	63	0	0	63	0	0	63	0	0	63	0	0
64	64	64	0	0	64	0	0	64	0	0	64	0	0
65	65	65	0	0	65	0	0	65	0	0	65	0	0
66	66	66	0	0	66	0	0	66	0	0	66	0	0
67	67	67	0	0	67	0	0	67	0	0	67	0	0
68	68	68	0	0	68	0	0	68	0	0	68	0	0
69	69	69	0	0	69	0	0	69	0	0	69	0	0
70	70	70	0	0	70	0	0	70	0	0	70	0	0
71	71	71	0	0	71	0	0	71	0	0	71	0	0
72	72	72	0	0	72	0	0	72	0	0	72	0	0
73	73	73	0	0	73	0	0	73	0	0	73	0	0
74	74	74	0	0	74	0	0	74	0	0	74	0	0
75	75	75	0	0	75	0	0	75	0	0	75	0	0
76	76	76	0	0	76	0	0	76	0	0	76	0	0
77	77	77	0	0	77	0	0	77	0	0	77	0	0
78	78	78	0	0	78	0	0	78	0	0	78	0	0
79	79	79	0	0	79	0	0	79	0	0	79	0	0
80	80	80	0	0	80	0	0	80	0	0	80	0	0
81	81	81	0	0	81	0	0	81	0	0	81	0	0
82	82	82	0	0	82	0	0	82	0	0	82	0	0
83	83	83	0	0	83	0	0	83	0	0	83	0	0
84	84	84	0	0	84	0	0	84	0	0	84	0	0
85	85	85	0	0	85	0	0	85	0	0	85	0	0
86	86	86	0	0	86	0	0	86	0	0	86	0	0
87	87	87	0	0	87	0	0	87	0	0	87	0	0
88	88	88	0	0	88	0	0	88	0	0	88	0	0
89	89	89	0	0	89	0	0	89	0	0	89	0	0
90	90	90	0	0	90	0	0	90	0	0	90	0	0
91	91	91	0	0	91	0	0	91	0	0	91	0	0
92	92	92	0	0	92	0	0	92	0	0	92	0	0
93	93	93	0	0	93	0	0	93	0	0	93	0	0
94	94	94	0	0	94	0	0	94	0	0	94	0	0
95	95	95	0	0	95	0	0	95	0	0	95	0	0
96	96	96	0	0	96	0	0	96	0	0	96	0	0
97	97	97	0	0	97	0	0	97	0	0	97	0	0
98	98	98	0	0	98	0	0	98	0	0	98	0	0
99	99	99	0	0	99	0	0	99	0	0	99	0	0
100	100	100	0	0	100	0	0	100	0	0	100	0	0

TABLE OF PILOTAGE FEES.

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

DRAUGHT OF WATER.		OUTWARD PILOTAGE.															
		14	11	10	9	8	7	6	5	4	3	2	1	1/2	1/4	1/8	1/16
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Exceeding 8 feet, but not ditto 8	Not exceeding 8 feet	40 8	36 12	33 12	30 0	27 0	23 4	20 4	17 4	15 8	10 8	8 6	6 12	3 12	3 12	3 12	3 12
Ditto 8	ditto ditto 10	63 12	54 8	53 4	48 0	42 12	37 8	32 4	27 0	23 4	16 8	11 4	6 0	6 0	6 0	6 0	6 0
Ditto 10	ditto ditto 11	86 0	87 12	80 4	72 0	65 12	56 4	48 0	40 8	35 4	24 0	16 8	11 4	6 0	6 0	6 0	6 0
Ditto 11	ditto ditto 12	111 12	102 0	95 0	85 4	74 4	65 4	56 4	48 0	40 8	27 12	18 12	9 12	9 12	9 12	9 12	9 12
Ditto 12	ditto ditto 13	137 8	115 8	106 4	96 0	85 4	72 0	63 4	54 4	45 4	32 0	21 12	12 0	12 0	12 0	12 0	12 0
Ditto 13	ditto ditto 14	164 0	132 0	120 0	108 0	96 0	84 4	72 0	60 0	48 0	36 0	24 0	12 0	12 0	12 0	12 0	12 0
Ditto 14	ditto ditto 15	191 4	155 8	140 12	124 0	111 12	98 4	84 4	69 12	56 4	42 0	28 0	14 4	14 4	14 4	14 4	14 4
Ditto 15	ditto ditto 16	217 12	175 8	156 12	144 0	127 8	111 12	96 0	80 4	67 12	48 0	24 0	12 0	12 0	12 0	12 0	12 0
Ditto 16	ditto ditto 17	243 12	197 8	175 12	160 0	141 12	123 0	106 4	90 12	77 4	54 0	28 0	14 4	14 4	14 4	14 4	14 4
Ditto 17	ditto ditto 18	270 0	217 8	192 0	176 0	158 4	132 12	116 0	100 0	84 0	60 0	32 0	16 0	16 0	16 0	16 0	16 0
Ditto 18	ditto ditto 19	297 0	243 8	216 0	192 0	171 12	144 0	123 0	106 4	90 12	66 0	36 0	18 0	18 0	18 0	18 0	18 0
Ditto 19	ditto ditto 20	324 0	269 8	238 4	216 0	194 4	168 0	144 0	123 0	106 4	72 0	40 0	20 0	20 0	20 0	20 0	20 0
Ditto 20	ditto ditto 21	351 0	295 8	264 0	240 0	216 0	191 4	168 0	144 0	123 0	78 0	44 0	22 0	22 0	22 0	22 0	22 0
Ditto 21	ditto ditto 22	378 0	322 8	290 4	264 0	238 4	216 0	191 4	168 0	144 0	84 0	48 0	24 0	24 0	24 0	24 0	24 0
Ditto 22	ditto ditto 23	405 0	349 8	316 8	288 0	261 12	238 4	216 0	191 4	168 0	90 0	52 0	26 0	26 0	26 0	26 0	26 0
Ditto 23	ditto ditto 24	432 0	376 8	343 2	312 0	284 0	261 12	238 4	216 0	191 4	96 0	56 0	28 0	28 0	28 0	28 0	28 0
Ditto 24	ditto ditto 25	459 0	403 8	369 6	336 0	307 12	284 0	261 12	238 4	216 0	102 0	60 0	30 0	30 0	30 0	30 0	30 0
Ditto 25	ditto ditto 26	486 0	430 8	396 0	360 0	330 0	307 12	284 0	261 12	238 4	108 0	64 0	32 0	32 0	32 0	32 0	32 0
Ditto 26	ditto ditto 27	513 0	457 8	422 6	384 0	352 12	330 0	307 12	284 0	261 12	114 0	68 0	34 0	34 0	34 0	34 0	34 0
Ditto 27	ditto ditto 28	540 0	484 8	450 0	408 0	375 0	352 12	330 0	307 12	284 0	120 0	72 0	36 0	36 0	36 0	36 0	36 0
Ditto 28	ditto ditto 29	567 0	511 8	477 0	432 0	398 4	375 0	352 12	330 0	307 12	126 0	76 0	38 0	38 0	38 0	38 0	38 0
Ditto 29	ditto ditto 30	594 0	538 8	504 0	456 0	421 12	398 4	375 0	352 12	330 0	132 0	80 0	40 0	40 0	40 0	40 0	40 0
Ditto 30	ditto ditto 31	621 0	565 8	531 0	480 0	444 0	421 12	398 4	375 0	352 12	138 0	84 0	42 0	42 0	42 0	42 0	42 0

SAILING VESSELS.

Inward.

Sailing 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.

DRAUGHT.		INTERMEDIATE OR BROKEN PILOTAGE.															
		Full Pilotage Inward.		11	10	9	8	7	6	5	4	3	2	1	1/2	1/4	1/8
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
8 feet, and not ditto 9	Net exceeding 8 feet	54	49	45	40	36	31	27	23	18	14	9	5	5	5	5	5
9 " ditto ditto 10	...	85	78	71	64	57	50	43	36	29	22	15	8	8	8	8	8
10 " ditto ditto 11	...	117	108	98	88	78	69	59	49	39	30	20	10	10	10	10	10
11 " ditto ditto 12	...	150	137	124	110	96	83	71	58	47	35	24	12	12	12	12	12
12 " ditto ditto 13	...	181	166	151	135	121	106	91	76	61	46	31	16	16	16	16	16
13 " ditto ditto 14	...	213	193	178	160	142	124	107	89	71	54	36	18	18	18	18	18
14 " ditto ditto 15	...	245	223	204	184	163	143	123	102	82	62	41	21	21	21	21	21
15 " ditto ditto 16	...	277	253	230	210	187	168	144	120	96	72	48	24	24	24	24	24
16 " ditto ditto 17	...	309	282	256	234	210	187	160	132	104	80	56	28	28	28	28	28
17 " ditto ditto 18	...	341	311	282	256	230	207	179	144	112	88	64	32	32	32	32	32
18 " ditto ditto 19	...	373	340	308	272	243	215	184	152	116	92	68	36	36	36	36	36
19 " ditto ditto 20	...	405	368	332	292	258	226	192	156	120	96	72	40	40	40	40	40
20 " ditto ditto 21	...	437	396	356	312	274	238	202	164	128	104	80	48	48	48	48	48
21 " ditto ditto 22	...	469	424	380	332	290	250	210	170	132	104	80	56	56	56	56	56
22 " ditto ditto 23	...	501	452	404	352	306	262	218	176	136	108	84	64	64	64	64	64
23 " ditto ditto 24	...	533	480	428	372	322	274	228	184	144	112	88	72	72	72	72	72
24 " ditto ditto 25	...	565	508	452	392	338	286	234	188	148	116	92	80	80	80	80	80
25 " ditto ditto 26	...	597	536	476	412	354	298	242	192	148	116	92	88	88	88	88	88
26 " ditto ditto 27	...	629	564	500	432	368	306	246	196	152	120	96	96	96	96	96	96
27 " ditto ditto 28	...	661	592	524	452	384	318	254	198	152	120	96	104	104	104	104	104
28 " ditto ditto 29	...	693	620	548	472	396	326	258	198	152	120	96	112	112	112	112	112
29 " ditto ditto 30	...	725	648	572	492	408	334	262	200	152	120	96	120	120	120	120	120
30 " ditto ditto 31	...	757	676	596	512	424	346	266	202	152	120	96	128	128	128	128	128

SAILING VESSELS.

Outward.

Sailing 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.

Draught.	Full tonnage, net.	EXPENSES ON BROKEN FRIGATE.											
		11	12	13	14	15	16	17	18	19	20	21	22
8 feet and under	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
Net exceeding 8 feet	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 11	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 12	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 13	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 14	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 15	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 16	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 17	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 18	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 19	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 20	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 21	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 22	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 23	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 24	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 25	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 26	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 27	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 28	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 29	Rs.	40	45	50	55	60	65	70	75	80	85	90	95
ditto 30	Rs.	40	45	50	55	60	65	70	75	80	85	90	95

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Other fees incidental to pilotage incurred by vessels trading to the port.

	Rs.	P.
Lead money* payable to licensed leadmen for heaving the lead inward or outward	16	0
Compensation† for pilot of outward-bound vessel being carried away to sea, per diem, to pilots of whatever rank	10	0
Detention‡ of pilot by vessel waiting for cargo or for orders; vessel to pay to pilot a rate per diem equivalent to pay of rank of the officer.	13	0
Boat hire for use of Government boats, per diem	2	0
Use of moorings at Diamond Harbour, November to May, per diem	4	0
Do ditto June to October, per diem	3	3
Salvage on anchors and chain cables picked up by Government boat, per cent.	3	3

Stations used to indicate places to or from which vessels navigating the Hooghly were piloted or where steam was employed.

Pilotage outward from within the port of Calcutta, Garden Reach.

Twelfth.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
✓	To below Bridge-Head boundary pillars	13-6	10-7
✓	Do. Hog River chulak	23-6	10-0
✓	Do. Amurong Creek chulak	33-2	9-6
✓	Do. Diamond Harbour Telegraph Station	43-4	10-2
✓	Do. Balut Tidal Semaphore	52-0	9-6
✓	Do. Mad Fort Telegraph Station, east	61-6	9-6
✓	Do. Kankul Light-house, west	71-1	9-6
✓	Do. Sugar Light-house, east	81-0	9-6
✓	Upper Ganges Light-vessel or line east & west of J. buoy, Western Channel	90-1	9-1
✓	Do. Lower Middle Ground buoy or J. buoy, Western Channel	99-3	9-2
✓	Do. Intermediate Light-vessel	107-6	8-3
✓	Do. Lower Reef buoy	118-8	8-2

* A vessel applying for a particular pilot and all foreign vessels, are bound to take a Government leadman whenever one is available (vide Government of Bengal's order No. 405, dated 21st July, 1895, and No. 31, dated 15th January, 1895).

† Detention money is not incurred by any vessel whose progress is stopped by bad weather, accidents, or any cause incidental to the navigation of the vessel. Detention money is incurred only when the detention is for the convenience of the master or owners of the vessel. (Fide Government order No. 405, dated 21st December, 1891).

‡ From the 1st April 1891 leadmen shall be appointed to all ships alike, as they are available, and lead-money at the rate of Rs. 10 instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadman is appointed. (Fide Port Office, General Order No. 84, dated 15th February, 1891. By order of the Government of Bengal.)

Pilots in ward to within the port of Calcutta.

Twelfth.	PLACES.	Distance from Port of Calcutta.	
		from Port of Calcutta.	from Port of Calcutta.
1	2	3	4
1/2	From below Badga-Budge boundary pillars ...	13-6	10-7
1/2	Do. Hog River obelisk ...	23-6	10-0
1/2	Do. Anchoring Creek obelisk ...	32-2	9-6
1/2	Do. Diamond Harbour Telegraph Station ...	43-4	10-2
1/2	Do. Bahri Tidal Semaphore ...	52-0	9-6
1/2	Do. Mud Point Telegraph Station, east ...	61-6	9-6
1/2	Do. Kankali Light-house, west ...	71-1	9-6
1/2	Do. Sagar Light-house, east ...	81-0	9-9
1/2	Do. Upper Caspar Light-vessel or line east and west of J buoy, Western Channel ...	90-1	9-1
1/2	Do. Lower Middle Ground buoy or L buoy, Western Channel ...	99-3	9-2
1/2	Do. Intermediate light-vessel ...	107-6	8-3
1/2 or full pilots.	Do. Lower Reef buoy ...	116-8	8-2

*Night Navigation Fees.

The following fees, in addition to the ordinary pilotage fees, are levied on vessels in respect of any pilotage done at night, i.e., between the hours of sunset and sunrise in any part of the Hooghly Pilotage waters 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 ... Rs. 18 0 0

(3) Vessels of over 5,000 tons gross 54 0 0

* Came into force from the 1st March 1923, vide Government of Bengal Marine Department Notification No. 13 Marine dated the 27th February 1923 and were amended with effect from the 1st April 1923, vide Government of India, Commerce Department Notification No. 270—P-L, (10) 31 dated the 12th March 1923.

Appendix II.

Schedule A.—Wharf Toll.

	As.
1. (1) Animals:—	
Beasts of burden and wild animals ...	4 each.
Sheep, goats and other small animals ...	1 "
Birds in crates and baskets ...	3 per crate or basket.
(2) Bamboos fishing rods or poles ...	1 per 25
(3) Bicycles, rickshaws, palkees & perambulators ...	4 each.
(4) Bricks ...	4 per 750
(5) Cocoanuts and coconut shells ...	4 " 500
(6) Empties:—	
Barrels and casks ...	1 per 4
Buckets, canisters, cases, chests, drums, cask iron pans and similar receptacles ...	1 per 25
(7) Furniture ...	1 " 2 coolie loads or 1 anna 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 ...	4 " 10 bags or bundles.
(11) Mats, Durma ...	4 " 500 pieces.
" Hoglah ...	4 " 1,000 "
(12) Oil, Kerosene ...	2 " 5 cases or 10 tins.
(13) Piece-goods and twists, silk, cotton or woollen, in bales or cases ...	1 " bale or case.
(14) Straw ...	1 " kahun.

- | | As. |
|--|-----------------|
| (15) Ten | 1 per 5 chests. |
| (16) Tiles, country, large, flat | 4 " 250 |
| " " cylindrical | 4 " 2,000 |
| " " of all other descriptions | 4 " 500 |
| " marble | 4 " 50 |
| (17) Vehicles other than those mentioned in item (8) | 4 each. |
| (18) All other goods at the rate of 4 as. per ton or 50 cubic feet according to the Commissioners' option. When neither weight nor volume is readily ascertainable, the Commissioners may at their option reckon 30 cooly loads or one bullock cart load as equal to 1 ton, a two-wheeled bullock cart load as 2 tons, and a lorry as 3 tons or on the registered tonnage of the boat. | |
| 2. The minimum charge shall be 6 pies and the minimum weight for charge shall be 2½ cwt., or 6 cubic feet. | |
| 3. In addition to the foregoing charges, an extra fee amounting to 25 per cent. of the charge in each case will be levied on all goods landed or shipped on Sundays or authorised holidays. | |
| 4. For work done between the hours of 6 P.M. and 6 A.M. an extra charge of Re. 1 per hour will be levied. | |

Schedule "B"—Rent charges.

- Stacking goods on the Wharves—
Rs. 2 per stack per night for the first seven nights.
Rs. 4 per stack per night thereafter.
For the purpose of this charge a stack will be held to comprise goods covering an area of not more than 100 sq. ft.
In the case of molasses, 100 bushels or less will constitute a stack.
- Space for operations not directly related to the shipping or landing of goods, such as space for scales and desks and chairs and for packing, unpacking, measuring, repairing, marking or drying, etc. Rs. 2 per scale, and chair, or lot.
- On boats beached for repairs or other purposes on the wharves opposite Seshpore College or elsewhere—
Boats Re. 1 per day per bhur.
Boats Rs. 2 " " boat.

- | | |
|---|---|
| Dinghees | As. 8 per day per dinghee. |
| Steamers, flat, etc. | Up to 100 tons net Rs. 2 per day or part of a day. |
| | Between 100 tons and 200 tons net Rs. 4 per day or part of a day. |
| | Above 200 tons net Rs. 8 per day or part of a day. |
| 4. Space for keeping bullock or buffalo carts, motor lorries or trailers | Rs. 1 each per night. |
| 5. Fishing | Rs. 4 per season per net. |
| 6. Floating timber | Rs. 2 per 25 pieces per night. |
| 7. Hawker's license | Rs. 3 per mensem. |
| 8. Goods lying on the wharves after having been salvaged from the river | Rs. 1 per article per week. |

Schedule "C"—Special charges on coastwise cargo through No. 9 Jetty

On all coastwise cargo discharged from or loaded into boats through No. 9 Jetty Shed, the toll will be 50% in excess of the toll specified in Schedule A.

Goods will be allowed to remain in the shed free of rent for a period of 48 hours, after the expiration of which rent will be charged at a rate equal to 50% of the toll specified in Schedule "A" per day or part of a day for the first 3 days, and at a rate equal to the toll specified in Schedule "A" per day or part of a day thereafter.

Schedule "D"—Special charges at Golabaree Ghat, Howrah.

In addition to the ordinary Inland Vessels Wharves' toll mentioned in the schedule, the following charges will be levied on all goods landed from or shipped into boats at Golabaree Ghat Howrah—

- | | |
|------------------------|------------------------|
| Jute in bales | 6 annas per 100 bales. |
| All other goods | 4 " " ton |

Note.—No refund of toll paid on goods that have not been shipped or landed will be granted unless the toll receipt has been endorsed by the Inspector on duty.

Appendix III.

(N.B.—Charges under Section 1A have not been included.)

Example of charges payable on imports.

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:—

			Rs.	A.	P.
Landing	...	Rs. 1 4 0 per ton or part of it	107	8	0
River due	...	" 0 12 0 "	64	8	0
Differential toll	...	" 0 12 0 "	64	8	0
Surcharge	...	" 12 8 0 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 1st, 430 on the 2nd, 960 on the 3rd and 235 on the 4th, delivery was taken on the 5th.

In calculating rent 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:—

		Rs.	A.	P.
75 bundles weighing 4 tons	@ 0 5 0 a day for 3 days	3	12	0
75 "	" 4 " 0 10 0 " 1 day	2	8	0
430 "	" 22 " 0 5 0 " 3 days	30	10	0
960 "	" 49 " 0 5 0 " 2 days	30	10	0
235 "	" 11 " 0 5 0 " 1 day	3	7	0
		60	15	0

Charges on a consignment of 20 cases measuring altogether 199'-8" discharged at the Calcutta Jetties (freight charged by measurement).

The following Commissioners' charges were necessarily incurred:—

		Rs.	A.	P.
Landing	Rs. 1 0 0 per 40 c. ft.	5	0	0
River due	$\frac{1}{2}$ of landing charges	3	0	0
Differential toll	$\frac{1}{2}$ of landing charges	3	0	0
Surcharge	12 $\frac{1}{2}$ % of river 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:—

Quality.	Landed.	No. of days rent incurred.	Rate.	Amount.
8	30-8	3	-/ 5/- per day per 40 c. ft. or part	1 14 0
...	...	1	-/10/- " " "	1 4 0
4	31-8	3	-/ 5/- " " "	0 15 0
8	1-9	2	-/ 5/- " " "	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 tonnage 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 31 days month), moors in the stream and discharges general cargo, proceeds alongside one of the Calcutta Jetties on the 16th to discharge general imports, completes discharge on the 25th, goes into Dry Dock on the 26th and remains there until 30th, moves to her loading berth in the Docks on the 30th and completes loading on the 4th of the next month. She proceeds to sea on the 5th. The following charges would be paid:—

	Rs.	A.	P.
Inward pilotage on a draft of 25'-4"	940	11	0
Inward lead money	16	0	0
Hospital dues 3 pice per ton nett	82	8	0
Inward night navigation fees	54	0	0
Port dues 4 annas	1,320	0	0

	Rs.	A.	P.
Assistant Harbour Master's fees on 3rd for transporting vessel from Garden Reach, where he takes over from the Pilot, (Rs. 36+14) and placing her in moorings in the stream (Rs. 40+14) ...	104	0	0
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 p.m. to 8 p.m.) ...	64	0	0
Hire of moorings 3rd to 15th, 13 days at Rs. 39 per diem ...	507	0	0
Assistant Harbour Master's fees on 16th for hauling vessel out of moorings (Rs. 40+14), transporting up (Rs. 36+14) and hauling into jetty moorings (Rs. 40+14) ...	158	0	0
Hire of jetty berth 16th to 25th, 10 days at Rs. 70 per diem ...	700	0	0
Hire of jetty moorings 16th to 25th, 10 days at Rs. 39 ...	390	0	0
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	0
Assistant Harbour Master's fees on 26th for hauling out of moorings (Rs. 40+14) transporting to Docks (Rs. 36+14) and hauling into Docks (Rs. 40+14) and subsequently hauling out (Rs. 40+14) and placing in Dry 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

	Rs.	A.	P.
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—			
Hire of shackles ...	23	0	0
Hire of tubs ...	12	0	0
Electric light ...	20	0	0
Charges on goods against ship's account ...	299	13	0
Outward pilotage on a draft of 24'—6" ...	887	1	0
" Leadmoney ...	16	0	0
" Night navigation fees ...	54	0	0
TOTAL ...	12,279	0	0

THE COMMISSIONERS' DIGEST OF CHARGES.

DIGEST OF CHARGES ON

(N.B.—Charges under Section 1A

Schedule No.	DESCRIPTION OF GOODS.	Basis of charge.	CHARGES RECOVERABLE ON DELIVERY CHALLANS.			
			Landing.	River Dues.	Differential Toll.	Surcharges on River Dues.
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Cotton piece goods and all kinds of cotton twist and yarn ...	Per bale or case.	0 4 0	0 2 5	0 2 5	0 0 3
2	Sugar, Rice, Grain, Seeds, Sugar flour and Tapioca flour ...	Per ton or part of a ton.	1 0 0	0 12 0	0 12 0	...
3	Gold, Silver and Jewellery ...	Per pkg.	0 4 0	0 2 5	0 2 5	0 0 3
4	Animals not in cages ...	Each	2 0 0	1 3 2	1 3 2	0 2 4
5	Horse-boxes ...	Do.	4 0 0	2 6 5	2 6 5	0 4 0
6	Motor cars and Aeroplanes not in cases ...	Per car or aeroplane.	10 0 0	15 0 0	...	1 14 0
7	Machineries in bulk ...	Per ton	0 12 0	0 12 0	...	0 1 6
8	Petroleum not in bulk (c) ...	Do.	1 4 0	0 16 0	0 12 0	12½% of cost.
9	Ship's life-boats ...	Per boat.	4 0 0	4 0 0	...	0 8 0
10	All goods on which freight is charged by weight by the steamer companies and where the weight of any single package does not exceed 35 cwt. (See (3))	Per ton or part of a ton gross weight.	1 4 0	0 12 0	0 12 0	0 1 6 (See note (a)).
11	Over 35 cwt. but not exceeding 100 tons.	Do.	3 12 0	0 12 0	0 12 0	0 1 6
12	Over 30 tons but not exceeding 100 tons.	Do.	10 0 0	0 12 0	0 12 0	0 1 6
13	All goods on which freight is charged by measurement by the steamer companies and where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 1 anna per package.	Per 40 c. ft. or part thereof.	1 0 0	0 9 7	0 9 7	0 1 9
14	Over 100 c. ft. and up to 300 c. ft.	Do.	2 8 0	1 8 0	1 8 0	0 3 0
15	Over 300 c. ft. ...	Do.	3 12 0	2 4 0	2 4 0	0 4 6

Note (3)—At the Garden Reach Jetty and King George's Dock the limiting weight for reckoning the landing and rent charges is 2 tons and not 35 cwt.

(4) No surcharge is leviable on wheat and other cereals, pulses, flour, atta and bran.

(5) For exemptions see Section 2.

(6) At Warfage. For petroleum and its products landing charge is equivalent to wharfage and subject to a surcharge of 50 per cent.

IMPORT GOODS.

(N.B.—Charges under Section 1A have not been included.)

RENT.					OVERSIDE.				
Basis of charge.	JETTYES.		DOCKS.		Removal.	Basis of charge.	River Dues.	Surcharge on average River Dues.	
	Per diem for first 3 days after free time.	Per diem thereon.	Per diem after free time.	Per diem thereon.					
7	8	9	10	11	12	13	14	15	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	
Per bale or case.	0 2 0	0 4 0	0 2 0	0 3 0	Per bale or case.	0 4 0	0 0 6	0 0 6	
...	Special rates.	Special rates.	...	0 12 0	Per ton or part of a ton.	1 4 0	...	...
...	...	...	...	...	Per pkg.	0 4 0	0 0 6	0 0 6
...	...	...	...	...	Each	2 0 0	0 4 0	0 3 0
Each	1 0 0	2 0 0	1 0 0	3 0 0	Do.	4 0 0	0 8 0	0 8 0	
Per car or aeroplane.	2 8 0	5 0 0	2 8 0	7 8 0	Per car or aeroplane.	15 0 0	1 14 0	1 14 0	
...	...	...	...	...	Per ton.	1 4 0	0 2 6	0 2 6
Per ton or part of a ton.	0 5 0	0 10 0	0 5 0	0 15 0	Do.	0 0 14	12½% of cost.	12½% of cost.	
Each	0 6 0	0 6 0	0 6 0	3 0 0	Per boat.	4 0 0	0 8 0	0 8 0	
Per ton or part of a ton.	0 5 0	0 10 0	0 5 0	0 15 0	Per ton or part of a ton gross weight.	1 4 0	0 2 6	(See note (6)).	
Do.	0 15 0	1 14 0	0 15 0	2 13 0	Do.	1 4 0	0 2 6	0 2 6	
Do.	0 15 0	1 14 0	0 15 0	7 8 0	Do.	1 4 0	0 2 6	0 2 6	
Per 40 c. ft. or part thereof.	0 5 0	0 10 0	0 5 0	0 12 0	Per 40 c. ft. or part thereof.	1 0 0	0 2 0	0 2 0	
Do.	0 5 0	1 4 0	0 5 0	1 14 0	Do.	2 8 0	0 5 0	0 5 0	
Do.	1 0 0	2 0 0	1 0 0	2 13 0	Do.	3 12 0	0 7 6	0 7 6	

(c) For non-dangerous petroleum and its products discharged in bulk at Kidderpore and King George's Dock, see Section 9 B.

(d) Per gallon.

(e) See also Section 2, Note III(b).

(f) Each package weighs over 35 cwt.

Digest of Charges on Export Goods.

(V. B. Charges under Section 1A have not been included.)

Description of goods.	Basis of charge.		Shipping.		Embarking.		Shipment's costs per unit of a ton.		Dock Removal.		Basis of charge.		River Dues.		Surcharge.	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Coal	...	Per ton or part	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Per ton or part	Rs. A. P.	Rs. A. P.	Rs. A. P.	Per ton or part	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
2. Cotton, Hemp, Jute and all fibres	...	Per bale	0 8 0	0 3 0	0 1 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0
3. Grain and seeds excluding rice	...	Per ton or part	0 8 0	0 1 4	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0	0 1 0	0 3 0
4. Hides and skins	...	Per ton or part	0 1 5	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
5. Miscellaneous Goods, Cotton, One and Two	...	Per cwt. or part	0 8 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
6. Miscellaneous Goods, One and Two	...	Per cwt. or part	0 8 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
7. Iron Ore	...	Per ton	0 8 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
8. All other Irons shipped in bulk	...	Do.	0 8 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
9. Pig Iron and Scrap Iron	...	Do.	0 8 0	0 3 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
10. Tea	...	Per 100 lbs.	0 12 0	0 4 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
11. Sheep and Goats (not in cages)	...	Per animal	0 2 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
12. All other animals not in cages	...	Do.	2 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
13. All other goods on which freight is charged by weight and where the weight is not stated at the time of shipment, at the discretion of the Customs Officer, at the rate of 100 lbs. per ton at the Customs Office.	...	Per ton or part	0 12 0	0 4 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0

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14. Over 25 cwt. at the Calcutta Station or Kidderpore Dock and on other than the River Dues and Surcharge. Goods to be shipped in bulk.

15. Over 20 tons but not exceeding 100 tons.

16. All other goods on which freight is charged by weight and where the weight is not stated at the time of shipment, at the discretion of the Customs Officer, at the rate of 100 lbs. per ton at the Customs Office.

17. Over 100 c. ft. and up to 200 c. ft.

18. Over 200 c. ft.

19. Iron Ore

20. Miscellaneous Goods, One and Two

21. Ship's lifeboats

Note (1).—A rebate of 25% of River Due is allowed on export goods, except of which a certificate of shipment has been granted by the Collector of Customs.

Note (2).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (3).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (4).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (5).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (6).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (7).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (8).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (9).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (10).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

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Note (18).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (19).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

Note (20).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

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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 136 and 137*

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

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

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

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

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

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

6. Projections from any vessel, whilst hauling in or out of vessels loading or discharging, or which interfere with another Dock or Jetty Superintendent or other duly authorised officer of the Commissioners.

7. No feader which will not float shall be used over the side of a vessel. Sails shall only be loosed with the Dock Superintendent's permission, and must be stowed with the Dock Superintendent's they must be stowed before sunset.

8. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Commissioners pending whose decision he may refuse to 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.
- (c) 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 Dock securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed;
- (b) alongside any of the Jetties provide at least one gangway plank, not less than two feet six inches wide, and of sufficient length, thickness, and strength to form a convenient communication between the jetty and the gangway of the vessel, and such gangway plank shall be properly and securely placed between the gangway of the vessel and the jetty during the whole time the vessel remains alongside the jetty.

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

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

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

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

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

15. Every barge or cargo boat, if permitted to remain in the dock more than 12 hours after having received or discharged her cargo, or 12 hours after she could have received or discharged such cargo, will be subjected to a charge, as under, for every day or part of a day while she shall so remain—

	Rs. As. P.		
Cargo boat or barge up to 15 tons	1	0 0
Do. above 15 and up to 25 tons	1	8 0
Do. above 25 tons	2	0 0

16. No bum-boat will be allowed into the Dock without the special sanction of the Dock Superintendent, and any bum-boat may be removed from the Dock at any moment.

17. The control of barges, cargo boats and bum-boats shall rest with the Dock Superintendent, who may prevent from entering, or turn out of the Dock, any boat unless she is actually engaged for cargo, and no fire shall be allowed on them between 9 p.m. and 5 a.m.

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

17A. Goods detained by the Customs Department for special examination under section 32 of the Sea Customs Act 1878 (Act VIII of 1878), shall, during such period of the detention as may be certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the importer, be exempt from Jetty 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.

† Vide Notification No. 191-Marine, dated 21 September 1898.
‡ Vide Notification No. 57-Marine of 4th April, 1917.

19. No person shall open, or attempt to open or shut, any dock gate, sluice or valve, nor any swing-bridge without orders from a duly 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 masts, 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.

23. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock or at the Jetties.

24. No vessel having on board more than 100 native passengers or coolies shall be allowed to enter the Wet Dock unless covered by a certificate from the Health Officer that no persons on board are suffering from infectious diseases.

25. Smoking and the use of any unprotected fire or lights in any shed or warehouse within the Dock or Jetty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or ignite matches or other inflammable articles, on any pier or quay or on board any vessel within the Dock, or at the Jetties, except in such places as may be allotted for the purpose.

26. Fires of coal, charcoal, or coke may be used in the cabins, deck-houses, forecables and end-cables 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, careless, or negligent a manner as to risk or endanger the safety of, or to ignite any goods, property, or vessel in the Dock or in the Dock premises.

All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Superintendent before 5 o'clock P.M., and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Superintendent by 10 A.M. on the following day.

27. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it.

28. A vessel about to come into Dock is to be trimmed, if possible, on an even keel, or two to three inches by stern or head and kept upright. Side and stern ports to be shut in.

29. A vessel entering the Dock with her water-ballast tanks full the tanks must be kept in that condition during her stay in Dock. Should, however, necessity arise to empty a tank, the same can only be done with the sanction of the Dock Master and under his supervision.

30. Water-ballast tanks, while the vessel is in Dock, shall not be filled without the previous sanction of the Dock Master.

31. No coals, cargo or ballast 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 the Commander.

32. From the time that the Dock ropes are made fast to the ship till she is secured on the blocks, all duty on board is to cease in order that the crew may be available to trim the vessel, if required, by the Dock Master.

33. As soon as a ship is in Dock, the Commanding officer will station his men to hook on the tackles for putting the ship fair over the blocks, both forward and aft, and to assist in pulling up the shores.

34. As the safety of the ship depends on her prompt shoring, the most particular attention is requisite to the observance of the foregoing rule. No exertions of the Dock staff can effect this without the co-operation of the ship's crew.

35. Masters of vessels shall furnish special notice to the Commissioners before landing hazardous goods, *e.g.*, saltpetre, acids, sulphate, matches, spirits of wine, kerosene oil, turpentine, pitch, tar and petroleum, &c.

36. No person shall remove from the Dock or Jetties any goods other than those for which bills-of-lading, accompanied by Agent's or

N.B.—Rules 28 to 34 apply only to vessels going into the Graving Dock.

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 holidays by the Custom House, but goods can be received and delivered on such days on payment of Custom House fees.

39. Application to work at night or on Sundays or holidays, must be made to the Commissioners, who, on production of the Custom House permission, will order all the necessary arrangements for the proper conduct of business. For work at night and on 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 weightings 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.

44. 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 authorized by the Commissioners; and no business shall be transacted on the wharves during the hours intervening between 6 P.M. and 6 A.M., nor on such Sundays and authorized holidays, except on payment of overtime or extra fees respectively.

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

48. No unauthorized person shall lay hold of, or get into, or upon, any engine, carriage, or truck on the Commissioners' tramway.

49. No driver shall drive his engine over the Commissioners' tramway at a greater rate of speed than six miles 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 Commissioners.

52. No person shall place any obstruction upon the Commissioners' tramway.

53. No person shall walk along the Commissioners' tramway within the fencing.

54. No person shall allow cattle in his or her charge to trespass on the Commissioners' tramway, nor to cross the line except at the regular crossing.

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 wilfully 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 perfrom any pier, quay, jetty or vessel or in any other manner whatsoever.

† No ballast or rubbish, nor any cargo, goods or other article, substance 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 fall 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 measures, 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 25th February 1931.—The following bye-law made by the Commissioners for the Port of Calcutta in exercise of the powers conferred by Section 136, 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 on 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:—

Bye-Law.

No person shall load or ship or attempt to load or ship or tender for loading or shipment on or into any vessel within the port any package or object of which the gross weight is one metric ton

† Vide Notification No. 69-Marine, dated 12th July, 1910.

(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 exceptional 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.

1. Commanders of vessels are required to acquaint themselves with the Port Rules and Bye-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 to see that the cranes are positioned by the Port Commissioners' staff where actually required. When such work is entrusted to Stevedores' staff, cranes have frequently to be disconnected and replaced, causing considerable avoidable delay and extra work.

Working of cranes.

3. When a vessel requires to work at night previous notice of such intention must be sent to the Jetty Superintendent not later than 1 P.M. on ordinary working days and 12 noon on Saturdays in the case of vessels at the Jetties, and to the Assistant Superintendent, East Office, between Nos. 5 and 7 sheds not later than 2 P.M. in the case of vessels in the Docks, in order that arrangements may be made for staff, cranes and lighting.

4. 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.

5. If cranes 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 cranes and staff promptly.

6. 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 cranes is 2 tons at the Riverside Sheds (Garden Reach) and 35 cwt. elsewhere. The attention of Masters of vessels is invited to the loss in working when the cranes are used to lift slings insufficiently loaded, and they are requested to instruct their officers to insist on cranes being given full loads of 35 cwt. whenever possible. Their attention is also invited to the following Bye-laws framed under Sections 126 and 127 of the Calcutta Port Act III of 1890 B. C.:-

Bye-Laws.

Heavy lifts of over 55 cwt. shall be declared by masters of vessels, who shall be responsible for accidents arising owing to misdeclaration of weights of such lifts.

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

Any person committing an infringement of any of the foregoing Bye-laws shall be liable to a fine not exceeding Rs. 100 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.

Working of derricks.

9. 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 quay.

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 packages. Masters of vessels must furnish the Jetty or Dock Superintendent, as the case may be, through their Agents with the exact weights of all lifts on board over 35 cwt. They will be responsible for accidents 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 Customs House Officer.

Wines.

14. Wines can only be landed during the forenoon and on ordinary working days only. This must be done under arrangement with the Shed Master or Inspector to admit of the wines being 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 live stock, valuable packages, hazardous goods and other special cargo can be landed to admit of proper arrangements being made for the 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.

17. 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 applied 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 sunrise.

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 ^{T.6} _{Rev. 2-10} signed by the Preventive Officer on duty and countersigned by the Inspector or Shed Master.

Entry to and exit from Jetty and Dock enclosure at night.

20. Two gates, Nos. 6 and 15, are kept open for entrance or exit at the Jetties 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.

Gratuitous 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, brass couplings, nozzles, 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, 29, 14, 2, 4, 6, 8, 10 and 12.	36 Life Buoy and 2 Grappling irons.	2 Buoys at each berth secured, on Shed doors and Shed walls quay side, one grappling iron in Inspector's Office, East and one in Inspector's Office, West.
Nos. 15, 16, 17, 18, 19, 20, 22, 23, 28 and Horse Jetty.	20 Life Buoy and 2 Grappling irons.	2 Life Buoys at each Berth on Jetty approaches, one grappling iron at 20 Berth Office and one at the Office of Deputy Dock Superintendent, 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 precaution.

26. The necessary lights must be provided at all hatches into which coal is being shipped; also on all gangway accommodation or otherwise, to prevent accidents to coolies and others. Sufficient for loading or other purpose.

27. Loading gangways in the Coal Berths are not designed for use as accommodation or passenger gangways. A Commander who elects so to use them must make suitable arrangements to 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.

30. 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 roadway 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 Indians are situated against the Dock boundary wall to the West of No. 2 gate and between Sheds Nos. 8 and 10 and 10 and 12.

32. Masters of vessels are requested to make over to the Conservancy Inspector or his Jamadar the keys of any lavatory which are 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 Superintendent or the Berthing Master or any other officer of the Commissioners on duty.

33. All commodore and pans supplied on board must be landed on the quay before the vessel leaves the berth.

Fresh water for vessels in Dock.

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.

35. Attention is invited to the following section and Bye-laws of the Calcutta Port Act III of 1890 in connection with the above.

Section 157.—Any person who wilfully deposits, or permits his servants to deposit any dust, dirt, dung, ashes, refuse or filth of any kind or any animal matter or any broken glass, earthenware or rubbish in or upon any dock, wharf, quay, stage, jetty or pier 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 (e) and (f) of Section 132 of the Calcutta Port Act, 1890, as amended by the Calcutta Port (Amendment) Act VI of 1895, the Commissioners in Meeting hereby make the following bye-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 noxious character or any filth 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 1920, the Commissioners in meeting direct that breach of any of the foregoing bye-laws shall be punishable with fine which may extend to five hundred rupees, and when the breach is a continuing breach, with a further fine which may extend to two hundred rupees 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 Dock 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 placement 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 Supt. 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 trucks.

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 Supt. On no account are cinders, rubbish etc., to be dumped overboard or on shore.

39. All galley refuse must be carried ashore and dumped in the place erected 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 crews of vessels on the out-break of fire on board of vessels lying at the Calcutta Jetties.*

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 staircases of the Jetty Superintendent's Office near No. 6 Jetty Gate.

- (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 Gate.

(iv) 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 sub-section (3) of Section 130 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 Commissioners 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 Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Sookree Mill level crossing on the east 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 Dumaine Avenue and Circular Garden Reach Road on the west.

Any person committing an infringement of the foregoing bye-law shall be punishable with fine which may extend to five hundred rupees.

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 Southlands 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 those provided for in bye-law No. 4, 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 Dry Dock 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 cargo, the total weight of vessel and cargo shall be declared, and the Commissioners may refuse to dock such vessel if they consider it right to do so without assigning any reason for their refusal.

The Owner, Agent or Master of the vessel shall likewise be bound to make known to the Commissioners in writing on the application (Appendix B) the style of construction of the vessel's bottom, *e.g.*, over-hanging, or other special construction.

* Vide Notification No. 20-Mine, 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 Docks.

*In event of any vessel being refused admission into the Dry Docks because of any of the provisions of this bye-law not having been carried out, all the expenses incurred by the Commissioners in respect to the docking of such vessel shall be borne by the vessel.

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

*6. In regulating the admission of vessels into the Dry Docks preference shall be given to vessels with a gross tonnage of not less than 1,000 tons, and the Deputy Conservator shall likewise be at liberty, with the approval of the Vice-Chairman, to give priority of regulating to such vessels as shall require the use of the Docks for the least time not exceeding 24 hours, without regard to the order in which such vessels stand on the list. But no 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 vessel 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. 20-Marine, dated the 10th June 1921.

** Vide Notification No. 20-Mine, dated the 8th September 1920.

If such removal be impossible owing to work being in progress the vessel shall pay for every period or part of a period of 24 hours of occupation of the Dry Dock beyond the period for which she was regulated, two-thirds of the charge laid down for the first 24 hours occupation of a Dry Dock.

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 vessel, 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 Docks actually necessary, to enter the Dry Docks in priority to all other vessels standing on the regulating list.

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

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

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

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

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

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

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

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

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

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

APPENDIX A.

To
THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

Sir, I have to request that the undermentioned vessel may be received into a Dry Dock on or about the _____
Name of Vessel _____
Name of Owner _____
Description of work to be done in Dry Dock—

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

Date _____

APPENDIX B.

To
THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

Sir, I have to request that you will arrange to take the undermentioned vessel, of which I am the _____, into Dry Dock :—
Name of vessel _____
Length _____
Beam _____
Depth of hold _____
Gross tonnage _____
Draft forward _____
Draft aft _____
Displacement weight of vessel at draft stated _____
Whether keel is a keel-plate or bar-keel _____
Date and hour when vessel will be ready to dock _____
Description of work to be done in dock _____
For how many days the use of the dock will be required _____

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

Signature _____

* _____ of S.

Calcutta, _____

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

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

APPENDIX C.

To THE COMMANDING OFFICER,
S. _____

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

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

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

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

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

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

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

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

"The vessel may be inspected by a Dock Officer, and should he find that any of the above mentioned provisions of this bye-admission into the Dry Docks."

"The vessel shall undock at _____ M. on the _____ day of _____ M. on that day, before which the vessel's officers shall satisfy themselves that sea-cocks, bilge-holes, and other apertures in the vessel's bottom are securely closed.

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

PORT COMMISSIONERS' OFFICE:

Calcutta, the

19

Deputy Conservator

THE COMMISSIONERS FOR THE PORT
OF CALCUTTA.

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 nearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.

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

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

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

6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited in the proper receptacle which will be provided by the officer in charge of the Dry Docks.

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

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

Dimensions.

	Extreme length.	Length on bottom.	Breadth at entrance.	Height of sill above bottom of Dock.	Depth on sill.
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"

*** DRY-DOCK CHARGES.**

- (1) For the first 24 hours:—

For vessels not exceeding 2,000 tons gross.	9½ annas per ton.
For vessels from 2,000 to 3,000 tons gross.	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. 1,400-4-0 (the charge for a vessel of 3,000 tons) plus Rs. 7-5-0 for every 50 tons or part of 50 tons above 3,000.
-------------------------------------	---

	Rs.	As.	P.
From the 2nd to 8th day inclusive for every six hours or part thereof	100	0	0
From the 9th day and thereafter, for every six hours or part thereof	150	0	0
From the 31st day and thereafter, the Commissioners may, if they wish, make a charge per diem of	1,000	0	0
For re-docking within the period for which the vessel has been regulated or re-regulated, for each operation	250	0	0

(2) The above charges include removal of vessels from the Tidal Basin into the Dry Docks, and hoek, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work 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 she clears the Dry Dock entrance when leaving.

(4) A charge of Rs. 50 per diem is made for a supply of water for testing tanks or similar 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 required by the ship.

* Vide Notification No. 38-Marin, dated the 20th March 1922.

TONNAGE SCALE FOR PILOTS, 1934.

The following redistribution of tonnage will take effect from midnight on the 31st December 1934.

1. Branch Pilots	... 5,350 tons and over	Any draft.
2. Master Pilots (Passed Branch)	... 5,100 to 5,350 tons	Do.
3. Senior Mates (Passed Master)	... 5,100 to 5,350 tons	26'-6"
4. Junior Mates	... 4,500 to 5,100 tons	26'-0"
5. Junior Mates (under one year)	... under 4,500 tons	25'-6"
6. Junior Mates (under one year)	... under 4,500 tons	22'-6"

SPECIAL PILOTS.

A Master Pilot (Passed Branch) will be appointed to the Friday Mail.

A Master Pilot (Passed Master) will be appointed to the Sunday Mail.

STRENGTH OF THE BENGAL PILOT SERVICE, 1934.

Pilots	...	...	...	...	44
Leads-men	...	...	...	...	11
					55

THE COMMERCIAL FLEET OF CALCUTTA.
Arrivals in the Port.

YEAR.	SAILING VESSELS.			STEAMERS.			
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Gross Tonnage.	Average Tonnage.	
1910 ...	2	437	218.5	1,687	258	6,435,196	3,814.57
1911 ...	1	375	375	1,681	277	6,599,985	3,926.22
1912 ...	1	3,765	3,765	1,744	268	7,048,729	4,041.70
1913 ...	...	...	...	1,629	279	6,825,505	4,189.99
1914 ...	...	...	...	1,491	255	6,255,371	4,105.41
1915 ...	1	375	375	1,233	250	5,256,585	4,263.24
1916 ...	2	4,015	2,007.5	1,124	Not ascertainable	4,567,504	4,063.61
1917 ...	7	5,433	776.14	927	96	3,596,024	3,879.20
1918 ...	8	8,819	1,102.37	874	156	3,522,896	4,030.70
1919 ...	10	11,506	1,150.6	1,092	258	4,554,857	4,171.11
1920 ...	4	2,600	650	1,395	371	6,192,817	4,439.29
1921 ...	2	1,216	608	1,275	294	5,997,632	4,704.03
1922 ...	6	13,580	2,263.3	1,169	312	5,644,757	4,828.70
1923 ...	...	...	...	1,144	304	5,769,689	5,043.40
1924 ...	...	...	...	1,222	348	6,457,182	5,284.10
1925 ...	3	828	276	1,171	320	6,347,121	5,420.25
1926 ...	...	...	...	1,250	350	6,752,412	5,401.93
1927 ...	...	...	...	1,402	384	7,617,449	5,433.27
1928 ...	...	...	...	1,445	410	7,838,241	5,424.39
1929 ...	...	...	...	1,537	402	8,318,882	5,412.41
1930 ...	...	...	...	1,342	334	7,462,127	5,560.45
1931 ...	...	...	...	1,276	310	7,047,996	5,522.72
1932 ...	...	...	...	1,193	246	6,558,766	5,497.70
1933 ...	...	...	...	1,164	287	6,431,166	3,823.82
1934 ...	...	...	...	1,212	318	6,817,669	5,625.13

EXCHANGE, PRECIOUS METALS, &C.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1933.

QUOTATIONS RELATIVE TO THE RUPEE																			
Date of Mail.	Telegraphic Transfer (Selling rate).		Demand Drafts, (Selling rate).		Credits, four months (Selling rate).		Credits, six months (Selling rate).		Selling rate, (Buying rate).		Document for payment three months.		Document for acceptance, three months.		Silver coin, 100 oz. in London.	Percent	Bank of England rate of discount.	Government Securities, 3 1/2 per cent.	Government Securities, 4 per cent.
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.					
13th Jan.	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	4	2	75	64-0-0
14th "	1	6 1/2	1	6 1/2 to 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	4	2	76 1/2	65-4-0
15th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	4	2	76 1/2	67-8-0
16th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	17 1/2	4	2	76 1/2	67-15-0
17th Feb.	1	6 1/2	1	6	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	17 1/2	4	2	80 1/2	69-10-0
18th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	3 1/2	2	82 1/2	70-8-0
19th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	3 1/2	2	83	71-0-0
20th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	16 1/2	3 1/2	2	82 1/2	70-8-0
21st "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	17 1/2	3 1/2	2	83 1/2	71-0-0
22nd "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	17 1/2	3 1/2	2	83 1/2	72-15-0
23rd "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	17 1/2	3 1/2	2	86 1/2	74-0-0
24th April	H O L I D A Y S																		
15th "	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	1	6 1/2	18 1/2	3 1/2	2	87 1/2	74-14-0

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1933.—(Contd.)

1933.													
DATE OF MAIL.	Telegraphic Transfer (selling rate)	Remittance (bank rate)	Postal Drafts. (Selling rate).	Credit, four months (buying rate).	Credit, six months (buying rate).	Quilla six months (buying rate).	Document for payment three months.	Document for payment three months.	Silver per oz. in London.	Imperial Bank of India minimum.	Bank of England rate of discount.	Government Securities, 4 per cent.	Government Securities, 3 per cent.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		Per cent	Per cent	Rs.	Rs.
27th April	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	88½	764.0
4th May	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3½	2	88	755.0
11th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	85	735.0
18th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19	3½	2	81½	704.50
25th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	81½	703.50
1st June	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3½	2	80½	697.0
8th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3½	2	91½	68.0
15th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3½	2	79½	68.10
22nd "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3½	2	80½	68.10
29th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	80½	69.40
6th July	H	O	L	I	D	A	Y.						
13th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	82½	707.0
20th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	18½	3½	2	87½	734.0
27th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	17½	3½	2	85½	724.50
3rd Aug.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	17½	3½	2	85½	735.0
10th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	17½	3½	2	86½	733.0
17th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	17½	3½	2	84½	724.20
24th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	17½	3½	2	84½	724.00

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1933.—(Contd.)

QUOTATIONS RULING ON 31st AUGUST 1933																	
Date of Rate.	Telegraphic Transfer (Selling rate).		Remittance (Bank rate).		Credit (four months).		Credit (six months).		Discount for payment three months.		Discount for payment three months.		Silver per oz. in London.	Imperial Bank of India minimum.	Bank of England rate of discount.	Government Securities, 4 per cent.	Government Securities, 4 per cent.
1933.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	d.	Per cent	Per cent	Rs.	Rs.
1st Aug.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	85½	734.0
8th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	85½	734.0
15th "	1	6	1	6	1	6	1	6½	1	6½	1	6½	18½	3½	2	84½	724.0
22nd "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	84½	724.0
29th "	H	O	L	I	D	A	Y.										
5th Oct.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	85½	712.0
12th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	85½	712.0
19th "	H	O	L	I	D	A	Y.										
26th "	1	6	1	6	1	6	1	6½	1	6½	1	6½	18½	3½	2	82½	704.50
2nd Nov.	1	5½	1	5½	1	5½	1	6	1	6	1	6½	18½	3½	2	82½	704.50
9th "	1	5½	1	5½	1	5½	1	6	1	6	1	6	18½	3½	2	82½	704.50
16th "	1	5½	1	5½	1	5½	1	6	1	5½	1	5½	18½	3½	2	81½	69.15.0
23rd "	1	5½	1	5½	1	5½	1	6	1	5½	1	5½	18½	3½	2	81½	69.15.0
30th "	1	5½	1	5½	1	5½	1	6	1	5½	1	5½	18½	3½	2	81½	69.15.0
7th Dec.	1	6	1	6	1	6	1	6½	1	6½	1	6½	18½	3½	2	81½	69.13.0
14th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	81½	69.13.0
21st "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	81½	69.13.0
28th "	1	6½	1	6½	1	6½	1	6½	...	...	...	...	18½	3½	2	...	...

TOTAL AMOUNT OF STERLING PURCHASED IN INDIA DURING THE YEAR 1933.

	Rs.	Rs.
In Calcutta	9,751,000	12,954,63,780
" Bombay (including Karachi)	1,133,000	17,451,16,122
" Madras	3,281,000	4,754,44,013
" Rangoon	1,430,000	1,30,07,128
Total	27,860,000	37,69,01,072

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1934.

DATE OF MAIL.	Telegraphic Transfer (Selling rate).		Demand Drafts (Selling rate).		Credits, four months (Buying rate).		Credits, six months (Buying rate).		Document for three months.		Document for six months.		Silver per oz. in London.		Imperial Bank of India minimum.		Bank of England rate of discount.		Government Securities rates—3 per cent.		Government Securities rates—2 per cent.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	Per cent.	Per cent.	Rs.	Rs.	Rs.	Rs.		
1934.																						
4th Jan.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	92½	71-0-0					
11th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	87½	71-0-0					
18th „	H	O	L	I	D	A	Y.															
25th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	83½	71-10-0					
1st Feb.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	83½	71-10-0					
8th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	85½	73-0-0					
15th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	85½	73-10-0					
22nd „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	85½	73-0-0					
1st Mar.	H	O	L	I	D	A	Y.															
8th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	87½	74-10-0					
15th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	87½	74-10-0					
22nd „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	88½	75-10-0					
29th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	88½	75-10-0					
5th April	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	89½	76-10-0					
12th „	L	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
19th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
26th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	88½	76-10-0					
3rd May	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	18½	3½	2	88½	76-10-0					
10th „	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	88½	76-10-0					

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1934.—(Contd.)

QUOTATIONS RULING ON MARKET																						
Date of Mail.	Telegraphic Transfer (Selling rates)		Demand Drafts (Selling rates)		Credits, four months (Buying rates)		Credits, six months (Buying rates)		Document for three months		Document for six months		Silver per oz. in London.		Special Bank of India minimum.		Bank of England rate of discount		Government Securities rates—3 per cent.		Government Securities rates—2 per cent.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	Per cent.	Per cent.	Rs.	Rs.	Rs.	Rs.
23d May	1	6	1	6	1	6½	1	6½	1	6½	1	6½	19½	3½	2	89½	76-0-0					
30th "	1	6	1	6	1	6½	1	6½	1	6½	1	6½	19½	3½	2	89½	76-0-0					
6th "	1	6	1	6	1	6½	1	6½	1	6½	1	6½	19½	3½	2	89½	76-0-0					
13th June	1	6	1	6	1	6½	1	6½	1	6½	1	6½	19½	3½	2	89½	76-0-0					
20th "	1	6	1	6	1	6½	1	6½	1	6½	1	6½	19½	3½	2	87½	75-0-0					
27th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	19½	3½	2	87½	74-10-0					
4th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	88½	75-10-0					
11th July	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
18th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
25th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
1st Aug.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
8th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
15th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
22nd "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
29th "	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					
5th Sept.	1	6½	1	6½	1	6½	1	6½	1	6½	1	6½	20½	3½	2	89½	76-10-0					

EXCHANGE.

EXCHANGE.

EXCHANGE.

EXCHANGE.

		LONDON 31%.			CALCUTTA 34%.			BOMBAY 35%.		
MONTHS.	Highest and Lowest.	1902.			1903.			1904.		
		1902.	1903.	1904.	1902.	1903.	1904.	1902.	1903.	1904.
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January	Highest...	209	58	013	541	804	8312	543	81	8313
	Lowest...	38	54	61	51 1/2	7412	822	511	711	822
February	Highest...	41	623	612	831 1/2	861 1/2	901	838	802	
	Lowest...	30	28	014	53 1/2	841	843	538	801	831 1/2
March	Highest...	45	63	653	631	88 1/2	8812	632	876	881
	Lowest...	434	61	635	601	81	861 1/2	601	81 1/2	861 1/2
April	Highest...	443	64	66	642	88 1/2	898	623	891	89 1/2
	Lowest...	443	61	654	603	86 1/2	87 1/2	603	86 1/2	87 1/2
May	Highest...	443	64	66	637	88	89 1/2	633	88 1/2	
	Lowest...	443	60	654	62	79 1/2	87 1/2	623	79 1/2	88 1/2
June	Highest...	45	60	66	631	814	88 1/2	622	81 1/2	88 1/2
	Lowest...	443	59 1/2	65	602	79 1/2	87 1/2	601 1/2	79 1/2	87 1/2
July	Highest...	50	62	67	80 1/2	85 1/2	89 1/2	63 1/2	80 1/2	88 1/2
	Lowest...	454	60 1/2	65	602	81 1/2	88 1/2	63 1/2	80 1/2	88 1/2
August	Highest...	50	62	67	803	852	901	70	86 1/2	90 1/2
	Lowest...	51	62	60	681	843	88 1/2	671	84 1/2	89
September	Highest...	51	62	68	69 1/2	83 1/2	91 1/2	69 1/2	83 1/2	92
	Lowest...	51	61 1/2	67 1/2	68 1/2	83 1/2	90 1/2	68 1/2	83 1/2	90 1/2
October	Highest...	503	614	68 1/2	70	83 1/2	91 1/2	77	83 1/2	91 1/2
	Lowest...	51	61	68 1/2	70	81 1/2	91 1/2	70 1/2	83 1/2	90 1/2
November	Highest...	55	61	70	76 1/2	83 1/2	95 1/2	75	83 1/2	95 1/2
	Lowest...	534	60	68	71 1/2	81 1/2	91 1/2	71 1/2	81 1/2	91 1/2
December	Highest...	54	60	71 1/2	74 1/2	83 1/2	98 1/2	74 1/2	83 1/2	98 1/2
	Lowest...	53	60	70	71 1/2	80 1/2	95 1/2	71	80 1/2	95 1/2
During the year	Highest...	55 1/2	64	71 1/2	74 1/2	88 1/2	98 1/2	77	89 1/2	
	Lowest...	38	54	61	51 1/2	74 1/2	82 1/2	51 1/2	74 1/2	82 1/2

GOVERNMENT OF INDIA LOANS.

(A) RUPEE LOANS.

Amount outstanding.	Interest per cent.	Year of Issue	Repayable at Government option.	Market quotation on 10th August 1935.	Interest due.
Rs.				Rs.	
Non-Terminal Loans.					
3,16,24,000	3	1896-97		87½	Jan. 22 & July 22
23,71,65,000	3½	1842-43		95	Feb. 1 & Aug. 1
21,59,94,000	3½	1854-55		95	June 30 & Dec. 31
7,08,000	3½	Do.		95	Do.
37,07,04,000	3½	Comps (a) 1863	3 months' notice.	95	May 1 & Nov. 1
2,84,21,000	3½	Redhead 1870		95	Jan. 16 & July 16
36,32,49,000	3½	1890-91		95	June 30 & Dec. 31
Terminal Loans.					
New Loan	3	1935	1934-34	97½	Feb. & Aug.
10,67,32,000	3	1934	1931	101½	March & Sept.
55,94,37,000	3½	1933	1917-50	105½	May 15 & Nov. 15
61,50,36,700	4	1929	1920-79	107½	Mar. 15 & Sept. 15
19,07,18,000	4	1923	1915	109	Feb. 1 & Aug. 1
4,02,70,000	4½	1928	1925-69	114½	Mar. 15 & Sept. 15
11,45,40,000	5	1925	1923	109½	Do.
27,78,12,000	5	1929	1928-44	109½	Jan. 15 & July 15
25,18,48,000	5	1932	1940-43	119½	April 1 & Oct. 1
26,74,59,000	5	1918	1915-35	117½	April 15 & Oct. 15
19,12,00,000	5½	1912	1928-40	108½	April 1 & Oct. 1
16,10,20,000	6	1931	1933	109½	Mar. 15 & Sept. 15

(a) Issued in London in conversion of the 4½% loan.

(B) STERLING LOANS.

Amount outstanding.	Interest per cent.	Year of Issue	Repayable at Government option.	Market quotation on 10th August 1935.	Interest due.
£				£	
11,520,000	3½	.....	One year's notice.	79½	.....
77,024,185	3½	.....	.....	80½	.....
88,067,884	3½	.....	.....	81½	.....
17,550,000	4½	1927	1928-68	119½	Jan. 5 & April 5
39,852,418	5	1922	1920-55	113½	May 15 & Nov. 15
11,522,500	5	1910	1920-37	101½	April 15 & Oct. 15
10,858,026	5½	1931	1930-38	104½	Jan. 15 & July 15
10,000,000	6	1932	1930-33	107½	Do.
12,000,000	4	1923	1912-47	111½	Jan. 15 & Dec. 15
10,000,000	5½	1932	1918-23	108½	Do.
10,000,000	5	1933	1934-59	109½	Do.
10,000,000	5	1935	1940-52	104½	Feb. 1 to Aug. 15

REGISTERED DEBT.
Total amount of Registered Debt in India and England; the Net Amount borrowed and paid off; the Cash Balance on the last day of each year, and the interest payable annually in India and England during 30 years from 1914-15 to 1933-34.

Year.	+ Net Assets accumulated.		+ Net Liabilities accumulated.		+ Net Assets accumulated.		+ Net Liabilities accumulated.		+ Net Assets accumulated.		+ Net Liabilities accumulated.		+ Net Assets accumulated.		+ Net Liabilities accumulated.		+ Net Assets accumulated.		+ Net Liabilities accumulated.		+ Net Assets accumulated.		+ Net Liabilities accumulated.	
	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.
1914-15	4,400,000	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	
1915-16	4,400,000	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	
1916-17	4,400,000	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	
1917-18	4,400,000	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	
1918-19	4,400,000	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	
1919-20	4,400,000	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	
1920-21	4,400,000	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	
1921-22	4,400,000	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	
1922-23	4,400,000	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	
1923-24	4,400,000	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	
1924-25	4,400,000	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	
1925-26	4,400,000	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	
1926-27	4,400,000	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	
1927-28	4,400,000	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	
1928-29	4,400,000	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	
1929-30	4,400,000	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	
1930-31	4,400,000	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	
1931-32	4,400,000	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	
1932-33	4,400,000	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	
1933-34	4,400,000	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	

(a) From 1914-15 to 1929-30 the interest payable annually in India and England was not taken into account as constituting Registered Debt.
 (b) From 1914-15 to 1929-30 the interest payable annually in India and England was not taken into account as constituting Registered Debt.
 (c) From 1914-15 to 1929-30 the interest payable annually in India and England was not taken into account as constituting Registered Debt.

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 bills and T. & T. sold in London.		Sterling purchased in India.		Total.		Average Rate.		
			Rs.	Supps received in respect of bills drawn £	£	Amount total Rs.	Rs.	£	Council bills.	Sterling purchases	s. d.
April 1933	...	...	2,693,000	...	...	3,54,40,000	...	2,693,000	...	...	s. d.
May	...	...	5,775,000	...	...	6,73,90,000	...	5,775,000	...	...	1 4 1/2
June	...	...	5,955,000	...	...	7,10,40,000	...	5,955,000	...	...	1 4 1/2
July	...	...	5,250,000	...	...	6,10,30,000	...	5,250,000	...	...	1 4 1/2
August	...	...	5,250,000	...	...	6,10,30,000	...	5,250,000	...	...	1 4 1/2
September	...	...	3,111,000	...	...	4,10,40,000	...	3,111,000	...	...	1 4 1/2
October	...	...	730,000	...	...	1,02,10,000	...	730,000	...	...	1 4 1/2
November	...	...	1,890,000	...	...	2,20,17,000	...	1,890,000	...	...	1 4 1/2
December	...	...	1,380,000	...	...	1,82,30,000	...	1,380,000	...	...	1 4 1/2
January 1934	...	...	2,435,000	...	...	3,05,37,000	...	2,435,000	...	...	1 4 1/2
February	...	...	2,435,000	...	...	3,05,37,000	...	2,435,000	...	...	1 4 1/2
March	...	...	2,435,000	...	...	3,05,37,000	...	2,435,000	...	...	1 4 1/2
Total, 1933-34	...	...	48,158,000	...	...	59,77,50,000	...	48,158,000	...	...	1 4 1/2
1933-35	...	...	50,730,000	...	...	62,23,35,000	...	50,730,000	...	...	1 4 1/2
1935-36	...	...	40,600,000	...	...	50,05,00,000	...	40,600,000	...	...	1 4 1/2
1936-37	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1937-38	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1938-39	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1939-40	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1940-41	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1941-42	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1942-43	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1943-44	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1944-45	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1945-46	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1946-47	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1947-48	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1948-49	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1949-50	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1950-51	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1951-52	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1952-53	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1953-54	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1954-55	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1955-56	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1956-57	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1957-58	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1958-59	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1959-60	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1960-61	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1961-62	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1962-63	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1963-64	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1964-65	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1965-66	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1966-67	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1967-68	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1968-69	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1969-70	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1970-71	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1971-72	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1972-73	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1973-74	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1974-75	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1975-76	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1976-77	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1977-78	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1978-79	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1979-80	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1980-81	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1981-82	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1982-83	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1983-84	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1984-85	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1985-86	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1986-87	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1987-88	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1988-89	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1989-90	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1990-91	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1991-92	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1992-93	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1993-94	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1994-95	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1995-96	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1996-97	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1997-98	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1998-99	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
1999-00	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2000-01	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2001-02	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2002-03	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2003-04	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2004-05	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2005-06	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2006-07	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2007-08	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2008-09	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2009-10	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2010-11	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2011-12	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2012-13	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2013-14	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2014-15	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2015-16	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2016-17	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2017-18	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2018-19	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2019-20	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2020-21	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2021-22	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2022-23	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2023-24	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2024-25	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2025-26	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2026-27	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2027-28	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2028-29	...	...	5,210,000	...	...	6,25,25,000	...	5,210,000	...	...	1 4 1/2
2029-30	5,210,000	6,25,25,000	...	5,210,000	1 4 1/2
2030-31	5,210,000	6,25,25,000	...	5,210,000	1 4 1/2
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THE GOLD TRADE.

Quantity and Value of Gold Coin and Bullion imported into, and exported from, British India, from and to Foreign ports, also of net Gold received into the Mints, and the ruling prices in Calcutta for 20 years, from 1915-16 to 1934-35.

[illegible]

Subject to revision.

Rx. (tens of rupees).

THE GOLD TRADE.—(*Concluded.*)
and exported from, British India during 20 years, from 1915-16 to 1934-35.

THE GOLD TRADE.—(*Concluded.*)
and exported from, British India during 20 years, from 1915-16 to 1934-35.

Year	Expend (Private and Government)			Total			Expend (Private and Government)			Total		
	(Bar, including other unaccounted for)	Household consumption expenditure	Govt. consumption expenditure	Gr.	Pr.	Tot.	(Bar, including other unaccounted for)	Household consumption expenditure	Govt. consumption expenditure	Gr.	Pr.	Tot.
1953-54	68.37	2,572.95	29.69	82.77	5,011.11	5,093.88	68.37	2,572.95	29.69	82.77	5,011.11	5,093.88
1954-55	1,016.66	7,911.70	38.73	1,055.39	12,852.43	13,907.82	1,016.66	7,911.70	38.73	1,055.39	12,852.43	13,907.82
1955-56	1,076.67	8,066.25	40.25	1,116.92	12,916.50	14,033.42	1,076.67	8,066.25	40.25	1,116.92	12,916.50	14,033.42
1956-57	1,241.21	8,943.63	43.25	1,284.46	13,427.88	14,712.34	1,241.21	8,943.63	43.25	1,284.46	13,427.88	14,712.34
1957-58	1,427.17	9,435.25	45.25	1,472.42	13,957.41	15,429.83	1,427.17	9,435.25	45.25	1,472.42	13,957.41	15,429.83
1958-59	1,571.21	9,725.25	46.25	1,617.46	14,375.41	15,992.87	1,571.21	9,725.25	46.25	1,617.46	14,375.41	15,992.87
1959-60	1,625.18	9,845.25	47.25	1,672.43	14,597.41	16,269.84	1,625.18	9,845.25	47.25	1,672.43	14,597.41	16,269.84
1960-61	1,669.25	10,000.25	48.25	1,718.50	14,819.41	16,537.91	1,669.25	10,000.25	48.25	1,718.50	14,819.41	16,537.91
1961-62	1,713.25	10,125.25	49.25	1,766.50	15,041.41	16,807.91	1,713.25	10,125.25	49.25	1,766.50	15,041.41	16,807.91
1962-63	1,760.25	10,250.25	50.25	1,810.50	15,263.41	17,073.91	1,760.25	10,250.25	50.25	1,810.50	15,263.41	17,073.91
1963-64	1,807.25	10,375.25	51.25	1,854.50	15,485.41	17,340.91	1,807.25	10,375.25	51.25	1,854.50	15,485.41	17,340.91
1964-65	1,854.25	10,500.25	52.25	1,898.50	15,707.41	17,607.91	1,854.25	10,500.25	52.25	1,898.50	15,707.41	17,607.91
1965-66	1,901.25	10,625.25	53.25	1,942.50	15,929.41	17,874.91	1,901.25	10,625.25	53.25	1,942.50	15,929.41	17,874.91
1966-67	1,948.25	10,750.25	54.25	1,986.50	16,151.41	18,141.91	1,948.25	10,750.25	54.25	1,986.50	16,151.41	18,141.91
1967-68	1,995.25	10,875.25	55.25	2,030.50	16,373.41	18,408.91	1,995.25	10,875.25	55.25	2,030.50	16,373.41	18,408.91
1968-69	2,042.25	11,000.25	56.25	2,074.50	16,595.41	18,675.91	2,042.25	11,000.25	56.25	2,074.50	16,595.41	18,675.91
1969-70	2,089.25	11,125.25	57.25	2,118.50	16,817.41	18,942.91	2,089.25	11,125.25	57.25	2,118.50	16,817.41	18,942.91
1970-71	2,136.25	11,250.25	58.25	2,162.50	17,039.41	19,209.91	2,136.25	11,250.25	58.25	2,162.50	17,039.41	19,209.91
1971-72	2,183.25	11,375.25	59.25	2,206.50	17,261.41	19,476.91	2,183.25	11,375.25	59.25	2,206.50	17,261.41	19,476.91
1972-73	2,230.25	11,500.25	60.25	2,250.50	17,483.41	19,743.91	2,230.25	11,500.25	60.25	2,250.50	17,483.41	19,743.91
1973-74	2,277.25	11,625.25	61.25	2,294.50	17,705.41	20,010.91	2,277.25	11,625.25	61.25	2,294.50	17,705.4	

* In tens of rupees.
* Subject to revision.

THE SILVER TRADE.

Table of Silver for 20 years from 1915-16 to 1934-35.

Year	WOMEN'S PROVISIONS (FEDERAL AND QUADRIENAL YIELD), Million Yuan	Value, \$	Quantity, oz.	Value, ¥	Value, RMB	Quantity, oz.	Value, ¥	Value, RMB	Quantity, oz.	Value, ¥	Value, RMB	Quantity, oz.	Value, ¥	Value, RMB	Average Price per ounce in Yuan
1915-16	175,000,000	50,014,267	25,007,133	4,445,085	1,820,796	25,007,133	4,445,085	1,820,796	25,007,133	4,445,085	1,820,796	25,007,133	4,445,085	1,820,796	23.62
1916-17	198,000,000	13,041,012	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	23.62
1917-18	200,000,000	13,041,012	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	23.62
1918-19	200,000,000	13,041,012	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	10,352,010	15,742,200	6,580,256	23.62
1919-20	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1920-21	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1921-22	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1922-23	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1923-24	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1924-25	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1925-26	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1926-27	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1927-28	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1928-29	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1929-30	174,000,000	17,626,625	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	14,102,101	11,780,025	4,933,000	27.64
1930-31	174,000,000	17,626,625	14,102,101	11,780,025	4,										

*Compiled from the Report of the Director of Mint, U. S. A., £1=84.86l.
†In tens of rupees.
‡Subject to revision.

THE SILVER TRADE—(Continued.)

Quantity and value of Silver Coin and Bullion imported into, and exported from, British India, from and to Foreign ports; also of the silver received into the Indian Mints, Silver Coinage in the Indian Mints, and Price of Silver in London for 20 years from 1915-16 to 1934-35.

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Year.	Private and Government.				Respectively Paid by the State.		Average Cost per one.	
	Expended.		Not Expended.		Indirect.	General.	Highest.	Lowest.
	Sec.	Gov.	Sec.	Gov.		Total.	£ s.	£ s.
1870	18,200,000	18,200,000	18,200,000	18,200,000	18,200,000	18,200,000	18,200,000	18,200,000
1871	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000	19,000,000
1872	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
1873	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000
1874	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000
1875	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000	23,000,000
1876	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000	24,000,000
1877	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
1878	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000	26,000,000
1879	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000	27,000,000
1880	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000	28,000,000
1881	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000	29,000,000
1882	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000	30,000,000
1883	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000	31,000,000
1884	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000	32,000,000
1885	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000	33,000,000
1886	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000	34,000,000
1887	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
1888	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000	36,000,000
1889	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000	37,000,000
1890	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000	38,000,000
1891	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000	39,000,000
1892	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000	40,000,000
1893	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000	41,000,000
1894	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000	42,000,000
1895	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000	43,000,000
1896	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000	44,000,000
1897	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000	45,000,000

In terms of rupees:

- (a) Includes Rs. 85,57,110 being the value of fine Silver received into the Bombay Mint from the Calcutta Mints for sale.
- (b) Includes Rs. 1,000 in 1925-26 and Rs. 1,300 in 1926-27 being the value of Russian Government Paper.
- (c) Includes Rs. 1,00,000 in 1926-27 and the whole amount of Rs.19,35 being the value of Udupur District (Muzrai) Saraphahli Rs.
- (d) Represents the value of Saraphahli coins.
- (e) Subject to 10% duty.

1 For calendar year.

INDIAN COINAGE.

Table showing the value of Gold, Silver and Copper Monies coined at the Calcutta and Bombay Mints, respectively, during 20 years in TENS of RUPEES, from 1914-1915 to 1933-34.

Year.	GOLDEN.				SILVER.				BRONZE.				TOTAL FOR BRITISH INDIA.			
	Gold.		Copper.		Gold.		Silver.		Copper.		Total.		Gold.		Silver.	
	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.	Rs.	P.
1914-15	1,499,489	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558	1,410,558
1915-16	1,494,314	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004	1,408,004
1916-17	1,490,200	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890	1,403,890
1917-18	1,486,086	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000
1918-19	1,481,972	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886	1,395,886
1919-20	1,477,858	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770	1,391,770
1920-21	1,473,744	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654	1,387,654
1921-22	1,469,630	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538	1,383,538
1922-23	1,465,516	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422	1,379,422
1923-24	1,461,402	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306	1,375,306
1924-25	1,457,288	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190	1,371,190
1925-26	1,453,174	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074	1,367,074
1926-27	1,449,060	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958	1,362,958
1927-28	1,444,946	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842	1,358,842
1928-29	1,440,832	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726	1,354,726
1929-30	1,436,718	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610	1,350,610
1930-31	1,432,604	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494	1,346,494
1931-32	1,428,490	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378	1,342,378
1932-33	1,424,376	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262	1,338,262
1933-34	1,420,262	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146	1,334,146

(a) Includes Rs. 312 in 1914-15 representing value of 100 Rupees in the form of paper currency.
 (b) Includes Rs. 300 representing value of 100 Rupees in the form of paper currency.
 (c) Includes Rs. 200 representing value of 100 Rupees in the form of paper currency.
 (d) Includes Rs. 100 representing value of 100 Rupees in the form of paper currency.
 (e) Includes Rs. 50 representing value of 100 Rupees in the form of paper currency.
 (f) Includes Rs. 25 representing value of 100 Rupees in the form of paper currency.
 (g) Includes Rs. 12.50 representing value of 100 Rupees in the form of paper currency.
 (h) Includes Rs. 6.25 representing value of 100 Rupees in the form of paper currency.
 (i) Includes Rs. 3.12 representing value of 100 Rupees in the form of paper currency.
 (j) Includes Rs. 1.56 representing value of 100 Rupees in the form of paper currency.
 (k) Includes Rs. 0.78 representing value of 100 Rupees in the form of paper currency.
 (l) Includes Rs. 0.39 representing value of 100 Rupees in the form of paper currency.
 (m) Includes Rs. 0.19 representing value of 100 Rupees in the form of paper currency.
 (n) Includes Rs. 0.09 representing value of 100 Rupees in the form of paper currency.
 (o) Includes Rs. 0.04 representing value of 100 Rupees in the form of paper currency.
 (p) Includes Rs. 0.02 representing value of 100 Rupees in the form of paper currency.
 (q) Includes Rs. 0.01 representing value of 100 Rupees in the form of paper currency.
 (r) Includes Rs. 0.005 representing value of 100 Rupees in the form of paper currency.
 (s) Includes Rs. 0.002 representing value of 100 Rupees in the form of paper currency.
 (t) Includes Rs. 0.001 representing value of 100 Rupees in the form of paper currency.
 (u) Includes Rs. 0.0005 representing value of 100 Rupees in the form of paper currency.
 (v) Includes Rs. 0.0002 representing value of 100 Rupees in the form of paper currency.
 (w) Includes Rs. 0.0001 representing value of 100 Rupees in the form of paper currency.
 (x) Includes Rs. 0.00005 representing value of 100 Rupees in the form of paper currency.
 (y) Includes Rs. 0.00002 representing value of 100 Rupees in the form of paper currency.
 (z) Includes Rs. 0.00001 representing value of 100 Rupees in the form of paper currency.

PAPER CURRENCY RESERVE COINS.

Statement showing the value (in tens of rupees) of Notes in circulation of the Reserve in Gold and Silver and in Government Securities, and also of Notes forming part of the circulation which were in Government Treasuries on the last day of each fiscal year in total for all India for 20 years from 1915 to 1934.

Totals for the year ending 31st March 1934							
Years.	Notes in circulation (see notes enclosed in other circles).	RESERVE HELD IN INDIA.					Currency Notes in Government Treasuries.
		Gold.		Silver.		Government Securities held at Calcutta.	
		Rs.	P.	Rs.	P.		
1915	...	61,029,961	7,644,577	32,335,300	9,999,995	8,876,342	
1916	...	67,733,454	12,342,714	35,055,302	9,999,995	7,166,708	
1917	...	86,375,173	11,990,193	10,075,389	9,999,995	7,508,033	
1918	...	90,783,700	26,849,625	10,790,362	9,999,995	5,298,938	
1919	...	153,644,779	17,369,912	32,332,338	16,078,995	7,776,142	
1920	...	174,294,596	44,305,344	39,831,766	15,855,495	6,716,964	
1921	...	166,166,575	34,171,309	35,665,691	68,071,595	3,659,276	
1922	...	174,764,725	24,319,194	77,518,947	65,079,397	3,673,662	
1923	...	171,701,478	24,318,820	67,654,123	57,480,757	3,428,938	
1924	...	185,800,722	22,319,335	80,004,413	57,627,405	2,605,804	
1925	...	184,194,023	22,317,273	76,754,339	57,126,295	2,794,642	
1926	...	193,340,979	22,318,558	84,012,257	57,111,445	2,775,140	
1927	...	184,132,171	22,320,600	104,474,039	49,765,894	1,832,535	
1928	...	184,874,455	29,763,338	101,880,333	37,520,161	1,926,854	
1929	...	188,032,072	32,216,079	99,896,401	43,228,473	1,938,032	
1930	...	177,230,629	32,273,584	116,055,047	33,949,091	2,042,009	
1931	...	160,845,073	29,847,450	124,900,102	10,196,021	2,070,981	
1932	...	178,136,756	5,269,860	111,186,629	57,939,270	2,911,084	
1933	...	176,895,119	25,094,031	111,857,135	39,044,631	2,122,915	
1934	...	177,214,968	41,524,430	97,990,378	29,447,062	2,567,059	

* Converted at Rs. 10 per £1, or Rs. 1 for 11,300.16 grains of fine gold.
 (a) Excludes 2,000,000 being Internal Bills of Exchange held on account of Government under Sec. 19-A of the Paper Currency Act 1910, against which Notes were issued.
 (b) Excludes 12,000,000 Do.
 (c) Excludes 8,000,000 being Internal Bills of Exchange held on account of Government under Sec. 20 of the Indian Paper Currency Act (CX of 1923) against which Notes were issued.
 (d) Excludes 2,000,000 Do.
 (e) Excludes 1,000,000 Do.
 (f) Excludes 2,750,000 Do.

TRADE OF BENGAL &c.

(Statements of both Foreign and Coasting Trade of the Bengal Presidency and its chief port Calcutta have been excluded owing to the discontinuance of the publication by the Government of the "Annual Statement of the Sea-Borne Trade and Navigation of the Bengal Presidency.")

INDIGO.

Statement showing the cultivation and production of Indigo in each Presidency and Province in India, and price in the Calcutta Market, during 20 years from 1914-1915 to 1933-34.

Year.	BENGAL.		BIHAR AND ORISSA.		PUNJAB.		UNITED PROV. OF AGRA AND OUDH.		MADRAS.		BOMBAY AND SIND. (including Khairpur State).		TOTAL.		* Price per Fy. mt. of Bengal and Tirhoot muddling to fine. (c)
	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Highest Lowest Rs.
1914-15	1,300	300	38,600	5,400	30,400	3,300	12,300	1,500	71,700	13,500	4,200	1,000	148,400	25,300	640 0 000 0
1915-16	1,400	300	40,900	7,100	21,400	2,700	43,200	4,000	222,000	45,500	4,100	400	332,100	55,100	700 0 650 0
1916-17	2,200	300	30,000	10,000	60,300	10,000	159,200	14,100	429,700	29,100	7,000	1,400	770,000	93,700	650 0 650 0
1917-18	7,000	300	35,700	10,200	90,700	16,900	190,300	17,400	324,400	50,600	11,000	1,800	716,000	127,600	500 0 400 0
1918-19	10,100	800	41,200	6,300	17,000	3,200	49,100	3,800	144,800	35,400	7,200	1,100	292,000	48,600	400 0 275 0
1919-20	11,700	900	27,100	8,200	22,000	4,900	48,800	4,500	101,300	23,600	7,400	1,200	248,300	43,300	370 0 300 0†
1920-21	17,700	700	44,400	5,000	27,000	4,700	45,300	4,200	112,100	27,800	7,300	1,300	245,800	42,700	370 0 345 0†
1921-22	10,090	300	39,900	5,400	33,000	6,300	44,000	5,000	157,300	48,600	5,400	1,500	331,800	67,300	370 0 275 0†
1922-23	7,300	200	35,400	4,100	30,500	9,200	39,100	4,000	141,300	32,600	11,000	1,300	284,400	52,100	295 0 220 0†
1923-24	400	(b)	24,800	4,200	38,400	6,700	30,200	2,200	89,400	20,600	7,700	1,100	179,800	34,800	170 0 130 0
1924-25	100	(b)	16,100	1,100	6,400	1,000	12,500	1,400	70,300	17,100	6,600	1,100	111,500	21,700	355 0†
1925-26	(d)	(d)	18,900	2,700	20,200	4,400	14,800	1,600	77,600	19,100	3,500	400	135,300	28,300	12 10 0 per unit (c) 12 10 0 per unit (c) Rate B grade (f)
1926-27	(d)	(d)	13,400	1,600	22,300	4,500	12,000	1,400	53,500	11,100	2,700	400	104,300	10,600	3 0 0 B grade 3 0 0 to 3 4 0 per unit
1927-28	(d)	(d)	12,900	1,400	8,800	1,000	7,200	800	32,800	7,400	2,000	300	69,000	10,900	3 0 0 per unit 3 0 0 per unit 12 10 0 per unit (c) 12 10 0 per unit (c) 12 10 0 per unit (c)
1928-29	(d)	(d)	5,900	700	19,300	2,700	5,700	600	48,800	10,900	1,600	200	81,000	15,100	12 10 0 per unit (c) 12 10 0 per unit (c) 12 10 0 per unit (c)
1929-30	(d)	(d)	5,900	1,200	6,800	1,200	4,000	400	62,800	11,600	600	100	70,000	14,400	12 10 0 per unit (c) 12 10 0 per unit (c) 12 10 0 per unit (c)
1930-31	(d)	(d)	4,800	800	9,000	1,000	3,000	400	46,900	10,200	100	(b)	62,800	13,000	3 0 0 per unit. 3 0 0 per unit. 3 0 0 per unit.
1931-32	(d)	(d)	4,000	600	9,000	1,200	2,200	300	37,200	7,300	100	(b)	52,500	9,500	3 0 0 per unit. 3 0 0 per unit. 3 0 0 per unit.
1932-33	(d)	(d)	3,000	400	9,400	1,300	1,100	100	46,100	8,800	200	(b)	59,500	11,100	3 0 0 per unit. 3 0 0 per unit. 3 0 0 per unit.
1933-34	(d)	(d)	500	100	9,600	2,100	1,700	200	30,100	5,100	(b)	(b)	41,500	7,500	3 0 0 per unit. 3 0 0 per unit. 3 0 0 per unit.

* Prices for 1914-15 are for Doudpore indigo per maund.

(a) Below 100 acres

(b) Less than 50 cwt.

(c) The figures in this col. are taken from the Prices Current of the Bengal Chamber of Commerce.

(d) No cultivation.

(e) From 18th December 1925 to 28th January 1926.

(f) From 29th January 1926.

† Relates to the quality "ordinary to middling."

Quotations for "muddling to fine" quality not available.

‡ Relates to price for two months July and August 1924. Quotations for other months not available.

(c) On 1st February 1926 only.

(d) On 14th and 21st February 1930 only.

THE INDIGO TRADE.

Statement showing the quantity and value of Indigo exported from Bengal Presidency to each Foreign country from 1931-32 to 1933-34.

[illegible]

CULTIVATION AND PRODUCTION OF JUTE.
Cultivation and production of Jute in bales (400 lbs.) for 20 years from 1915 to 1934.

Year	Brazil (a)		Bhutan and Overseas		Japan		Oceania		Seychelles		Total	
	Area	Bales	Area	Bales	Area	Bales	Area	Bales	Area	Bales	Area	Bales
1915	...	3,093,200	6,004,100	188,100	709,600	74,100	146,800	27,200	73,300	92,000	2,375,000	7,544,000
1916	...	3,811,900	7,459,400	224,600	552,000	95,200	359,600	31,300	88,000	108,000	2,702,000	8,392,000
1917	...	2,776,200	7,854,400	225,300	660,800	102,100	244,400	36,900	93,000	121,000	2,738,200	8,887,200
1918	...	2,919,200	8,248,900	149,340	332,200	102,100	228,300	29,300	83,400	42,000	2,640,400	6,935,700
1919	...	2,443,000	7,567,800	200,000	312,200	167,100	331,200	29,300	89,800	60,000	2,838,000	8,481,200
1920	...	2,409,000	8,247,000	170,000	333,900	184,000	377,600	36,000	95,000	93,000	2,909,000	7,515,000
1921	...	1,916,000	8,235,000	223,600	333,600	81,600	144,600	18,000	51,000	1,000	1,018,000	3,085,000
1922	...	1,928,000	8,176,000	169,000	325,000	90,000	297,000	22,000	62,000	57,000	1,880,000	5,498,000
1923	...	2,440,000	7,685,000	225,000	329,000	120,000	330,000	25,000	71,000	60,000	2,788,000	8,012,000
1924	...	2,858,000	7,195,000	242,000	485,000	131,000	333,000	32,000	74,000	70,000	2,770,000	8,092,000
1925	...	2,685,000	7,195,000	293,000	640,000	126,000	327,000	31,000	70,000	70,000	3,116,000	8,246,000
1926	...	3,321,000	10,652,000	271,000	781,000	169,000	599,000	43,000	117,000	80,000	3,847,000	12,132,000
1927	...	2,825,000	9,500,000	241,000	997,000	171,000	638,000	49,000	101,000	82,000	3,274,000	10,183,000
1928	...	2,670,000	8,910,000	241,000	662,000	195,000	622,000	32,000	70,000	75,000	3,144,000	10,066,000
1929	...	2,989,000	9,149,000	258,600	710,000	197,000	802,000	31,000	74,000	61,000	3,110,000	10,030,000
1930	...	3,041,000	8,883,000	226,000	626,000	192,000	610,000	24,000	61,000	54,000	3,110,000	9,994,000
1931	...	2,858,000	8,883,000	226,000	626,000	192,000	610,000	24,000	61,000	54,000	3,110,000	9,994,000
1932	...	1,832,000	6,189,000	170,000	310,000	127,000	240,000	33,000	44,000	49,000	1,929,000	5,542,000
1933	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1934	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1935	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1936	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1937	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1938	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,000
1939	...	2,143,000	7,010,000	129,000	438,000	147,000	295,000	24,000	54,000	41,000	2,143,000	7,072,0

(a) Includes Tripura State from 1915.
 (b) Represents the imports from Nepal into British India.
 (c) Excluding the figures for Nepal.
 (d) Not yet available.

N. B.—Figures for 1914 are subject to revision.

THE JUTE TRADE.

Statement showing the quantity and value of Jute (RAW) exported from Bengal Presidency to each foreign country from 1881-82 to 1893-94.

Exported to—	Quantity in tons.			Value in rupees.		
	1891-92	1892-93	1893-94.	1891-92.	1892-93.	1893-94.
United Kingdom	153,767	128,677	174,112	3,69,78,732	2,22,88,062	3,62,38,491
Netherlands	12,016	21,879	31,241	21,69,944	37,29,854	45,68,469
France	51,899	68,789	83,688	69,34,143	1,15,38,027	1,24,62,622
Belgium	45,894	46,678	54,689	83,62,960	76,71,726	76,65,041
Germany	129,749	121,221	1,68,463	2,41,75,774	2,11,19,655	2,44,04,711
Russia	530	399	399	80,402	80,402	53,992
Southern	2,881	115	399	4,80,921	18,879	53,992
Italy	44,125	37,465	65,641	86,14,553	68,03,697	95,55,010
Norway	190	1,051	959	10,580	1,73,488	1,41,518
Denmark	611	488	917	61,470	63,729	108,071
Sweden	691	3,189	5,455	1,28,391	5,47,784	8,85,754
Romania ... ..	...	2,116	...	...	...	3,05,841
Spain	36,621	42,311	25,055	68,31,082	71,34,514	60,77,665
Portugal	9,778	2,735	1,627	5,57,013	4,14,340	1,47,448
United States via	47,337	33,944	49,852	87,32,539	64,30,383	73,50,599
Atlantic coast	1,908	2,383	1,749	4,00,308	4,30,330	2,94,000
Pacific coast	49	64	80	9,900	...	...
Cuba	143	...	...	23,729	12,000	...
Brazil	15,669	13,287	19,033	30,79,837	28,42,299	32,87,341
Chile ... ..	...	440	...	...	...	71,130
Mexico	536	134	235	92,068	55,760	46,506
Argentine Republic (including Atlantic coast of Patagonia)	6,967	7,141	8,511	11,00,323	10,31,116	10,73,745
Ghana ... ..	...	9	9	...	...	1,440
Japan	9,919	14,492	17,345	17,46,784	22,73,474	23,63,451
Strait Settlements	2,385	...	...	...	38	...
Hongkong	1,140	3,444	3,454	4,00,440	5,54,885	4,53,638
Victoria	1,365	1,432	840	2,27,219	2,82,295	1,46,345
New South Wales	6	...	1,109	...	1,454	...
New Zealand	40	29	...	5,945	5,029	1,695
China (ex Hongkong and Macao)	6,591	6,789	7,069	12,03,857	9,97,671	9,81,442
Greece	1,462	1,882	1,684	2,83,851	2,67,890	2,72,685
Seyge	5,814	5,401	8,499	14,71,119	12,10,000	12,10,000
Perman	718	307	315	1,23,569	46,890	42,699
Uruguay	549	703	621	84,492	85,637	1,11,111
Other Foreign Countries	353	2,688	1,874	66,586	3,65,827	2,67,199
TOTAL	584,679	561,690	744,163	11,15,18,657	9,70,81,810	10,85,55,799

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THE JUTE TRADE.—(Contd.)

Statement showing the total clearances of Jute, Jute Regiments and Outlines from Calcutta and Chittagong for the period during 5 years, from 1889-90 to 1893-94.

Year, July to June.

JUTE.—(A) Value.—(B) Tons.

London.	Dundee.	Other ports in U. K.	Continental ports.	Total Exports.
Bales.	Bales.	Bales.	Bales.	Bales.
1889-90	8,892	862,297	13,418	2,49,292
1890-91	1,891	743,690	16,000	2,10,678
1891-92	12,601	715,464	2,881	1,687,121
1892-93	8,693	618,614	7,658	2,916,267
1893-94	5,038	759,135	2,944	2,945,186
Bales—(A) Value.—(B) Tons.				
1889-90	34,654	13,386	62,600	62,600
1890-91	16,000	13,965	20,045	20,045
1891-92	59,289	30,025	30,025	30,025
1892-93	34,448	38,774	72,522	72,522
1893-94	71,747	76,685	1,47,432	1,47,432
Chittagong.—(A) Value.—(B) Tons.				
1889-90	46,102	67,882	115,994	115,994
1890-91	40,969	42,397	83,296	83,296
1891-92	36,614	40,618	80,382	80,382
1892-93	41,015	64,814	95,629	95,629
1893-94	61,285	79,889	141,774	141,774

THE JUTE TRADE.—(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1929-30 to 1933-34.

Years, July to June.	JUTE.—(A BALE=400 lbs.)					
	Europe.	America.	All Other ports.	Australia.	China and Japan ports.	TOTAL ALL COUNTRIES.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1933-34	3,885,392	390,913	53	5,570	141,184	3,922,112
1932-33	2,951,702	304,532	169	7,831	135,233	3,299,463
1931-32	2,417,077	306,581	175	5,499	97,333	2,827,585
1930-31	2,732,063	297,066	100	3,716	73,318	3,106,562
1929-30	3,451,959	399,863	455	2,168	100,630	3,855,052
REJECTIONS.—(A BALE=400 lbs.)						
1933-34	52,890	11,214	25	...	...	64,129
1932-33	30,045	6,594	250	...	...	36,889
1931-32	59,302	15,043	791	...	...	75,136
1930-31	73,232	25,536	254	...	...	98,722
1929-30	147,432	69,564	2,553	...	...	219,549
CUTTINGS.—(A BALE=400 lbs.)						
1933-34	115,994	28,271	23,979	...	...	238,244
1932-33	83,306	38,248	21,143	...	...	142,737
1931-32	89,182	48,423	13,013	...	...	150,729
1930-31	95,829	94,396	11,216	...	...	201,440
1929-30	141,174	121,632	17,985	...	...	280,791

THE JUTE TRADE.—(Contd.)

Statement of clearances of Jute, Jute Rejections and Cuttings from the ports of Calcutta and Chittagong in bales (a bale=400 lbs.) during 25 years, from 1909-1910 to 1933-34.

Years, July to June.	Jute.	Rejections.	Cuttings.	TOTAL Bales.
	Bales.	Bales.	Bales.	
1909-10	3,706,562	67,395	145,416	4,009,373
1910-11	3,298,591	92,559	139,916	3,531,066
1911-12	4,166,048	95,048	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 available.	...	...
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	2,007,564	157,105	203,284	2,367,953
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	3,009,500	206,439	273,078	3,449,026
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	4,446,662
1930-31	3,136,268	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
1933-34	3,923,113	64,129	238,244	4,225,485

* From 1st January to 30th June 1919.

TEA CULTIVATION IN INDIA

Statement showing the progress of Tea Cultivation in the Teagrowing Districts during 30 years from 1914 to 1933.

Years.	Burma.	Assam		Blue and Orissa.		Bengal.	United Provinces.		English.	Madras.		Coorg.	Tamil Nadu.		Mysore.	Cochin.	Total India.	
		Developed Cultivated Area.	Cultivated Area.	White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.			Area.	Area.
1914	...	135,215	133,110	72,441,752	292,414	75,272,201	2,974,164	1,941,200	5,607,641	...	...	...	26,950	26,950	...	...	634,407	634,407
1915	...	146,330	143,100	72,588,722	293,207	80,026,037	3,005,915	1,960,638	11,301,280	...	...	...	40,890	40,890	...	...	654,340	654,340
1916	...	146,359	143,000	81,072,917	300,208	91,852,599	3,262,732	1,990,110	11,396,446	...	...	...	42,415	42,415	...	...	669,630	669,630
1917	...	150,624	146,175	84,146,868	323,664	98,085,661	3,214,769	1,988,729	10,818,272	...	...	...	44,756	44,756	...	...	677,838	677,838
1918	...	138,495	136,026,010	81,884,343	312,611	99,611,498	3,123,654	1,971,218	10,609,268	...	...	...	45,441	45,441	...	...	691,738	691,738
1919	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1920	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1921	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1922	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1923	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1924	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1925	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1926	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1927	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1928	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1929	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1930	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1931	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1932	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1933	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609

(a) Includes Tripura State.

Statement showing the progress of Tea Production in the Teagrowing Districts during 30 years, from 1914 to 1933.

Years.	Burma.	Assam		Blue and Orissa.		Bengal.	United Provinces.		English.	Madras.		Coorg.	Tamil Nadu.		Mysore.	Cochin.	Total India.	
		Developed Cultivated Area.	Cultivated Area.	White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.		White and Orissa.	Blue and Orissa.			Area.	Area.
1914	...	135,215	133,110	72,441,752	292,414	75,272,201	2,974,164	1,941,200	5,607,641	...	...	...	26,950	26,950	...	...	634,407	634,407
1915	...	146,330	143,100	72,588,722	293,207	80,026,037	3,005,915	1,960,638	11,301,280	...	...	...	40,890	40,890	...	...	654,340	654,340
1916	...	146,359	143,000	81,072,917	300,208	91,852,599	3,262,732	1,990,110	11,396,446	...	...	...	42,415	42,415	...	...	669,630	669,630
1917	...	150,624	146,175	84,146,868	323,664	98,085,661	3,214,769	1,988,729	10,818,272	...	...	...	44,756	44,756	...	...	677,838	677,838
1918	...	138,495	136,026,010	81,884,343	312,611	99,611,498	3,123,654	1,971,218	10,609,268	...	...	...	45,441	45,441	...	...	691,738	691,738
1919	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1920	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1921	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1922	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1923	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1924	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1925	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1926	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1927	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1928	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1929	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1930	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1931	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1932	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609
1933	...	134,122	131,181	80,132,495	314,131	1,168,667	1,991,887	1,903,417	12,555,725	...	...	...	47,105	47,105	...	...	701,609	701,609

(a) Discontinued.

(a) Includes Tripura State.

TEA EXPORTS FROM BENGAL.

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1931-32 to 1933-34.

Exported to—	Quantity in lbs.				Value in rupees.			
	1931-32.	1932-33.	1933-34.	1934-35.	1931-32.	1932-33.	1933-34.	1934-35.
United Kingdom ...	212,441,257	270,476,478	333,124,270	12,91,37,796	12,91,37,796	12,91,37,796	12,91,37,796	12,91,37,796
United States ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Canada ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
China ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
France ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Germany ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
India ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Japan ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Malaya ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Philippines ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Portugal ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Spain ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Sweden ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Switzerland ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Thailand ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
U.S.S.R. ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Yugoslavia ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Other countries ...	501,405	462,459	5,600	2,50,074	2,50,074	2,50,074	2,50,074	2,50,074
Total ...	212,441,257	270,476,478	333,124,270	12,91,37,796	12,91,37,796	12,91,37,796	12,91,37,796	12,91,37,796

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1931-32 to 1933-34.

Exported to—	Quantity in lbs.				Value in rupees.			
	1931-32.	1932-33.	1933-34.	1934-35.	1931-32.	1932-33.	1933-34.	1934-35.
Argentina ...	107,720	145,410	106,414	6,507	6,507	6,507	6,507	6,507
Australia ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Belgium ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Canada ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
China ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
France ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Germany ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
India ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Japan ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Malaya ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Philippines ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Portugal ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Spain ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Sweden ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Switzerland ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Thailand ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
U.S.S.R. ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Yugoslavia ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Other countries ...	6,507	6,507	6,507	6,507	6,507	6,507	6,507	6,507
Total ...	107,720	145,410	106,414	6,507	6,507	6,507	6,507	6,507

TEA EXPORTS FROM INDIA.

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1909-1910 to 1933-34.

Year.		QUANTITY IN LBS.					
		Bangal.	Bombay.	Madras.	Sind.	Burma.	Total.
1909-10	Black	230,013,340	1,374,746	17,094,516	9,788	7,409	245,099,809
	Green	313,126					313,126
1910-11	Black	233,722,460	1,440,463	18,035,969	1,020	8,051	253,219,132
	Green	1,082,507				429	1,082,936
1911-12	Black	230,604,640	1,400,522	17,538,173	2,138	13,410	251,556,883
	Green	1,871,340		740,716		2,689	2,614,745
1912-13	Black	255,002,227	1,075,545	10,129,730	3,985	790	267,020,371
	Green	725,275		768,785		1,495,048	2,999,108
1913-14	Black	238,374,500	2,004,197	20,017,080	30,168	7,359	258,525,566
	Green	35,890		311,066		1,028	347,964
1914-15	Black	374,401,324	4,006,149	21,013,338	38,318	2,797	399,459,524
	Green	165,834		381,720		960	548,510
1915-16	Black	301,575,656	11,105,037	25,775,616	30,767	0,000	338,379,063
	Green	127,049		54,100			181,149
1916-17	Black	205,452,389	8,721,730	24,907,096	45,059	34,323	239,102,117
	Green	340,401		15,100			355,501
1917-18	Black	324,834,300	9,004,340	24,894,001	390,045	3,378	359,179,874
	Green	4,258					4,258
1918-19	Black	279,709,808	14,250,543	27,005,841	2,538,873	940	323,646,105
	Green	92,482	5,443		180		98,105
1919-20	Black	341,146,420	7,445,141	29,450,234	1,108,451	8,107	379,161,353
	Green	599	2,839		500		3,938
1920-21	Black	350,004,948	8,000,303	30,037,078	1,274,798	6,507	389,323,534
	Green	228,111			504		228,615
1921-22	Black	395,729,028	9,002,782	27,523,350	2,024	0,000	432,255,184
	Green	356,900		30,850,351	104,591	9,865	388,161,708
1922-23	Black	335,016,629	8,000,303	30,850,351	104,591	9,865	388,161,708
	Green	780,257		200			780,457
1923-24	Black	298,029,379	3,318,879	38,550,737	93,659	5,181	336,998,655
	Green	226,141					226,141
1924-25	Black	314,223,746	2,574,728	37,480,434	62,644	5,292	354,347,811
	Green	646,212		230,892			877,104
1925-26	Black	270,105,777	2,631,100	42,745,780	40,607	3,937	315,531,201
	Green	800,729		386,002			1,186,731
1926-27	Black	303,098,747	1,332,777	43,672,506	18,141	21,832	347,113,903
	Green	308,139		22,105			330,244
1927-28	Black	314,223,746	603,464	45,284,006	15,211	62,044	360,059,465
	Green	840,569		300,590			1,141,159
1928-29	Black	309,531,429	407,028	49,150,423	13,623	14,770	359,163,073
	Green	313,712		220,345			534,057
1929-30	Black	322,897,265	554,178	49,671,227	16,094	30,003	373,168,568
	Green	405,244					405,244
1930-31	Black	300,365,901		45,872		14,800	300,426,772
	Green	538,040	158				538,198
1931-32	Black	294,480,023		45,901,455	11,075	12,393	340,419,139
	Green	608,174					608,174
1932-33	Black	278,854,706	161,407	44,836,724	5,489	8,140	323,696,666
	Green						
1933-34	Black	270,796,696	184,530	46,824,884	2,006	8,305	317,816,421
	Green						

TEA MOVEMENTS IN LONDON.
Comprehensive Statement of Movements of Tea (China and Green) in London during the calendar years 1933 and 1934.

Year.		Tea.		Green.		Others, etc.		Total.	
		India.	China, etc.	India.	China, etc.	India.	China, etc.	India.	China, etc.
January	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
February	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
March	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
April	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
May	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
June	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
July	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
August	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
September	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
October	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
November	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
December	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
TOTAL	1933	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000
	1934	31,202,455	5,500,000	3,000,000	1,000,000	1,000,000	1,000,000	31,202,455	5,500,000

BENARES OPIUM.

Statement showing the quantity, average price, and gross proceeds of Benares Opium sold during 25 years, from 1910 to 1934.

Year.	Quantity.	Average price per chest.		Gross proceeds.	
		Rs.	As. P.	Rs.	As. P.
	Cheats.				
1910 ...	39,600	2,673	1 7	10,58,54,815	0 0
1911 ...	29,440	2,811	9 1	8,27,72,374	6 0
1912 ...	19,900	2,070	10 10	5,91,16,564	3 6
1913 ...	9,000	2,379	4 3	2,14,13,400	0 0
1914 ...	11,848	1,598	14 0	1,80,43,520	2 11
1915 ...	12,480	1,719	7 4	2,14,58,850	0 0
1916 ...	13,950	2,454	15 0	3,42,46,425	0 0
1917 ...	11,725	2,588	9 7	3,03,51,335	0 0
1918 ...	14,025	3,320	1 8	3,74,52,575	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 ...	7,891	4,665	8 4	2,80,54,775	0 0
1925 ...	6,110	4,616	15 1	2,54,35,350	0 0
1926 ...	7,950	4,100	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 ...	2,952	4,000	0 0	82,08,000	0 0
1933 ...	2,094	4,000	0 0	83,76,000	0 0
1934 ...	1,356	4,000	0 0	54,24,000	0 0

BENARES OPIUM—(contd.)

Statement showing the quantity, average price and gross proceeds of Benares Opium sold each month during 1933 and 1934.

1933	Quantity in chests.	Average price per chest.		Gross proceeds.	
		Rs.	As. P.	Rs.	As. P.
January ...	...	...	...	...	...
February ...	...	...	...	...	...
March ...	...	...	...	...	...
April ...	290	...	...	8,00,000	0 0
May ...	236	...	...	9,44,000	0 0
June ...	260	4,000	0 0	8,00,000	0 0
July ...	331	...	...	13,24,000	0 0
August ...	331	...	...	13,24,000	0 0
September ...	347	...	...	13,88,000	0 0
October ...	180	...	...	7,20,000	0 0
November ...	131	...	...	5,24,000	0 0
December ...	138	...	...	5,52,000	0 0
Total ...	2,694	4,000	0 0	83,76,000	0 0

1934	Quantity in chests.	Average price per chest.		Gross proceeds.	
		Rs.	As. P.	Rs.	As. P.
January ...	200	...	...	8,00,000	0 0
February ...	271	...	...	10,84,000	0 0
March ...	257	...	...	10,28,000	0 0
April ...	220	...	...	8,80,000	0 0
May ...	50	...	...	2,00,000	0 0
June ...	50	4,000	0 0	2,00,000	0 0
July ...	50	...	...	2,00,000	0 0
August ...	50	...	...	2,00,000	0 0
September ...	50	...	...	2,00,000	0 0
October ...	58	...	...	2,32,000	0 0
November ...	50	...	...	2,00,000	0 0
December ...	50	...	...	2,00,000	0 0
Total ...	1,356	4,000	0 0	54,24,000	0 0

THE SALT TRADE

Statement showing the quantity (in mounds of 82½ lbs.) of salt imported into Bengal, and the annual average price, during 25 years from 1910-1911 to 1934-35.

Year.	From United Kingdom	From Germany	From India	From other Countries	From Aden	From Red Sea Ports	From other Countries	From Bombay and Sind	From Indian Ports	Total Imports	Annual average Calcutta price per 100 mds. at Liverpool	Per duty.
1910-11	1,570,570	45	7
1911-12	1,570,570	45	7
1912-13	1,570,570	45	7
1913-14	1,570,570	45	7
1914-15	1,570,570	45	7
1915-16	1,570,570	45	7
1916-17	1,570,570	45	7
1917-18	1,570,570	45	7
1918-19	1,570,570	45	7
1919-20	1,570,570	45	7
1920-21	1,570,570	45	7
1921-22	1,570,570	45	7
1922-23	1,570,570	45	7
1923-24	1,570,570	45	7
1924-25	1,570,570	45	7
1925-26	1,570,570	45	7
1926-27	1,570,570	45	7
1927-28	1,570,570	45	7
1928-29	1,570,570	45	7
1929-30	1,570,570	45	7
1930-31	1,570,570	45	7
1931-32	1,570,570	45	7
1932-33	1,570,570	45	7
1933-34	1,570,570	45	7
1934-35	1,570,570	45	7

* Figures are Omissions. Figures are included from 1934-35. * Statement with which was in previous statement shown under "From other Countries".

WHEAT AND LINSEED 1933 and 1934.

		1933.				1934.			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	D/Payment 4 M/S	a.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½
	D/Payment 3 M/S	a.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½
Price	Calcutta, per B. Md. Club No. 2 (ready) (including bag)	3-8-0	3-13-0	3-10-0	3-10-0	3-8-0	3-2-0	3-2-0	3-2-0
	Current rate per Md. by Rail, Calcutta to Howrah Rs. p. Ton, Steamer, Calcutta to London	0-8-11	0-8-11	0-8-11	0-8-11	0-8-11	0-8-11	0-8-11	0-8-11
Freight	Calcutta	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)
	London	1-8-0	1-8-0	1-8-0	1-8-0	1-10-0	1-10-0	1-10-0	1-10-0
Shipping Charges (boating) per ton.		Average Rs. 1-5-0 per ton.				Average Rs. 1-10-0 per ton.			
Calcutta.		1932-33				1933-34			
Exports	Bengal	...	...	...	...	...	...	...	...
	Bombay	...	...	...	...	...	...	...	...
Deposits	Madras, etc.	...	...	...	...	...	...	...	...
	London	...	...	...	...	...	...	...	...
TOTAL		2,194				2,060			

(a) Subject to rebate of 10% not exceeding 5s. per ton.
 2 (With new single bag, delivery at Kantonaher).
 N.B.—The above rates are quoted for nearest to 15th of each month.

RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per maund, for Wheat and Linseed from Calcutta to Howrah for 20 years from 1915 to 1934.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.		Linseed.		Wheat.		Linseed.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1915*	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1916	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3	0 5 3
1917	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1918	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1919(a)	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0
1920	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1921(b)	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11
1922	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1923	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1924	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1925	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1926	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1927	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1928	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1929	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1930	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1931	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1932	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1933	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1934	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11

* In wagon loads of 350 mds. or over per maund.

(a) Including surcharge.

(b) Excluding surcharge which is Rs. 1/20 per rupee in case of Linseed only.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1933.
1st QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	1 12 6	1 10 0				
Rice and Wheat ... "	1 8 9	1 6 3				
Linseed ... "	1 8 9	1 7 6				
Rapeseed ... "	1 10 0	1 7 6				
Flaxseed ... "	1 15 9	1 11 3				
Papaya-seed ... "	1 10 0	1 12 6				
Java ... "	1 17 6	1 15 0				
Cotton ... "	1 17 6	1 15 0				
Cash ... "	2 1 3	1 18 9				
Hides ... "	2 1 3	1 18 9				
Yan ... "	2 0 0	2 0 0				
Shallac ... "	2 2 6	2 0 0				
Silk ... "	2 6 3	2 1 3				
Salt ... "	1 15 9	1 10 3				
Castor oil ... "	1 1 3	1 18 9				
Turneps ... "	1 17 6	1 15 0				
Gumies ... "	2 1 3	1 18 9				

STAPLES.	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	1 12 6	1 12 6				
Rice and Wheat ... "	8 9	1 8 9				
Linseed ... "	1 7 6	1 7 6				
Rapeseed ... "	1 10 0	1 10 0				
Flaxseed ... "	1 15 9	1 13 9				
Papaya-seed ... "	1 15 0	1 15 0				
Java ... "	1 17 6	1 17 6				
Cotton ... "	1 17 6	1 17 6				
Cash ... "	2 1 3	2 1 3				
Hides ... "	2 1 3	2 1 3				
Yan ... "	2 0 0	2 0 0				
Shallac ... "	2 2 6	2 0 0				
Silk ... "	2 6 3	2 6 3				
Salt ... "	1 15 9	1 10 3				
Castor oil ... "	2 1 3	2 1 3				
Turneps ... "	1 17 6	1 17 6				
Gumies ... "	2 1 3	2 1 3				

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1933.—(contd.)
3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	112 6	112 6				
Rice and Wheat ... "	1 8 9	1 8 9				
Linseed ... "	1 7 6	1 7 6				
Rapeseed ... "	110 0	110 0				
Thiased ... "	113 9	113 9				
Poppyseed ... "	115 0	115 0				
Jute ... "	117 6	117 6				
Cotton ... "	117 6	117 6	NH.	NH.		
Cutch ... "	2 1 3	2 1 3				
Hides ... "	2 0 0	2 0 0				
Tea ... "	2 2 6	2 2 6				
Shallac ... "	2 2 6	2 2 6				
Silk ... "	3 6 3	3 6 3				
Tale ... "	110 0	110 0				
Castor oil ... "	2 1 3	2 1 3				
Turmeric ... "	117 6	117 6				
Gumies ... "	2 1 3	2 1 3				

Same as London.

Same as London.

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	112 6	112 6				
Rice and Wheat ... "	1 8 9	1 8 9				
Linseed ... "	1 7 6	1 7 6				
Rapeseed ... "	110 0	110 0				
Thiased ... "	113 9	113 9				
Poppyseed ... "	115 0	115 0				
Jute ... "	117 6	117 6				
Cotton ... "	117 6	117 6				
Cutch ... "	2 1 3	2 1 3	NH.	NH.		
Hides ... "	2 0 0	2 0 0				
Tea ... "	2 2 6	2 2 6				
Shallac ... "	2 2 6	2 2 6				
Silk ... "	3 6 3	3 6 3				
Tale ... "	110 0	110 0				
Castor oil ... "	2 1 3	2 1 3				
Turmeric ... "	117 6	117 6				
Gumies ... "	2 1 3	2 1 3				

Same as London.

Same as London.

N.B.—Subject to rebate of 10% not exceeding 6s. per ton.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1934.
1st QUARTER.

STAPLES	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	112 6	112 6				
Rice and Wheat ... "	1 8 9	1 8 9				
Linseed ... "	1 7 6	1 7 6				
Rapeseed ... "	110 0	110 0				
Thiased ... "	113 9	113 9				
Poppyseed ... "	115 0	115 0				
Jute ... "	117 6	117 6				
Cotton ... "	117 6	117 6				
Cutch ... "	2 1 3	2 1 3	NH.	NH.		
Hides ... "	2 0 0	2 0 0				
Tea ... "	2 2 6	2 2 6				
Shallac ... "	2 2 6	2 2 6				
Silk ... "	3 6 3	3 6 3				
Tale ... "	110 0	110 0				
Castor Oil ... "	2 1 3	2 1 3				
Turmeric ... "	117 6	117 6				
Gumies ... "	2 1 3	2 1 3				

Same as London.

Same as London.

2nd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.	
	STEAMERS.		SAILING VESSELS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton	112 6	112 6				
Rice and Wheat ... "	1 8 9	1 8 9				
Linseed ... "	1 7 6	1 7 6				
Rapeseed ... "	110 0	110 0				
Thiased ... "	113 9	113 9				
Poppyseed ... "	115 0	115 0				
Jute ... "	117 6	117 6				
Cotton ... "	117 6	117 6				
Cutch ... "	2 1 3	2 1 3	NH.	NH.		
Hides ... "	2 0 0	2 0 0				
Tea ... "	2 2 6	2 2 6				
Shallac ... "	2 2 6	2 2 6				
Silk ... "	3 6 3	3 6 3				
Tale ... "	110 0	110 0				
Castor Oil ... "	2 1 3	2 1 3				
Turmeric ... "	117 6	117 6				
Gumies ... "	2 1 3	2 1 3				

Same as London.

Same as London.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1934.—(contd.)
3rd QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	1 12 6	1 10 0						
Rice and Wheat	1 10 0	1 10 0						
Linseed	1 8 9	1 8 9						
Rapeseed	1 11 3	1 11 3						
Flaxseed	1 10 3	1 10 3						
Papayseed	1 10 3	1 10 3						
Jute	1 17 6	1 17 6						
Cotton	1 17 6	1 17 6						
Grain	2 3 3	2 3 3						
Hides	2 3 3	2 3 3						
Tea	2 3 3	2 3 3						
Shellac	2 3 3	2 3 3						
Silk	2 3 3	2 3 3						
Talc	2 3 3	2 3 3						
Custor Oil	2 3 3	2 3 3						
Turnerie	2 3 3	2 3 3						
Gumies	2 3 3	2 3 3						

4th QUARTER.

STAPLES.	TO LONDON.				TO LIVERPOOL.			
	STEAMERS.		SAILING VESSELS.		STEAMERS.			
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	1 12 6	1 12 6						
Rice and Wheat	1 10 0	1 10 0						
Linseed	1 8 9	1 8 9						
Rapeseed	1 11 3	1 11 3						
Flaxseed	1 10 3	1 10 3						
Papayseed	1 10 3	1 10 3						
Jute	1 17 6	1 17 6						
Cotton	1 17 6	1 17 6						
Grain	2 3 3	2 3 3						
Hides	2 3 3	2 3 3						
Tea	2 3 3	2 3 3						
Shellac	2 3 3	2 3 3						
Silk	2 3 3	2 3 3						
Talc	2 3 3	2 3 3						
Custor Oil	2 3 3	2 3 3						
Turnerie	2 3 3	2 3 3						
Gumies	2 3 3	2 3 3						

N.B.—Subject to rebate of 10% not exceeding 2s. per ton.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tons of Rupees) of total **Imports and Exports** of Merchandise and Treasure (exclusive of Government Stores and Treasure) from and to foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1929-1930 to 1933-1934.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Imports—										
From India	31,275,495	31,299,423	31,669,818	33,435,217	35,829,250	41,207,295	49,861,213	33,469,793	34,718,443	35,128,257
From Foreign	103,112,208	86,217,225	64,655,388	55,211,141	63,430,816	80,236,624	57,417,412	51,818,372	56,112,041	54,122,041
Total	134,387,703	117,516,648	96,325,206	88,646,358	99,260,066	121,443,919	107,278,625	85,288,165	90,830,484	89,250,298
Exports—										
To India	39,297,756	55,530,236	58,869,358	59,619,696	58,633,698	54,729,875	31,298,167	24,469,599	27,294,771	28,231,451
To Foreign	3,657,428	4,161,511	1,227,256	355,172	51,521	5,657,428	4,161,511	1,227,256	355,171	51,521
Total	43,955,184	59,691,747	60,038,714	60,174,868	58,685,219	60,387,303	35,459,678	25,696,855	27,650,000	28,282,972
Imports and Exports	178,342,887	177,208,395	156,363,920	148,821,226	157,945,285	181,831,222	142,738,303	110,985,020	118,480,484	117,533,270
Grand total of net exports	46,610,710	31,245,397	39,469,213	31,745,415	31,014,019	47,001,331	27,663,500	25,238,541	26,024,602	29,202,244

*Not Exports.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tons of Rupees) of total **Imports and Exports** of Government Stores and Treasure from and to foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1929-1930 to 1933-1934.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
GOVERNMENT STORES—										
From India	955,818	814,319	823,195	469,038	627,052	955,818	814,319	823,195	469,038	627,052
To India	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218
Total	2,792,850	2,430,537	2,439,413	2,085,256	2,243,270	2,792,850	2,430,537	2,439,413	2,085,256	2,243,270
Imports—										
From India	600,195	714,000	585,393	378,020	472,205	600,195	714,000	585,393	378,020	472,205
To India	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218
Total	2,437,227	2,330,218	2,201,611	2,054,238	2,088,423	2,437,227	2,330,218	2,201,611	2,054,238	2,088,423
Exports—										
To India	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218
Total	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218	1,837,032	1,616,218	1,616,218	1,616,218	1,616,218
Imports and Exports	4,274,259	3,946,436	3,817,829	3,670,456	3,704,639	4,274,259	3,946,436	3,817,829	3,670,456	3,704,639
Grand total of net exports	46,610,710	31,245,397	39,469,213	31,745,415	31,014,019	47,001,331	27,663,500	25,238,541	26,024,602	29,202,244

Rs. (Tons of Rupees).

*Not Exports.

SHIPPING TRADE OF BENGAL.

Table showing number and tonnage of Vessels including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the **Ports of the Presidency of Bengal** during ten years from 1924-25 to 1933-34.

STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.			In ballast.			With cargoes.			In ballast.		
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1924-25...	305	1,104,488	136	446,700	441	1,551,248	873	2,100,067	49	157,583	622	2,226,650
1925-26...	304	1,116,463	109	305,492	413	1,481,915	525	1,963,382	62	197,403	587	2,140,811
1926-27...	308	1,144,993	135	468,103	443	1,613,096	558	2,077,299	52	178,968	610	2,256,267
1927-28...	312	1,139,119	150	513,492	462	1,622,571	473	1,737,168	60	198,218	533	1,935,386
1928-29...	365	1,304,674	121	338,614	486	1,692,688	535	1,911,693	75	245,147	610	2,156,840
1929-30...	303	1,095,638	162	538,306	465	1,636,334	630	1,900,922	54	188,036	584	2,088,938
1930-31...	278	969,230	106	369,141	384	1,367,371	308	1,455,702	67	228,380	463	1,684,132
1931-32...	312	805,570	112	409,585	324	1,206,555	303	1,208,450	41	162,826	404	1,400,776
1932-33...	180	632,405	110	378,830	200	1,028,244	268	1,207,909	36	131,649	404	1,429,138
1933-34...	166	618,570	106	393,646	222	1,011,616	375	1,380,554	25	91,093	400	1,472,240

SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.			In ballast.			With cargoes.			In ballast.		
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1924-25...	3	511	1	277	4	788	4	677	...	...	4	677
1925-26...	7	1,134	2	451	9	1,585	6	969	...	...	6	969
1926-27...	5	876	...	...	5	876	5	882	...	...	5	882
1927-28...	6	1,078	...	...	6	1,078	6	917	...	...	6	917
1928-29...	5	860	1	290	6	1,150	5	860	...	...	5	860
1929-30...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34...	3	470	...	...	3	470	3	469	...	...	3	469

SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the **Port of Calcutta** during ten years from 1924-25 to 1933-34.

STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.			In ballast.			With cargoes.			In ballast.		
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1924-25...	297	1,081,327	130	428,885	427	1,510,212	562	2,073,070	49	157,583	611	2,230,653
1925-26...	293	1,088,660	103	345,048	395	1,433,708	524	1,950,743	60	191,643	584	2,166,391
1926-27...	300	1,121,636	130	459,250	430	1,571,776	553	2,068,061	50	173,993	635	2,242,054
1927-28...	300	1,107,573	149	510,949	449	1,615,622	473	1,737,168	57	191,502	530	1,929,120
1928-29...	355	1,277,421	114	350,982	469	1,638,409	355	1,905,130	73	238,687	616	2,145,217
1929-30...	293	1,067,818	161	535,263	454	1,603,086	538	1,893,023	62	180,762	580	2,073,785
1930-31...	270	976,736	106	369,141	376	1,346,877	395	1,448,698	63	214,284	438	1,662,982
1931-32...	207	700,402	110	394,421	317	1,184,883	361	1,211,915	38	148,562	399	1,360,477
1932-33...	172	630,251	109	372,104	281	1,022,555	308	1,207,500	32	117,765	460	1,425,274
1933-34...	160	601,965	105	349,120	265	991,044	374	1,277,322	23	84,235	397	1,461,547

SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.			In ballast.			With cargoes.			In ballast.		
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1924-25...	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	...	...	5	917
1928-29...	5	860	1	290	6	1,150	5	860	...	...	5	860
1929-30...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34...	3	470	...	...	3	470	3	469	...	...	3	469

MINERAL PRODUCTION IN BRITISH INDIA.

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1914 to 1933.

Year.	Coal. *		Gold.		Manganese Ore.		Misc.		Petroleum.		Salt. †		Tin Ore.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rx. ‡	Ozs.	Rx. ‡	Tons.	Rx. ‡	Cwts.	Rx. ‡	Gallons.	Rx. ‡	Tons.	Rx. ‡	Cwts.	Rx. ‡
1914	16,464,563	5,661,070	23,833	147,409	622,131	1,567,933	39,261	124,404	239,342,710	437,847	1,318,233	734,935	2,628	19,439
1915	17,163,052	5,671,593	27,639	174,127	436,055	1,236,326	37,131	111,169	287,063,276	572,024	1,745,222	997,383	2,015	14,452
1916	17,254,209	5,817,440	25,412	190,975	417,461	1,123,313	42,137	103,162	297,188,297	586,016	1,888,370	1,067,486	4,431	33,506
1917	18,212,018	6,767,498	24,367	157,592	546,726	1,412,063	40,881	912,259	285,759,325	432,870	1,427,000	491,070	5,233	39,129
1918	20,722,426	8,653,322	39,212	177,496	422,260	2,068,340	34,118	235,912	286,385,011	1,379,431	1,356,062	467,726	7,068	83,726
1919	23,628,007	10,112,236	11,363	58,629	477,118	1,196,073	45,777	219,800	300,740,138	1,043,231	1,891,138	823,222	20,847	157,311
1920	1,862,214	2,927,385	12,728	89,899	654,257	2,347,791	46,729	214,412	312,116,324	1,054,033	1,604,324	1,446,409	34,242	190,638
1921	15,922,417	5,000,816	10,189	73,837	614,526	2,093,170	32,269	128,770	305,633,247	1,401,963	1,533,670	1,112,220	33,826	197,344
1922	16,019,880	5,623,014	8,446	61,538	423,698	1,250,709	31,424	118,705	298,354,127	1,058,571	1,423,395	1,174,256	27,494	229,104
1923	16,036,838	5,465,372	1,038	10,381	391,662	2,284,197	23,100	106,797	294,215,033	1,031,871	1,781,120	1,124,074	40,140	278,491
1924	21,174,284	7,965,342	3,773	21,637	695,025	3,199,548	40,338	204,372	294,571,022	1,026,241	1,622,474	1,026,241	37,206	280,265
1925	20,904,777	7,224,001	3,862	11,117	711,347	2,688,142	45,391	217,282	282,006,045	1,026,462	1,280,144	751,253	46,169	326,418
1926	20,099,107	7,041,963	1,212	7,318	838,004	2,944,832	41,451	210,032	286,499,329	1,026,383	1,638,441	1,127,252	51,220	443,002
1927	22,023,052	8,481,001	2,964	14,418	873,157	3,644,434	42,681	242,738	284,113,066	1,023,757	1,611,345	1,128,015	53,189	506,222
1928	22,42,92,372	8,449,593	1,177	777	716,038	2,382,423	44,629	239,353	303,943,711	1,371,039	1,615,347	999,093	55,400	454,120
1929	24,118,734	8,834,913	7	433	611,666	1,728,139	23,055	262,129	306,143,003	1,423,601	1,770,099	1,131,457	65,264	540,690
1930	22,885,048	9,202,532	88	642	632,678	1,396,153	62,619	308,668	311,030,108	1,426,781	1,711,343	1,274,111	69,418	322,165
1931	21,716,435	8,502,850	1	251	347,423	709,329	38,863	203,265	305,018,211	1,014,025	1,338,495	1,254,056	51,234	211,070
1932	20,153,387	8,800,000	107	798	88,119	120,165	32,615	143,199	308,006,691	1,073,104	1,010,801	1,193,243	39,264	285,757
1933	19,739,103	6,118,008	334	2,420	53,240	70,909	41,003	167,904	306,002,022	1,291,386	1,712,397	1,142,953	64,410	400,568

† In tons of rupees.

‡ Including Indian States and Aden.

§ Including Indian States.

MINERAL PRODUCTION IN BRITISH INDIA.—(contd.)

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1914 to 1933.

Year.	Iron Ore. †		Salt-petre. ‡		Chromite.		Graphite.		Magnesite.		Jadestone.*		Diamonds.		Rubies, Sapphires, and Spinel.		
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Tons.	Rx. ‡	Cwts.	Rx. ‡	Tons.	Rx. ‡	Tons.	Rx. ‡	Tons.	Rx. ‡	Tons.	Rx. ‡	Carats.	Rx. ‡	Carats.	Rx. ‡	
1914	441,347	69,911	308,073	413,781	3,558	2,029	...	...	399	195	4,971	100,577	37	32	304,872	64,699
1915	390,839	43,516	366,373	569,224	2,726	3,694	216	16	7,450	5,069	4,292	69,571	...	...	321,441	54,448
1916	411,809	51,188	598,082	629,312	10,337	15,172	62	262	17,440	21,081	6,192	123,488	...	...	309,724	60,209
1917	413,256	50,364	488,373	819,006	19,223	28,154	61	302	15,192	21,830	6,090	128,017	...	...	198,200	77,747
1918	492,659	61,637	304,846	910,538	34,929	36,883	160	489	5,773	6,028	3,381	157,135	...	...	191,712	60,465
1919	562,750	45,887	356,009	485,589	14,067	44,248	22	731	13,012	15,614	3,281	95,234	...	...	158,577	108,067
1920	538,065	118,153	305,701	454,769	28,125	72,614	83	416	11,309	13,650	3,094	180,738	...	...	185,004	91,862
1921	642,064	120,833	319,342	229,710	27,727	42,944	78	17,152	20,582	5,974	189,803	193,915	75,246
1922	625,274	156,643	233,638	567,622	19,063	30,389	...	...	13,417	22,100	5,765	187,217	...	...	231,120	72,731
1923	821,038	300,389	175,962	228,380	35,253	30,779	...	...	19,235	25,293	5,471	31,627	...	...	187,010	73,019
1924	1,445,013	388,658	170,096	252,407	27,850	40,145	...	...	24,427	29,312	2,078	79,545	...	...	101,097	48,324
1925	1,544,678	447,101	156,976	198,126	31,026	33,464	...	...	29,620	41,468	972	16,278	...	...	140,057	36,214
1926	1,659,293	493,667	98,830	128,454	16,443	25,474	...	...	28,670	34,192	2,233	47,026	...	...	100,571	46,677
1927	1,586,735	510,189	123,015	182,126	17,066	27,161	...	...	16,999	29,996	2,016	30,514	...	...	39,590	27,663
1928	2,065,092	553,601	89,070	100,003	17,167	27,293	...	...	22,642	14,714	2,817	88,217	...	...	40,380	17,731
1929	2,428,535	649,124	91,768	99,103	21,044	33,620	30	116	22,134	10,772	2,226	43,616	...	...	43,609	18,176
1930	1,840,026	487,023	76,288	72,166	30,484	47,730	...	...	15,963	6,798	1,572	21,862	...	...	40,660	18,119
1931	1,624,883	415,874	123,175	59,109	14,538	21,856	7	8	4,978	2,151	2,543	35,229	...	...	...	4,286
1932	1,709,001	301,977	185,785	421,732	7,865	11,020	...	...	13,482	6,448	2,763	67,184	...	...	...	...
1933	1,928,022	249,791	180,567	155,792	9,770	14,243	...	...	11,131	6,766	1,800	17,972	...	...	1,102	53

* These figures represent exports by sea and land in each official year. † Not available.

† These figures for Ceylon and Madras relate to official years from 1914. The figures of value from that year have been calculated on the wholesale price of Salt-petre at Calcutta.

‡ In tons of rupees.

(a) Including figures for Indian States from 1915.

(b) Including the output of Rubies Salt-petre in Bihar, which was not included in the total prior to the year 1921.

(c) Export figures.

(d) Value of Rubies and Sapphires only.

(e) Value of export by sea only.

COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 30 years, from 1915 to 1934.

Year.	Assam.		Bengal.		Bihar Orissa.		Punjab.		Central Provinces.		Central India.		Nagp's Territory (exclusive of Mad.)		Baluchistan (exclusive of Baluch.)		N. W. F. Province.		Baleares (exclusive of Baleares.)		Burma.		Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1915
1916
1917
1918
1919
1920
1921
1922
1923
1924
1925
1926
1927
1928
1929
1930
1931
1932
1933
1934

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COAL IMPORTS INTO BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) imported into British India from Foreign countries, showing the share of each Province during 30 years from 1914-15 to 1933-34.

Year.	Bengal.		Bombay.		Madras.		Sind.		Baluchistan.		N. W. F. Province.		Baleares (exclusive of Baleares.)		Burma.		Total.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1914-15
1915-16
1916-17
1917-18
1918-19
1919-20
1920-21
1921-22
1922-23
1923-24

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* of which 11 and 8 tons are patent fuel for 1921-22 and 1922-23 respectively.

COAL EXPORTS FROM BRITISH INDIA.

Statement of the quantity of Coal and Coke (exclusive of Government Stores) exported to Foreign countries from British India showing the share of each Province during 20 years from 1914-15 to 1933-34.

Year.	Exported from—(INDIAN MERCHANTS).						Exported from—(FOREIGN MERCHANTS).†						Total exports.
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1914-15	1,737	427	...	...	...	1,737	...	12	...	51	...	63	594,340
1915-16	1,022,474	15	112	...	13	1,022,492	...	...	...	...	...	...	805,804
1916-17	1,690,302	30	...	...	...	1,690,332	...	...	...	...	...	...	832,332
1917-18	2,917	50	...	...	...	2,967	...	...	...	...	...	...	237,408
1918-19	1,254,503	1542	16,405	...	1860	1,272,910	...	121	...	300	...	...	143,712
1919-20	1,142,942	1683	...	...	...	1,145,625	...	...	...	974	...	...	681,005
1920-21	1,459	16,991	...	...	...	17,450	...	206	...	...	...	...	1,146,192
1921-22	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1922-23	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1923-24	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1924-25	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1925-26	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1926-27	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1927-28	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1928-29	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1929-30	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1930-31	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1931-32	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1932-33	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837
1933-34	1,133,738	13,539	...	...	13,556	1,147,833	...	711	...	...	...	...	144,837

† Coal and Coke.

TRADE OF BRITISH INDIA.

Table showing the total miles of railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 22 years in Thousands of Rupees, from 1910-1911 to 1934-35.

Year.	*Total miles of railway open for traffic.	MERCHANDISE.		TREASURE.		Net imports of Treasure.	Surplus exports.
		Imports.	Exports. (Foreign and Country.)	Imports.	Exports.		
		Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).		
1910-11	32,099	1,20,35.40	2,10,08.81	89,73.41	7,11.95	32,58.37	48,15.04
1911-12	32,229	1,25,37.48	2,35,84.41	85,43.20	10,25.16	43,05.04	46,09.93
1912-13	33,484	1,60,49.87	3,45,08.00	85,09.03	31,19.80	7,03.57	44,15.23
1913-14	34,752	1,55,24.79	3,85,37.88	90,52.09	7,05.39	29,66.84	29,06.25
1914-15	35,285	1,37,92.00	1,51,50.16	43,65.26	31,77.03	3,30.33	25,19.97
1915-16	35,833	1,31,68.02	1,47,40.24	65,47.02	1,18.52	7,43.88	61,04.66
1916-17	36,286	1,40,63.03	2,45,21.71	55,56.18	14,89.74	4,94.16	55,62.60
1917-18	36,533	1,50,42.61	2,42,56.45	92,15.34	26,05.48	5,43.11	20,62.37
1918-19	36,616	1,65,03.41	2,53,38.14	84,34.73	1,25.10	2,63.83	58,31.45
1919-20	36,735	2,07,97.24	3,30,05.69	1,22,08.45	11,12.22	7,51.95	1,18,40.09
1920-21	37,029	2,35,59.88	3,25,10.97	25,41.55	25,80.15	2,38.59	75,04.10
1921-22	37,396	2,90,34.63	2,45,44.25	50,90.28	31,14.97	18,59.32	33,05.93
1922-23	37,618	3,22,70.77	3,14,92.23	1,01,61.70	60,04.40	2,78.13	60,25.27
1923-24	38,029	2,97,01.28	3,51,01.09	1,34,05.06	69,25.27	3,55.40	48,61.87
1924-25	38,270	2,46,62.54	3,58,17.44	1,01,54.00	99,17.70	4,91.37	57,28.48
1925-26	38,478	3,25,17.78	3,85,32.09	1,05,41.31	55,40.31	3,11.69	1,07,20.28
1926-27	39,049	2,31,22.08	3,09,44.56	78,28.48	41,31.40	2,00.33	39,31.11
1927-28	39,719	2,40,83.04	3,25,09.15	85,38.49	38,81.60	2,62.50	32,18.10
1928-29	40,059	2,53,30.69	3,77,59.12	81,65.22	37,29.41	2,63.11	34,36.30
1929-30	41,724	2,40,70.69	3,17,04.24	77,13.55	27,75.70	1,65.37	60,00.06
1930-31	42,281	1,64,70.37	2,25,62.67	60,81.48	26,85.01	4,23.72	38,28.89
1931-32	42,813	1,26,37.14	1,65,94.72	34,17.58	7,25.90	62,20.64	59,82.32
1932-33	42,881	1,26,88.48	1,85,40.14	3,20.71	2,99.05	67,91.92	64,92.87
1933-34	42,666	1,15,35.70	1,49,73.84	34,37.64	1,65.58	59,18.98	57,52.40
1934-35*	42,170	1,25,25.19	1,61,78.08	22,32.40	27,62.82	55,06.75	77,02.22

* Figures for Calendar year. From 1913-14 the figures are for the financial year.

† Net exports. ‡ Net imports. § Surplus imports.

** Subject to revision.

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 1910-1911 to 1934-35.

Year.	Sumas.			Treasures.			Stocks in particular Govt. Stores and Treasures.
	Imports.	Exports.	Net Imports of Stores.	Imports.	Exports.	Net Imports of Treasures.	
1910-11	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1911-12	5,65,05	14,49	5,63,56	10,48,57	1,25	+ 3,05	5,37,50
1912-13	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1913-14	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1914-15	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1915-16	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1916-17	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1917-18	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1918-19	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1919-20	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1920-21	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1921-22	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1922-23	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1923-24	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1924-25	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1925-26	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1926-27	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1927-28	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1928-29	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1929-30	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1930-31	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1931-32	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1932-33	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1933-34	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90
1934-35	5,60,00	18,36	5,41,64	6,81,25	3,48	+ 3,36	5,37,90

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TRADE OF BRITISH INDIA.

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) from and to such Countries, in Thousands of Rupees, from 1909-10 to 1934-35.

Provinces.	Imports.			Exports.			Receipts, Exports Receipts.		
	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.
Bombay	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).
Bihar and Orissa	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22
Bombay	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22
Madras	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22
Burma	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22	55,54,22
Total for British India.	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00	1,75,00,00

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SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of STEAMERS entered and cleared with cargoes and in ballast from and to Foreign countries at ports in British India from 1931-32 to 1933-34.

PRESIDENCY.	STEAMERS ENTERED.											
	With cargoes.						In ballast.					
	1931-1932.			1932-1933.			1931-1932.			1932-1933.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bengal	215	505,570	180	632,405	166	615,070	115	400,530	110	375,838	100	323,040
Bombay	338	2,530,375	368	2,910,074	373	3,051,270	35	105,983	18	60,723	44	143,214
Madras	919	2,123,169	791	1,693,232	864	1,855,997	25	107,704	37	110,922	57	195,549
Sind	329	767,598	355	745,029	358	745,410	15	51,007	30	91,569	38	100,854
Burma	398	1,110,784	338	1,025,931	358	1,051,206	112	290,459	99	283,730	92	249,060
Bihar and Orissa ... ..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	2,228	7,337,892	2,124	6,999,371	2,216	7,320,545	291	956,715	294	922,725	327	1,081,793

STEAMERS CLEARED.												
PRESIDENCY.	With cargoes.						In ballast.					
	1931-1932.			1932-1933.			1931-1932.			1932-1933.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bengal	383	1,298,450	368	1,307,609	375	1,380,554	41	162,229	26	121,649	25	91,895
Bombay	459	2,153,889	470	2,627,271	478	2,654,730	54	215,356	30	222,536	47	199,275
Madras	886	1,718,193	795	1,572,572	869	1,573,104	27	85,229	29	55,490	36	87,779
Sind	307	564,434	194	560,255	201	543,370	42	130,372	29	94,091	19	61,228
Burma	538	1,716,016	459	1,450,054	471	1,465,870	3	28,244	...	14,326	...	11,338
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	2,338	7,481,175	2,216	7,506,501	2,334	7,647,628	173	625,075	129	519,093	190	446,313

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 1931-32 to 1933-34.

PRESIDENCY.	SAILING VESSELS ENTERED.											
	With cargoes.						In ballast.					
	1931-1932.			1932-1933.			1931-1932.			1932-1933.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bengal	3	518	6	712	3	470	...	...	1	291	...	...
Bombay	110	11,388	109	10,814	101	10,145	...	...	...	...	...	...
Madras	149	11,652	164	12,376	121	10,440	144	15,295	159	11,889	208	14,234
Sind	214	16,575	193	14,647	132	11,373	111	9,531	102	8,479	107	8,762
Burma	46	3,017	33	1,286	38	699	3	5,386	52	9,524	38	5,463
Bihar and Orissa ... ..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	522	42,553	609	40,005	415	35,118	313	30,222	314	30,643	354	28,443

SAILING VESSELS CLEARED.												
PRESIDENCY.	With cargoes.						In ballast.					
	1931-1932.			1932-1933.			1931-1932.			1932-1933.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Bengal	3	518	2	325	3	469	...	...	...	...	...	...
Bombay	60	6,452	81	7,838	69	10,181	1	56	...	...	...	...
Madras	269	21,862	319	20,343	351	27,633	42	4,198	30	3,551	19	1,197
Sind	255	21,652	209	27,106	271	21,444	1	110	1	67	11	785
Burma	137	15,137	117	11,477	76	9,483	3	...	...	109	11	55
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	842	76,101	858	76,109	809	69,907	47	4,381	48	3,997	45	2,698

BETEL NUTS.

COUNTRIES WHENCE IMPORTED.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. cwt.
United Kingdom							
Aden and Dependencies							31.9
China	10,651,402	12,254,000	13,724,000	15,341,481	17,022,528	11,629,526	22,000
S. Settlements (including Labuan)	15,306,000	17,256,000	18,256,000	16,874,000	17,411,000	14,900,000	22,000
India							22,000
Sumatra			440	111,840			316
Java	87,024		206,432		632,316	82,344	4,440
Hong Kong (exclusive of Hong Kong and Macao)	16,252	29,514	61,790	13,885	29,440	24,446	440
Yunnan							4,440
Szechwan	7,206	11,228	8,813	4,264	49,430	47,671	21,000
Colony of Malaya	71,771	98,392	19,369				21,000
Colony of British Possessions	7,206	11,228	8,813	4,264	49,430	47,671	21,000
Other Foreign Countries	8,472		877	4,677	1,408	5,944	21,000
Germany							21,000
France							21,000
Italy							21,000
Japan							21,000
U.S.A.							21,000
Other Foreign Countries							21,000
TOTAL.	16,803,534	19,521,834	20,987,942	22,270,774	25,493,904	22,101,076	22,000

CLOYES

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IMPORTS.

1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	2966-67	2967-68	2968-69	2969-70	2970-71	2971-72	2972-73	2973-74	2974-75	2975-76	2976-77	2977-78	2978-79	2979-80	2980-81	2981-82	2982-83	2983-84	2984-85	2985-8
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CLOYES

Year	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	2966-67	2967-68	2968-69	2969-70	2970-71	2971-72	2972-73	2973-74	2974-75	2975-76	2976-77	2977-78	2978-79	2979-80	2980-81	2981-82	2982-83	2983-84	2984-85	2985-86	2986-87	2987-88	2988-89	2989-90	2990-91	2991-92	2992-93	2993-94	2994-95	2995-96	2996-97	2997-98	2998-99	2999-00	3000-01	
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Imports.

[illegible]

IMPORTS.

COUNTRIES WHENCE IMPORTED	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.
Japan	57,100	51,495	...	...	...	5,713	495	...
Philippines .....	...	...	158,000	...	...	...	...	...
Sweden .....	...	...	...	...	...	...	...	...
Strait Settlements (including Malacca) .....	...	1	...	...	...	...	...	...
United Kingdom	35	...	...	...	...	...	...	...
Czechoslovakia .....	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Shanghai) .....	...	...	...	...	...	...	...	...
Japan and Dependencies .....	...	159,300	...	400	5,007	...	117	...
French Colonies .....	...	...	...	...	...	...	...	...
French Territory .....	...	...	...	...	...	...	...	...
Hong Kong .....	...	...	...	...	...	...	...	...
Home-King .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...
United States .....	...	...	...	...	...	...	...	...
Other British Possessions U. S. A. Atlantic Coast	42	37	35	9	80	110	1	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
TOTAL	60,700	155,810	158,433	5,212	80	6,911	374	30

IMPORTS.

COUNTRIES WHENCE IMPORTED	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.
Poland (including Danzig) .....	...	...	...	...	...	...	...	...
Belgium	1,691,120	1,575,974	...	...	1,215,000	958,325	11,475	5,610
Strait Settlements (including Malacca)	31,023	63,110	295,000	1,298,225	1,292,692	309,802	8,262	561
Hong Kong	50,792	502,077	112,793	49,192	55,592	240,153	5,791	425
Denmark .....	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	42,223	14	86	448	107
Netherlands	5,650	1,471	5,491	33,431	110	1,046	...	338
Norway .....	...	...	...	...	...	...	...	...
Australian Commonwealth	71	118	234	77	615	32	...	...
Philippine Islands & Dutch United States of America .....	...	...	...	...	...	...	...	...
Other British Possessions U. S. A. Atlantic Coast	4,860	12,338	4,440	1,750	1,824	1,654	125	5
France	251	...	...	...	...	...	...	...
Portugal .....	...	...	...	...	...	...	...	...
Federal of Malay States Burma (British) .....	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...
Manila .....	...	...	...	...	...	...	...	...
Roumania .....	...	...	...	...	...	...	...	...
Other and Dependencies	126	...	...	...	...	...	...	...
Egypt	49,562	61,820	4,238	25,319	17,002	55,097	4,180	10
Algeria .....	...	...	...	...	...	...	...	...
Other British Possessions	428,196	...	...	...	...	...	...	...
Spain	2,672,762	8,215,841	...	...	...	...	...	...
Belgium .....	...	7,553,007	7,274,205	7,551,471	6,983,317	204,100	62,875	...
Germany .....	...	...	...	...	...	...	...	...
Italy	2,055	312	...	...	...	...	...	...
Denmark .....	...	...	...	...	...	...	...	...
Czechoslovakia .....	...	...	...	...	...	...	...	...
Japan	14,495	220,131	231,405	95,182	8,014	27,120	100	80
French Gulf .....	...	...	...	...	...	...	...	...
French Territory .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
British West Indies .....	...	...	...	...	...	...	...	...
Other British Countries .....	...	...	...	...	...	...	...	...
Other British Countries .....	...	...	...	...	...	...	...	...
Other British Countries .....	...	...	...	...	...	...	...	...
Other British Countries .....	...	...	...	...	...	...	...	...
TOTAL	8,671,376	16,182,124	8,993,206	5,410,227	16,133,097	8,102,413	236,016	715

SUGAR

(5 DUTCH STANDARD AND BELOW).

COUNTRIES WHENCE IMPORTED	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.
Japan
Philippines
Sweden
Strait Settlements (including Malacca)
United Kingdom
Czechoslovakia
China (exclusive of Hongkong and Shanghai)
Japan and Dependencies
French Colonies
French Territory
Hong Kong
Home-King
Germany
Netherlands
United States
Other British Possessions U. S. A. Atlantic Coast
Other Foreign Countries
TOTAL	126	207	654	602	3,418	6,038	250	1,021

SUGAR

(5 DUTCH STANDARD AND ABOVE).

COUNTRIES WHENCE IMPORTED	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.
Poland (including Danzig)
Belgium
Strait Settlements (including Malacca)
Hong Kong
Denmark
United Kingdom
Netherlands
Norway
Australian Commonwealth
Philippine Islands & Dutch United States of America
Other British Possessions U. S. A. Atlantic Coast
France
Portugal
Federal of Malay States Burma (British)
India
Manila
Roumania
Other and Dependencies
Egypt
Algeria
Other British Possessions
Spain
Belgium
Germany
Italy
Denmark
Czechoslovakia
Japan
French Gulf
French Territory
Other British Possessions
British West Indies
Other British Countries
Other British Countries
Other British Countries
TOTAL	15,200	202,479	624,417	684,105	447,400	700,125	906,061	819,285

IMPORTS.

IMPORTS.

U.S. Sugar, from 1920-21 are shown for Sugar 33 D.S. and above, and below 33 D.S. but not below 18 D.S.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1925-26.											
	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.
Netherlands
Indo-China
Indo-China
China (exclusive of Hong Kong and Macao)
Straits Settlements (including Labuan)
United Kingdom
Japan
Ceylon
Peru
Aden and Dependencies
Madagascar
E. Africa (Portuguese)
Natal
Zanzibar & Pemba
France
Australian Commonwealth
Java
Other Native States in Arabia
Persian Gulf
Samatra
Belgium
Muscat Territory or Trucial States
China
Palentine
Philippines
Other Foreign Countries
Smyrna
U. S. A. — Via Atlantic Coast
Egypt
Germany
TOTAL	5,470,700	5,302,146	4,568,300	3,666,015	1,145,833	7,375,838	5,433,827	5,311,077	...	...	...	...

(BLACK & GREEN).

COUNTRIES WHENCE IMPORTED.	1925-26.											
	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.
Netherlands
Indo-China
China (exclusive of Hong Kong and Macao)
Straits Settlements (including Labuan)
United Kingdom
Japan
Ceylon
Peru
Aden and Dependencies
Madagascar
E. Africa (Portuguese)
Natal
Zanzibar & Pemba
France
Australian Commonwealth
Java
Other Native States in Arabia
Persian Gulf
Samatra
Belgium
Muscat Territory or Trucial States
China
Palentine
Philippines
Other Foreign Countries
Smyrna
U. S. A. — Via Atlantic Coast
Egypt
Germany
TOTAL	110,414	13,838,173	7,885,016	7,833,427	7,633,851	7,993,033	5,505,403	10,220,450	6,448,201	5,060,232	5,700,017	4,716,654

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1925-26.											
	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.
United Kingdom	7,295	4,022	976	183	96	96,937	24,206	21,48	...	...	...	...
Australian Commonwealth
Straits Settlements
China (exclusive of Hong Kong and Macao)
Japan
Ceylon
East Africa (Portuguese)
United States of America
Aden and Dependencies
Arabia
Germany
France
Belgium
Spain
Netherlands
Other British Possessions
Sweden
Austria
Other Foreign Countries
TOTAL	64,505	16,054	1,021	17,706	20,640	166,207	27,900	23,232	...	...	...	...

COPPER

UNWROUGHT—(TIRES, INGOTS, CAKES, BRICKS AND SLABS).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1925-26.											
	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.	1925-26.
United Kingdom	49,833	34,086	21,255	31,278	10,854	21,688	14,300	12,975	8,623	2,950	4,771	4,947
Australian Commonwealth	4,008	15,483	7,709	2,100	5,001	800	...	...	...	...	...	...
Straits Settlements
China (exclusive of Hong Kong and Macao)
Japan
Ceylon
East Africa (Portuguese)
United States of America
Aden and Dependencies
Arabia
Germany
France
Belgium
Spain
Netherlands
Other British Possessions
Sweden
Austria
Other Foreign Countries
TOTAL	50,839	51,161	41,301	67,221	55,439	37,906	20,600	15,428	13,481	3,745	5,544	14,097

Imports

	COUNTRY WHERE BORROWED	TOTAL, CWT.	1916-17, cwt.	1917-18, cwt.	1918-19, cwt.	1919-20, cwt.	1920-21, cwt.	1921-22, cwt.
United Kingdom	...	68,071	20,505	1,570	761	6,457	106,739	50,851
Ireland	61,438
Netherlands
Strait Settlements
France	...	20,913	...	...	1	...	8,832	52,000
Germany	...	33,944	933	...	...	...	...	20,183
Australia and Dependencies
Ceylon	...	11	0	...	5	2	1	20
Morocco
Aden and Dependencies	60	...	2	...	...	...
Italy
Egypt
America ?
Hungary ?
Belgium	...	9,055	2,445	...	...	...	1,074	414
West Africa
Japan	...	12,282	7,455	239	1,617	7,507	2,176	757
Sweden
Panama	91	...	...	...	...	...
Shipping States of America	11	...	...	...	...	4,825
Other British Possessions	...	2	...	7	...	33	5,058	19,501
Other Foreign Countries
Total	...	144,020	39,560	6,122	2,466	19,956	116,905	231,716

COPPER

Imports.

COUNTRY WHERE INVESTED.	1914- 1915.	1915-16.	1916-17.	1917-18.	1918- 1919.	1919-20.	1920-21.	1921-22.
United Kingdom	...	158,569	29,624	8,922	631	1,120	145,175	276,014
British India	312	...	...	...	145	12,224
Ceylon	...	6	...	...	...	...	...	...
Portugal and Dependencies
Denmark	5,541	10
Norway	29	...
Peru	1,711
Netherlands
France	...	166,522	11,737	...	...	...	310	...
Germany	17,242	29,943
United States of America	15	41	...	26	19,535	9,183
Italy
East Africa (British)
Portugal
Aden and Dependencies
Arabia
Iraq
Siam
Turkey in Asia
Mughavasar
Belgium	...	107	...	...	...	291	5,281	10,135
Cape Colony
Egypt
Japan	...	105	3,215	3,197	2,706	3,632	2,642	18,996
British Commonwealth
Other Foreign Countries	...	2	7	...	...	...	...	1
Other British Possessions
Total	...	296,041	39,019	11,489	2,281	5,167	150,852	311,075

BRASS, BRONZE, ETC.

WROUGHT—(BRAZILERS AND SHEETS)

1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.	1961-62.	1962-63.	1963-64.	1964-65.	1965-66.	1966-67.	1967-68.	1968-69.	1969-70.	1970-71.	1971-72.	1972-73.	1973-74.	1974-75.	1975-76.	1976-77.	1977-78.	1978-79.	1979-80.	1980-81.	1981-82.	1982-83.	1983-84.	1984-85.	1985-86.	1986-87.	1987-88.	1988-89.	1989-90.	1990-91.	1991-92.	1992-93.	1993-94.	1994-95.	1995-96.	1996-97.	1997-98.	1998-99.	1999-00.	2000-01.	2001-02.	2002-03.	2003-04.	2004-05.	2005-06.	2006-07.	2007-08.	2008-09.	2009-10.	2010-11.	2011-12.	2012-13.	2013-14.	2014-15.	2015-16.	2016-17.	2017-18.	2018-19.	2019-20.	2020-21.	2021-22.	2022-23.	2023-24.	2024-25.	2025-26.	2026-27.	2027-28.	2028-29.	2029-30.	2030-31.	2031-32.	2032-33.	2033-34.	2034-35.	2035-36.	2036-37.	2037-38.	2038-39.	2039-40.	2040-41.	2041-42.	2042-43.	2043-44.	2044-45.	2045-46.	2046-47.	2047-48.	2048-49.	2049-50.	2050-51.	2051-52.	2052-53.	2053-54.	2054-55.	2055-56.	2056-57.	2057-58.	2058-59.	2059-60.	2060-61.	2061-62.	2062-63.	2063-64.	2064-65.	2065-66.	2066-67.	2067-68.	2068-69.	2069-70.	2070-71.	2071-72.	2072-73.	2073-74.	2074-75.	2075-76.	2076-77.	2077-78.	2078-79.	2079-80.	2080-81.	2081-82.	2082-83.	2083-84.	2084-85.	2085-86.	2086-87.	2087-88.	2088-89.	2089-90.	2090-91.	2091-92.	2092-93.	2093-94.	2094-95.	2095-96.	2096-97.	2097-98.	2098-99.	2099-00.	2100-01.	2101-02.	2102-03.	2103-04.	2104-05.	2105-06.	2106-07.	2107-08.	2108-09.	2109-10.	2110-11.	2111-12.	2112-13.	2113-14.	2114-15.	2115-16.	2116-17.	2117-18.	2118-19.	2119-20.	2120-21.	2121-22.	2122-23.	2123-24.	2124-25.	2125-26.	2126-27.	2127-28.	2128-29.	2129-30.	2130-31.	2131-32.	2132-33.	2133-34.	2134-35.	2135-36.	2136-37.	2137-38.	2138-39.	2139-40.	2140-41.	2141-42.	2142-43.	2143-44.	2144-45.	2145-46.	2146-47.	2147-48.	2148-49.	2149-50.	2150-51.	2151-52.	2152-53.	2153-54.	2154-55.	2155-56.	2156-57.	2157-58.	2158-59.	2159-60.	2160-61.	2161-62.	2162-63.	2163-64.	2164-65.	2165-66.	2166-67.	2167-68.	2168-69.	2169-70.	2170-71.	2171-72.	2172-73.	2173-74.	2174-75.	2175-76.	2176-77.	2177-78.	2178-79.	2179-80.	2180-81.	2181-82.	2182-83.	2183-84.	2184-85.	2185-86.	2186-87.	2187-88.	2188-89.	2189-90.	2190-91.	2191-92.	2192-93.	2193-94.	2194-95.	2195-96.	2196-97.	2197-98.	2198-99.	2199-00.	2200-01.	2201-02.	2202-03.	2203-04.	2204-05.	2205-06.	2206-07.	2207-08.	2208-09.	2209-10.	2210-11.	2211-12.	2212-13.	2213-14.	2214-15.	2215-16.	2216-17.	2217-18.	2218-19.	2219-20.	2220-21.	2221-22.	2222-23.	2223-24.	2224-25.	2225-26.	2226-27.	2227-28.	2228-29.	2229-30.	2230-31.	2231-32.	2232-33.	2233-34.	2234-35.	2235-36.	2236-37.	2237-38.	2238-39.	2239-40.	2240-41.	2241-42.	2242-43.	2243-44.	2244-45.	2245-46.	2246-47.	2247-48.	2248-49.	2249-50.	2250-51.	2251-52.	2252-53.	2253-54.	2254-55.	2255-56.	2256-57.	2257-58.	2258-59.	2259-60.	2260-61.	2261-62.	2262-63.	2263-64.	2264-65.	2265-66.	2266-67.	2267-68.	2268-69.	2269-70.	2270-71.	2271-72.	2272-73.	2273-74.	2274-75.	2275-76.	2276-77.	2277-78.	2278-79.	2279-80.	2280-81.	2281-82.	2282-83.	2283-84.	2284-85.	2285-86.	2286-87.	2287-88.	2288-89.	2289-90.	2290-91.	2291-92.	2292-93.	2293-94.	2294-95.	2295-96.	2296-97.	2297-98.	2298-99.	2299-00.	2300-01.	2301-02.	2302-03.	2303-04.	2304-05.	2305-06.	2306-07.	2307-08.	2308-09.	2309-10.	2310-11.	2311-12.	2312-13.	2313-14.	2314-15.	2315-16.	2316-17.	2317-18.	2318-19.	2319-20.	2320-21.	2321-22.	2322-23.	2323-24.	2324-25.	2325-26.	2326-27.	2327-28.	2328-29.	2329-30.	2330-31.	2331-32.	2332-33.	2333-34.	2334-35.	2335-36.	2336-37.	2337-38.	2338-39.	2339-40.	2340-41.	2341-42.	2342-43.	2343-44.	2344-45.	2345-46.	2346-47.	2347-48.	2348-49.	2349-50.	2350-51.	2351-52.	2352-53.	2353-54.	2354-55.	2355-56.	2356-57.	2357-58.	2358-59.	2359-60.	2360-61.	2361-62.	2362-63.	2363-64.	2364-65.	2365-66.	2366-67.	2367-68.	2368-69.	2369-70.	2370-71.	2371-72.	2372-73.	2373-74.	2374-75.	2375-76.	2376-77.	2377-78.	2378-79.	2379-80.	2380-81.	2381-82.	2382-83.	2383-84.	2384-85.	2385-86.	2386-87.	2387-88.	2388-89.	2389-90.	2390-91.	2391-92.	2392-93.	2393-94.	2394-95.	2395-96.	2396-97.	2397-98.	2398-99.	2399-00.	2400-01.	2401-02.	2402-03.	2403-04.	2404-05.	2405-06.	2406-07.	2407-08.	2408-09.	2409-10.	2410-11.	2411-12.	2412-13.	2413-14.	2414-15.	2415-16.	2416-17.	2417-18.	2418-19.	2419-20.	2420-21.	2421-22.	2422-23.	2423-24.	2424-25.	2425-26.	2426-27.	2427-28.	2428-29.	2429-30.	2430-31.	2431-32.	2432-33.	2433-34.	2434-35.	2435-36.	2436-37.	2437-38.	2438-39.	2439-40.	2440-41.	2441-42.	2442-43.	2443-44.	2444-45.	2445-46.	2446-47.	2447-48.	2448-49.	2449-50.	2450-51.	2451-52.	2452-53.	2453-54.	2454-55.	2455-56.	2456-57.	2457-58.	2458-59.	2459-60.	2460-61.	2461-62.	2462-63.	2463-64.	2464-65.	2465-66.	2466-67.	2467-68.	2468-69.	2469-70.	2470-71.	2471-72.	2472-73.	2473-74.	2474-75.	2475-76.	2476-77.	2477-78.	2478-79.	2479-80.	2480-81.	2481-82.	2482-83.	2483-84.	2484-85.	2485-86.	2486-87.	2487-88.	2488-89.	2489-90.	2490-91.	2491-92.	2492-93.	2493-94.	2494-95.	2495-96.	2496-97.	2497-98.	2498-99.	2499-00.	2500-01.	2501-02.	2502-03.	2503-04.	2504-05.	2505-06.	2506-07.	2507-08.	2508-09.	2509-10.	2510-11.	2511-12.	2512-13.	2513-14.	2514-15.	2515-16.	2516-17.	2517-18.	2518-19.	2519-20.	2520-21.	2521-22.	2522-23.	2523-24.	2524-25.	2525-26.	2526-27.	2527-28.	2528-29.	2529-30.	2530-31.	2531-32.	2532-33.	2533-34.	2534-35.	2535-36.	2536-37.	2537-38.	2538-39.	2539-40.	2540-41.	2541-42.	2542-43.	2543-44.	2544-45.	2545-46.	2546-47.	2547-48.	2548-49.	2549-50.	2550-51.	2551-52.	2552-53.	2553-54.	2554-55.	2555-56.	2556-57.	2557-58.	2558-59.	2559-60.	2560-61.	2561-62.	2562-63.	2563-64.	2564-65.	2565-66.	2566-67.	2567-68.	2568-69.	2569-70.	2570-71.	2571-72.	2572-73.	2573-74.	2574-75.	2575-76.	2576-77.	2577-78.	2578-79.	2579-80.	2580-81.	2581-82.	2582-83.	2583-84.	2584-85.	2585-86.	2586-87.	2587-88.	2588-89.	2589-90.	2590-91.	2591-92.	2592-93.	2593-94.	2594-95.	2595-96.	2596-97.	2597-98.	2598-99.	2599-00.	2600-01.	2601-02.	2602-03.	2603-04.	2604-05.	2605-06.	2606-07.	2607-08.	2608-09.	2609-10.	2610-11.	2611-12.	2612-13.	2613-14.	2614-15.	2615-16.	2616-17.	2617-18.	2618-19.	2619-20.	2620-21.	2621-22.	2622-23.	2623-24.	2624-25.	2625-26.	2626-27.	2627-28.	2628-29.	2629-30.	2630-31.	2631-32.	2632-33.	2633-34.	2634-35.	2635-36.	2636-37.	2637-38.	2638-39.	2639-40.	2640-41.	2641-42.	2642-43.	2643-44.	2644-45.	2645-46.	2646-47.	2647-48.	2648-49.	2649-50.	2650-51.	2651-52.	2652-53.	2653-54.	2654-55.	2655-56.	2656-57.	2657-58.	2658-59.	2659-60.	2660-61.	2661-62.	2662-63.	2663-64.	2664-65.	2665-66.	2666-67.	2667-68.	2668-69.	2669-70.	2670-71.	2671-72.	2672-73.	2673-74.	2674-75.	2675-76.	2676-77.	2677-78.	2678-79.	2679-80.	2680-81.	2681-82.	2682-83.	2683-84.	2684-85.	2685-86.	2686-87.	2687-88.	2688-89.	2689-90.	2690-91.	2691-92.	2692-93.	2693-94.	2694-95.	2695-96.	2696-97.	2697-98.	2698-99.	2699-00.	2700-01.	2701-02.	2702-03.	2703-04.	2704-05.	2705-06.	2706-07.	2707-08.	2708-09.	2709-10.	2710-11.	2711-12.	2712-13.	2713-14.	2714-15.	2715-16.	2716-17.	2717-18.	2718-19.	2719-20.	2720-21.	2721-22.	2722-23.	2723-24.	2724-25.	2725-26.	2726-27.	2727-28.	2728-29.	2729-30.	2730-31.	2731-32.	2732-33.	2733-34.	2734-35.	2735-36.	2736-37.	2737-38.	2738-39.	2739-40.	2740-41.	2741-42.	2742-43.	2743-44.	2744-45.	2745-46.	2746-47.	2747-48.	2748-49.	2749-50.	2750-51.	2751-52.	2752-53.	2753-54.	2754-55.	2755-56.	2756-57.	2757-58.	2758-59.	2759-60.	2760-61.	2761-62.	2762-63.	2763-64.	2764-65.	2765-66.	2766-67.	2767-68.	2768-69.	2769-70.	2770-71.	2771-72.	2772-73.	2773-74.	2774-75.	2775-76.	2776-77.	2777-78.	2778-79.	2779-80.	2780-81.	2781-82.	2782-83.	2783-84.	2784-85.	2785-86.	2786-87.	2787-88.	2788-89.	2789-90.	2790-91.	2791-92.	2792-93.	2793-94.	2794-95.	2795-96.	2796-97.	2797-98.	2798-99.	2799-00.	2800-01.	2801-02.	2802-03.	2803-04.	2804-05.	2805-06.	2806-07.	2807-08.	2808-09.	2809-10.	2810-11.	2811-12.	2812-13.	2813-14.	2814-15.	2815-16.	2816-17.	2817-18.	2818-19.	2819-20.	2820-21.	2821-22.	2822-23.	2823-24.	2824-25.	2825-26.	2826-27.	2827-28.	2828-29.	2829-30.	2830-31.	2831-32.	2832-33.	2833-34.	2834-35.	2835-36.	2836-37.	2837-38.	2838-39.	2839-40.	2840-41.	2841-42.	2842-43.	2843-44.	2844-45.	2845-46.	2846-47.	2847-48.	2848-49.	2849-50.	2850-51.	2851-52.	2852-53.	2853-54.	2854-55.	2855-56.	2856-57.	2857-58.	2858-59.	2859-60.	2860-61.	2861-62.	2862-63.	2863-64.	2864-65.	2865-66.	2866-67.	2867-68.	2868-69.	2869-70.	2870-71.	2871-72.	2872-73.	2873-74.	2874-75.	2875-76.	2876-77.	2877-78.	2878-79.	2879-80.	2880-81.	2881-82.	2882-83.	2883-84.	2884-85.	2885-86.	2886-87.	2887-88.	2888-89.	2889-90.	2890-91.	2891-92.	2892-93.	2893-94.	2894-95.	2895-96.	2896-97.	2897-98.	2898-99.	2899-00.	2900-01.	2901-02.	2902-03.	2903-04.	2904-05.	2905-06.	2906-07.	2907-08.	2908-09.	2909-10.	2910-11.	2911-12.	2912-13.	2913-14.	2914-15.	2915-16.	2916-17.	2917-18.	2918-19.	2919-20.	2920-21.	2921-22.	2922-23.	2923-24.	2924-25.	2925-26.	2926-27.	2927-28.	2928-29.	2929-30.	2930-31.	2931-32.	2932-33.	2933-34.	2934-35.	2935-36.	2936-37.	2937-38.	2938-39.	2939-40.	2940-41.	2941-42.	2942-43.	2943-44.	2944-45.	2945-46.	2946-47.	2947-48.	2948-49.	2949-50.	2950-51.	2951-52.	2952-53.	2953-54.	2954-55.	2955-56.	2956-57.	2957-58.	2958-59.	2959-6
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IMPORTS

WROUGHT—(YELLOW METAL FOR SHEATHING)

[illegible]

IMPORTS.

IRON.

	COUNTRIES WHERE SHIPPED	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.
United Kingdom	...	5,416	6,829	1,999	165	67	4,165	8,954	7,886
Ceylon
Norway
Belgium	15,028	...
France	...	25	...	...	...	...	...	19	...
Sweden
United States of America	211
Alaska and Dependencies
China—Hong-Kong	90	...	...
Germany
Netherlands	231
Turkey in Asia
India
Straits Settlements	6	...
Other Foreign Countries	...	11	10	...	...	...	...	...	...
Other British Possessions	11	...	...	...	...	...
Italy
Japan
TOTAL	...	5,457	6,830	1,903	165	67	4,165	8,954	20,091

IMPORTS.

IRON

	COUNTRIES WHERE IMPORTED.	1914-15, £000.	1915-16, £000.	1916-17, £000.	1917-18, £000.	1918-19, £000.	1919-20, £000.	1920-21, £000.	1921-22, £000.
United Kingdom	...	6,658	8,407	16,800	8,658	1,680	5,195	11,700	1,433
Austria-Hungary
Sweden	...	1,617	1,284	34	195	41	677	1,321	67
Ceylon	23	18	...	245	...	...
Malabar
Strait Settlements	922	170	198	40	31
India
Norway	1	20	...	...	170	...	...
France	...	11	420	25	101	...	...	2	17
Prussia
United States of America	468	471	1,002	4,140	3,385	1,168	45
Luxembourg
Belgium	...	1,849	13	...	...	...	889	5,005	7,960
Czechoslovakia
Aden and Dependencies
East Africa, British
East Africa, German
Cape Colony
Japan	102	18	...	...
Kyren Colony
Siam
Hongkong	97	178	...	...	...
Other (exclusive of Hongkong and Maseo)
Other Countries
Iraq
Other British Colonies	1	...
Other Foreign Colonies	1	3	...	...	...	...	...
TOTAL.		10,466	10,290	17,955	9,924	6,922	10,477	15,014	15,010

(Pig)-

IMPORTS

[illegible]

(WROUGHT—BARS AND CHANNEL).

IMPORTS

	1928-29, Sons.	1929-30, Sons.	1930-31, Sons.	1931-32, Sons.	1932-33, Sons.	1933-34, Sons.	1934-35, Sons.	1935-36, Sons.	1936-37, Sons.	1937-38, Sons.	1938-39, Sons.	1939-40, Sons.	1940-41, Sons.	1941-42, Sons.	1942-43, Sons.	1943-44, Sons.	1944-45, Sons.	1945-46, Sons.	1946-47, Sons.	1947-48, Sons.	1948-49, Sons.	1949-50, Sons.	1950-51, Sons.	1951-52, Sons.	1952-53, Sons.	1953-54, Sons.	1954-55, Sons.	1955-56, Sons.	1956-57, Sons.	1957-58, Sons.	1958-59, Sons.	1959-60, Sons.	1960-61, Sons.	1961-62, Sons.	1962-63, Sons.	1963-64, Sons.	1964-65, Sons.	1965-66, Sons.	1966-67, Sons.	1967-68, Sons.	1968-69, Sons.	1969-70, Sons.	1970-71, Sons.	1971-72, Sons.	1972-73, Sons.	1973-74, Sons.	1974-75, Sons.	1975-76, Sons.	1976-77, Sons.	1977-78, Sons.	1978-79, Sons.	1979-80, Sons.	1980-81, Sons.	1981-82, Sons.	1982-83, Sons.	1983-84, Sons.	1984-85, Sons.	1985-86, Sons.	1986-87, Sons.	1987-88, Sons.	1988-89, Sons.	1989-90, Sons.	1990-91, Sons.	1991-92, Sons.	1992-93, Sons.	1993-94, Sons.	1994-95, Sons.	1995-96, Sons.	1996-97, Sons.	1997-98, Sons.	1998-99, Sons.	1999-00, Sons.	2000-01, Sons.	2001-02, Sons.	2002-03, Sons.	2003-04, Sons.	2004-05, Sons.	2005-06, Sons.	2006-07, Sons.	2007-08, Sons.	2008-09, Sons.	2009-10, Sons.	2010-11, Sons.	2011-12, Sons.	2012-13, Sons.	2013-14, Sons.	2014-15, Sons.	2015-16, Sons.	2016-17, Sons.	2017-18, Sons.	2018-19, Sons.	2019-20, Sons.	2020-21, Sons.	2021-22, Sons.	2022-23, Sons.	2023-24, Sons.	2024-25, Sons.	2025-26, Sons.	2026-27, Sons.	2027-28, Sons.	2028-29, Sons.	2029-30, Sons.	2030-31, Sons.	2031-32, Sons.	2032-33, Sons.	2033-34, Sons.	2034-35, Sons.	2035-36, Sons.	2036-37, Sons.	2037-38, Sons.	2038-39, Sons.	2039-40, Sons.	2040-41, Sons.	2041-42, Sons.	2042-43, Sons.	2043-44, Sons.	2044-45, Sons.	2045-46, Sons.	2046-47, Sons.	2047-48, Sons.	2048-49, Sons.	2049-50, Sons.	2050-51, Sons.	2051-52, Sons.	2052-53, Sons.	2053-54, Sons.	2054-55, Sons.	2055-56, Sons.	2056-57, Sons.	2057-58, Sons.	2058-59, Sons.	2059-60, Sons.	2060-61, Sons.	2061-62, Sons.	2062-63, Sons.	2063-64, Sons.	2064-65, Sons.	2065-66, Sons.	2066-67, Sons.	2067-68, Sons.	2068-69, Sons.	2069-70, Sons.	2070-71, Sons.	2071-72, Sons.	2072-73, Sons.	2073-74, Sons.	2074-75, Sons.	2075-76, Sons.	2076-77, Sons.	2077-78, Sons.	2078-79, Sons.	2079-80, Sons.	2080-81, Sons.	2081-82, Sons.	2082-83, Sons.	2083-84, Sons.	2084-85, Sons.	2085-86, Sons.	2086-87, Sons.	2087-88, Sons.	2088-89, Sons.	2089-90, Sons.	2090-91, Sons.	2091-92, Sons.	2092-93, Sons.	2093-94, Sons.	2094-95, Sons.	2095-96, Sons.	2096-97, Sons.	2097-98, Sons.	2098-99, Sons.	2099-00, Sons.	2100-01, Sons.	2101-02, Sons.	2102-03, Sons.	2103-04, Sons.	2104-05, Sons.	2105-06, Sons.	2106-07, Sons.	2107-08, Sons.	2108-09, Sons.	2109-10, Sons.	2110-11, Sons.	2111-12, Sons.	2112-13, Sons.	2113-14, Sons.	2114-15, Sons.	2115-16, Sons.	2116-17, Sons.	2117-18, Sons.	2118-19, Sons.	2119-20, Sons.	2120-21, Sons.	2121-22, Sons.	2122-23, Sons.	2123-24, Sons.	2124-25, Sons.	2125-26, Sons.	2126-27, Sons.	2127-28, Sons.	2128-29, Sons.	2129-30, Sons.	2130-31, Sons.	2131-32, Sons.	2132-33, Sons.	2133-34, Sons.	2134-35, Sons.	2135-36, Sons.	2136-37, Sons.	2137-38, Sons.	2138-39, Sons.	2139-40, Sons.	2140-41, Sons.	2141-42, Sons.	2142-43, Sons.	2143-44, Sons.	2144-45, Sons.	2145-46, Sons.	2146-47, Sons.	2147-48, Sons.	2148-49, Sons.	2149-50, Sons.	2150-51, Sons.	2151-52, Sons.	2152-53, Sons.	2153-54, Sons.	2154-55, Sons.	2155-56, Sons.	2156-57, Sons.	2157-58, Sons.	2158-59, Sons.	2159-60, Sons.	2160-61, Sons.	2161-62, Sons.	2162-63, Sons.	2163-64, Sons.	2164-65, Sons.	2165-66, Sons.	2166-67, Sons.	2167-68, Sons.
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IMPORTS.

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
United Kingdom ...	724	1,379	3,938	1,886	313	408	870
Swiss Settlements ...	...	...	...	...	16	...	...
Ceylon ...	...	...	...	...	...	24	...
France ...	...	...	...	...	...	...	...
Austria-Hungary ...	72	...	...	...	...	...	...
Alban and Dependencies ...	...	...	...	...	...	...	...
Belgium ...	62	14	...	...	...	34	124
Germany ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	2	...	...	...
Italy ...	...	...	...	...	...	...	...
Sweden ...	25	130	5	...	...	...	...
Norway ...	...	...	...	13	...	...	...
Luxembourg ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...
United States of America ...	1	351	40	448	486	311	388
Japan ...	...	...	...	5	163	16	...
Other Foreign Countries ...	...	...	...	...	...	...	...
TOTAL ...	918	1,822	3,983	2,009	918	767	1,368

IMPORTS.

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
Australian Commonwealth ...	...	...	...	14	36	11	...
Peru ...	...	...	...	...	...	...	...
Persian Gulf ...	...	...	...	79	51	15	...
United Kingdom ...	77,884	6,600	42,650	24,055	35,927	77,241	112,180
Egypt ...	...	...	...	...	...	...	...
Ceylon ...	14	...	54	22	...	34	...
Other British Possessions ...	...	...	...	10	...	...	...
United States of America ...	9,897	16,298	21,604	23,847	12,205	24,807	2,435
Sweden ...	...	...	...	15	...	...	...
Norway ...	...	...	...	...	...	...	...
Canada ...	...	...	...	303	7	...	...
Netherlands ...	...	...	...	...	...	...	...
India ...	...	...	...	...	...	...	...
Java ...	...	...	...	...	...	...	...
Hong-Kong ...	...	...	...	98	548	307	...
China (exclusive of Hongkong and Manco) ...	...	...	...	...	...	...	...
Belgium ...	7,732	890	55	294	37	3,700	7,613
Japan ...	...	...	...	1,738	727	94	443
Czechoslovakia ...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	721	402	441	137
Austria ...	...	...	...	...	...	...	...
Hungary ...	189	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Germany ...	12,631	938	81	...	...	100	1,719
Luxembourg ...	...	...	...	...	...	...	...
Other Foreign Countries ...	124	...	13	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Korea Colony ...	...	...	...	...	...	...	...
TOTAL ...	101,572	89,290	68,165	80,867	49,943	108,267	148,725

IMPORTS.

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
Germany ...	454	10	...	...	...	12	446
United Kingdom ...	122,257	49,100	6,890	1,303	1,532	55,185	28,929
Ceylon ...	18	81	11	...	...	82	11
Austria-Hungary ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Other British Possessions ...	...	2	...	...	...	...	...
Indian East Africa ...	...	...	...	...	...	...	...
Japan ...	...	...	186	...	202	...	...
Arabia ...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
United States of America ...	4,218	5,764	2,138	4,200	629	3,141	6,530
Swiss Settlements ...	...	...	...	...	...	...	...
Luxembourg ...	...	...	...	...	...	...	...
Belgium ...	218	0	...	...	...	...	...
Hongkong ...	...	...	...	1	69	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...
TOTAL ...	127,292	54,910	9,167	5,009	2,474	68,412	68,468

IRON OR STEEL

IRON OR STEEL

(ANGLE, TEE, BOLT AND ROD.)

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
United Kingdom ...	448	183	433	138	250	102	98
Swiss Settlements
Ceylon
France
Austria-Hungary
Alban and Dependencies
Belgium
Germany
Italy
Other British Possessions
Italy
Sweden
Norway
Luxembourg
Arabia
Egypt
United States of America
Japan
Other Foreign Countries
TOTAL ...	638	484	740	229	300	307	1,424

SHEETS AND PLATES—(INCLUDING TINNED PLATES.)

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
United Kingdom ...	15	...	...	...	...	...	...
Swiss Settlements
Ceylon
France ...	75,280	105,331	75,811	42,683	28,102	61,810	67,885
Austria-Hungary
Alban and Dependencies
Belgium
Germany
Italy
Other British Possessions
United States of America ...	4,289	6,835	10,700	11,622	11,437	7,543	12,535
Sweden
Norway
Canada
Netherlands
India
Java
Hong-Kong
China (exclusive of Hongkong and Manco)
Belgium
Japan
Czechoslovakia
Straits Settlements
Austria
Hungary
France
Germany
Luxembourg
Other Foreign Countries
Italy
Korea Colony
TOTAL ...	149,949	192,222	184,097	121,428	84,281	107,170	92,938

SHEETS AND PLATES—PLAIN & CORRUGATED (GALVANIZED).

COUNTRY WHERE IMPORTED.	1914-15. tons.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.
United Kingdom ...	496	290	1,037	880	2,826	6,081	5,314
Swiss Settlements
Ceylon ...	114,817	169,124	205,308	271,656	249,024	297,686	286,044
France
Austria-Hungary
Alban and Dependencies
Belgium
Germany
Italy
Other British Possessions
United States of America ...	7,609	4,922	1,867	8,291	12,088	4,330	2,310
Sweden
Norway
Canada
Netherlands
India
Java
Hong-Kong
China (exclusive of Hongkong and Manco)
Belgium
Japan
Czechoslovakia
Straits Settlements
Austria
Hungary
France
Germany
Luxembourg
Other Foreign Countries
Italy
Korea Colony
TOTAL ...	192,478	165,038	209,148	288,009	274,810	331,301	308,937

IMPORTS.		LEAD.									
COUNTRY WHERE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Hong-Kong	400	...	...	...	...	...	...	...
Spain
United Kingdom	...	25,206	25,618	5,483	12	9	15,127	7,544	2,47	...	...
Straits Settlements	122	...	85	538	111	...	...
France	...	600	...	...	...	...	...	...	...	...	...
Belgium
Germany
Tanganyika Territory
Persia	...	1,200	101	...	...	...	...	...	...	...	...
Ceylon	...	1,184	828	1,375	1,668	2,377	1,370	1,608	2,179	...	...
India
United States of America	...	300	221	550	377	...	...	100	...	...	...
Turkey in Asia—Persian Gulf	211	...	...	...	...
Australasian Commonwealth	4,498	...	...	...	...	...	...
Other British Possessions
Egypt
Japan	...	1,022	...	2	290	...	...	...	...	...	...
Other Foreign Countries	...	22	...	...	...	...	...	...	...	...	...
TOTAL	...	29,303	33,279	7,285	2,919	6,884	16,769	9,742	5,274	...	...

IMPORTS.		LEAD, (WROUGHT).									
COUNTRY WHERE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Switzerland
Japan
United Kingdom	...	15,800	17,833	16,880	2,537	3,691	18,502	21,754	15,073	...	...
Zanzibar and Pemba
France
United States of America	4	313	634	2,800	287	...	...	...
Aden and Dependencies
Mauritius and Dependencies
Hong-Kong
Germany	...	177	36	...	...	...	...	...	...	...	...
Other Foreign Countries
Ceylon	10	...	216	0	...	...	...
Belgium	...	403	234	...	...	...	...	50	...	...	...
Italy
Netherlands
Australasian Commonwealth
Other British Possessions	1	1	...	...	...	...	...
TOTAL	...	16,630	18,129	16,898	13,064	18,055	22,505	22,720	15,531	...	...

IMPORTS.		LEAD.									
COUNTRY WHERE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Spain
India
Japan
Germany	...	119	3	...	578	1,783	376	144	102	...	...
United Kingdom	...	8,714	9,451	6,035	1,000	800	5,728	7,842	4,065	...	...
France	...	749	382	603	79	...	229	176	270	...	...
Ceylon	...	85	...	22	...	...	232	127	45	...	...
Netherlands	13	17	...	...	7	16	31	...	...
Straits Settlements	75	4	4	...	...	...	...
Zanzibar and Pemba
Gibraltar
Egypt
Aden and Dependencies
Mauritius and Dependencies
Bahamas	75	...	77	...	...	...	...
Belgium	...	110	...	...	...	...	...	...	...	...	...
Italy
Turkey in Asia—Persian Gulf
United States of America
East Africa (Portuguese)	23	103	...	...	...	...	...	...	...
Other British Possessions	...	15	3	...	...	...	...	...	...	...	...
Other Foreign Countries	...	8	11	9	...	...	...	...	...	...	...
TOTAL	...	9,815	9,889	6,881	2,778	4,550	7,698	9,302	6,895	...	...

DROUGHT—(FIG.)		IMPORTS.									
COUNTRY WHERE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Hong-Kong
Spain
United Kingdom	...	4,300	5,008	3,532	1,522	1,903	1,025	601	941	229	3,060
Straits Settlements
France
Belgium
Germany
Tanganyika Territory
Persia
Ceylon
India
United States of America
Turkey in Asia—Persian Gulf
Australasian Commonwealth
Other British Possessions
Egypt
Japan
Other Foreign Countries
TOTAL	...	7,300	6,085	5,160	3,300	3,180	3,330	2,108	3,729	2,801	4,302

DROUGHT—(FIG.)		IMPORTS.									
COUNTRY WHERE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Hong-Kong
Spain
United Kingdom
Straits Settlements
France
Belgium
Germany
Tanganyika Territory
Persia
Ceylon
India
United States of America
Turkey in Asia—Persian Gulf
Australasian Commonwealth
Other British Possessions
Egypt
Japan
Other Foreign Countries
TOTAL	...	5,370	5,844	6,284	6,118	7,207	7,606	6,061	6,006	3,748	6,130

TIN

[[NWROUGHT—(BLOCK, &c.)

Imports.

[illegible]

TIN

WROUGHT—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON)

IMPORTS.

[illegible]

N.B.—Figures from 1929-30 are for Tin Fells and other sorts

IMPORTS.

COUNTRIES WHENCE EXPORTED.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.
Czechoslovakia
Denmark
Denmark
Dutch East Indies
United Kingdom
France
Germany
Italy
Netherlands
Spain
Sweden
Switzerland
United States
Other Foreign Countries
China (exclusive of Hongkong and Shanghai)
Turkey in Europe
Japan and Dependencies
British India
British East Africa
British West Africa
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa
British Philippines
British Celebes
British Borneo
British Sumatra
British Java
British Bali
British Lombok
British Sumbawa
British Flores
British Moluccas
British East Indies
British Malaya
British Ceylon
British Mauritius and Dependencies
British Zanzibar and Pemba
British Aden Colony
British Hong Kong
British Shanghai
British Canton
British Hankow
British Tientsin
British Peking
British Beijing
British Harbin
British Manchuria
British Korea
British Formosa</				

IMPORTS

[illegible]

COTTON PIECE.

IMPORTS.

COUNTRIES WHERE EXPORTED	1910-11 yards.	1911-12 yards.	1912-13 yards.	1913-14 yards.	1914-15 yards.	1915-16 yards.	1916-17 yards.	1917-18 yards.
Anglo-Egyptian Sudan	28,381
United Kingdom	450,610	520,275	583,250	582,974	581,323	581,025	581,025	581,025
France	3,020,275	3,330,250	3,120,250	3,232,974	3,232,974	3,232,974	3,232,974	3,232,974
Italy	121,250
Spain	121,250
Belgium	121,250
Sweden	121,250
Denmark	121,250
Portugal	121,250
China	121,250
Japan	121,250
India	121,250
Philippines	121,250
Formosa	121,250
Manchuria	121,250
Amoy	121,250
Swatow	121,250
Shanghai	121,250
Yokohama	121,250
Manila	121,250
Cebu	121,250
Batavia	121,250
Sourabaya	121,250
Medan	121,250
Singapore	121,250
Penang	121,250
Malacca	121,250
Sumatra	121,250
Borneo	121,250
Siam	121,250
Thailand	121,250
Laos	121,250
Cambodia	121,250
Siamese	121,250
Indochina	121,250
French Indo-China	121,250
British India	121,250
British Burmah	121,250
British Ceylon	121,250
British Malaya	121,250
British Borneo	121,250
British Sumatra	121,250
British Java	121,250
British Celebes	121,250
British Moluccas	121,250
British East Indies	121,250
British West Indies	121,250
British Central America	121,250
British South America	121,250
British Caribbean	121,250
British North America	121,250
British Canada	121,250
British Alaska	121,250
British Greenland	121,250
British Iceland	121,250
British Norway	121,250
British Sweden	121,250
British Finland	121,250
British Denmark	121,250
British Netherlands	121,250
British Belgium	121,250
British Luxembourg	121,250
British Germany	121,250
British Austria	121,250

COTTON PIECE.

GOODS (WHITE, BLEACHED) ALL KINDS

[illegible]

IMPORTS

GOODS. (COLOURED, PRINTED, OR DYED) ALL KI

[illegible]

IMPORTS

COTTON.

IMPORTS.

COUNTRY OR PLACE OF ORIGIN.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom	10,577,738	7,233,335	8,154,374	6,091,335	4,172,331	4,089,436	7,233,335	1,424,433	...
India	5,047	...	...	...	...	...	...	...	...
Australia	71,431	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...	...
Yokohama	...	...	...	...	...	...	...	...	...
Manila	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Total	17,297,710	13,053,783	8,285,037	6,172,834	4,583,037	4,977,884	10,703,312	1,424,433	...

HANDKERCHIEFS AND SHAWLS IN THE PIECE.

IMPORTS.

COUNTRY OR PLACE OF ORIGIN.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom	1,200	1,000	810	2,220	3,800	...	...	...	...
India	4,038,484	5,014,811	3,263,101	8,852,215	6,705,215	7,484,211	6,024,211	8,888,215	...
Australia	...	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...	...
Yokohama	...	...	...	...	...	...	...	...	...
Manila	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Total	4,039,684	5,015,821	4,073,911	13,039,630	13,410,426	14,188,426	14,102,426	15,776,426	...

IMPORTS.

COTTON.

COUNTRY OR PLACE OF ORIGIN.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom	1,074,431	1,144,431	1,233,431	1,303,431	1,174,431	1,003,431	1,203,431	1,303,431
India	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Yokohama	...	...	...	...	...	...	...	...
Manila	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Total	1,074,431	1,144,431	1,233,431	1,303,431	1,174,431	1,003,431	1,203,431	1,303,431

THREAD, SEWING.

IMPORTS.

COUNTRY OR PLACE OF ORIGIN.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom	1,200	1,000	810	2,220	3,800	...	...	...	...
India	4,038,484	5,014,811	3,263,101	8,852,215	6,705,215	7,484,211	6,024,211	8,888,215	...
Australia	...	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...	...
Yokohama	...	...	...	...	...	...	...	...	...
Manila	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...
Total	4,039,684	5,015,821	4,073,911	13,039,630	13,410,426	14,188,426	14,102,426	15,776,426	...

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. Yds.	1915-16. Yds.	1916-17. Yds.	1917-18. Yds.	1918-19. Yds.	1919-20. Yds.	1920-21. Yds.	1921-22. Yds.
Hong-Kong	478,319	438,202	341,001	328,009	355,737	409,583	373,775	374,009
China (exclusive of Hong-Kong and Amoy)	1,494,401	1,615,011	1,264,018	1,209,177	914,653	1,389,350	1,202,073	1,179,466
British Settlements	67,468	19,010	20,253	5,414	77,453	445	100,559	711
India	...	...	...	...	...	...	...	...
Belgium	63,656	110,031	170,469	74,023	30,183	57,651	53,789	37,317
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
United Kingdom	1,333	1,341	...	1,000	...	...	1,695	106
France	...	144	...	...	...	...	1,839	2,169
Italy	...	...	...	...	...	...	1,214	...
Turkey in Europe	...	...	...	...	...	...	...	...
Do. in Asia	...	...	1,118	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Amoy	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Indo-China	172,595	23,234	47,000	54,418	100,035	175	73,771	1,071
Portugal	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	5,305,251	5,910,927	4,964,781	4,597,095	4,459,295	5,245,581	4,689,070	4,610,220

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. Yds.	1915-16. Yds.	1916-17. Yds.	1917-18. Yds.	1918-19. Yds.	1919-20. Yds.	1920-21. Yds.	1921-22. Yds.
Netherlands	8,311	...	...	...	...
Hong-Kong	...	2,500,910	2,054,401	1,597,845	5,287,059	4,445,175	4,405,056	2,672,071
China (exclusive of Hong-Kong and Amoy)	...	2,890,201	3,481,401	3,232,313	3,105,654	3,023,707	3,739,253	3,209,203
United Kingdom	...	286,817	459,795	285,388	115,495	131,119	169,258	245,246
India
British Settlements
Japan	...	61,291	137,441	45,342	15,023	35,245	105,817	39,261
United States of America
Other British Possessions
Other Foreign Countries
TOTAL	17,689,777	25,098,374	18,645,277	18,123,707	17,240,159	20,151,688	22,453,274	19,936,650

SILK

RAW.

COUNTRIES WHENCE IMPORTED.	1914-15. Yds.	1915-16. Yds.	1916-17. Yds.	1917-18. Yds.	1918-19. Yds.	1919-20. Yds.	1920-21. Yds.	1921-22. Yds.
Hong-Kong	290,578	178,301	234,184	83,679	73,201	203,681	161,811	131,152
China (exclusive of Hong-Kong and Amoy)	1,401,251	1,102,209	893,641	1,169,761	1,654,407	1,171,431	1,054,377	1,204,112
British Settlements
India
Belgium
Russia in Asia
Do. in Europe
United Kingdom
France
Italy
Turkey in Europe
Do. in Asia
Japan
Amoy
Germany
Spain
Indo-China
Portugal
Other British Possessions
Other Foreign Countries
TOTAL	1,625,829	1,280,510	1,115,827	1,233,064	1,728,607	2,325,112	2,117,197	2,409,269

PIECE-GOODS.

COUNTRIES WHENCE IMPORTED.	1914-15. Yds.	1915-16. Yds.	1916-17. Yds.	1917-18. Yds.	1918-19. Yds.	1919-20. Yds.	1920-21. Yds.	1921-22. Yds.
Netherlands
Hong-Kong
China (exclusive of Hong-Kong and Amoy)
United Kingdom
India
British Settlements
Japan
United States of America
Other British Possessions
Other Foreign Countries
TOTAL	14,861,111	14,986,482	16,158,123	16,250,465	16,912,091	21,491,444	21,872,484	21,824,255

IMPORTS.

COUNTRY WHERE IMPORTED.	1914-15. yds.	1915-16. yds.	1916-17. yds.	1917-18. yds.	1918-19. yds.	1919-20. yds.	1920-21. yds.	1921-22. yds.
United Kingdom	288,706	373,226	220,193	177,680	174,220	377,540	335,725	164,440
Italy	167,209	200,000	2,102,227	811,672	386,020	17,120	728,027	302,200
Austria	...	...	...	...	...	...	...	...
U. S. A. (Alaska)	...	...	...	...	...	...	...	...
U. S. A. (Pacific)	437	...	...	7,407	1,303	4,000	611	...
France	1,119,126	1,413,630	1,073,220	781,925	853,820	581,801	511,016	...
Hongkong	251,992	219,491	...	51,776	5,868	30,653	...	...
China (Canton) and Hongkong	...	...	...	...	...	...	...	...
China (other ports)	...	...	...	...	...	...	...	...
British Settlements	65,991	34,303	...	12,615	729	1,270	52,389	43,130
Other British Possessions	18,184	...	...	...	...	...	...	...
Australia Commonwealth	531,133	39,393	...	...	...	...	...	...
Germany	18,020	...	...	...	...	...	...	...
Netherlands	...	...	8,474	8,103	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Portugal	1,474	107	1,271	176	1,234	7,707	1,005	...
Turkey in Asia	...	...	...	...	...	...	...	...
R. S. in Europe	...	...	...	...	...	...	...	...
Belgium	7,091	2,832	...	...	...	...	...	...
China (other ports)	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...
India and Dependencies	...	...	...	...	...	...	...	...
Japan	5,014	37,335	77,874	50,111	70,730	...	330,025	31,726
Portuguese East Africa	...	...	...	...	...	...	...	...
British in Asia	...	...	...	...	...	...	...	...
Malta and Colon	...	...	...	...	...	...	...	...
Other British Possessions	15,010	37,120	37,640	...	182	335	67,727	8,601
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	3,285,397	4,120,311	4,771,219	3,137,535	3,021,234	3,014,719	3,013,449	980,520

SILK.

MIXED WITH OTHER MATERIALS.

COUNTRY WHERE IMPORTED.	1914-15. yds.	1915-16. yds.	1916-17. yds.	1917-18. yds.	1918-19. yds.	1919-20. yds.	1920-21. yds.	1921-22. yds.
United Kingdom	141,220	211,021	216,554	172,757	187,140	228,863	213,132	230,220
Italy	201,000	248,255	202,076	144,730	215,951	201,200	210,490	20,500
Austria	...	...	...	...	...	...	...	...
U. S. A. (Alaska)	...	...	...	...	...	...	...	...
U. S. A. (Pacific)	...	...	...	...	...	...	...	...
France	535,144	11,541	10,000	27,020	20,410	60,991	1,834	...
Hongkong	31,227	62,041	41,740	71,251	120,000	67,696	145,000	128,700
China (Canton) and Hongkong	...	...	...	...	...	...	...	...
China (other ports)	...	...	...	...	...	...	...	...
British Settlements	31,220	102	31,970	1,511	2,607	10,750	1,007	1,010
Other British Possessions	2,779	3,370	4,493	60	630	1,300	1,077	21,110
Australia Commonwealth	504,000	319,070	420,843	223,425	411,055	301,819	322,720	328,015
Germany	...	...	...	...	...	...	...	...
Netherlands	...	...	11,040	19,000	21,400	10,100	11,100	119
Spain	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
R. S. in Europe	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
China (other ports)	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...
India and Dependencies	...	...	...	...	...	...	...	...
Japan	69,719	164,185	291,254	628,217	607,201	1,054,789	1,315,003	3,072,848
Portuguese East Africa	...	...	...	...	...	...	...	...
British in Asia	...	...	...	...	...	...	...	...
Malta and Colon	...	...	...	...	...	...	...	...
Other British Possessions	51,859	13,888	15,274	49,520	39,140	5,540	1,740	...
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,214,714	2,060,261	2,770,120	4,000,260	3,130,021	3,429,270	3,804,720	7,880,420

IMPORTS.

IMPORTS.

COUNTRY WHERE IMPORTED.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.
United Kingdom	2,679,100	3,530,350	5,355,044	5,298,631	673,476	1,001,259	774,785	239,171
France	44,900	50,540	...	...	302	676	14,940	55,002
Italy
U. S. A. (Alaska)
U. S. A. (Pacific)
France
Hongkong
China (Canton) and Hongkong
China (other ports)
British Settlements	44,010	26,238	210,540	67,002	654,310	...	12,510	...
Other British Possessions
Australia Commonwealth	7,392	4,704	1,132	5,264	8,360	6,951	7,000	21,800
Germany
Netherlands
Spain
Portugal
Turkey in Asia
R. S. in Europe
Belgium
China (other ports)
Zanzibar and Pemba
India and Dependencies
Japan
Portuguese East Africa
British in Asia
Malta and Colon
Other British Possessions	18,222	34,200	400,290	...	10	30	12,470	100,100
Switzerland
Other Foreign Countries
TOTAL	3,010,720	4,790,791	6,075,594	5,951,071	3,037,244	2,017,700	1,075,407	1,800,201

WOOL.

Raw.

COUNTRY WHERE IMPORTED.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.
United Kingdom	691,144	801,257	1,710,760	2,710,433	2,628,200	2,460,430	2,070,261	2,270,205
France	50,002	1,406,397	2,125,124	1,187,846	1,464,303	1,600,000	1,418,014	1,418,014
Italy
U. S. A. (Alaska)
U. S. A. (Pacific)
France
Hongkong
China (Canton) and Hongkong
China (other ports)
British Settlements
Australia Commonwealth
Germany
Netherlands
Spain
Portugal
Turkey in Asia
R. S. in Europe
Belgium
China (other ports)
Zanzibar and Pemba
India and Dependencies
Japan
Portuguese East Africa
British in Asia
Malta and Colon
Other British Possessions
Switzerland
Other Foreign Countries
TOTAL	1,209,840	4,208,611	8,216,000	4,903,600	4,092,500	3,070,400	2,488,270	2,688,420

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. yards.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.
Iran
Other British Possessions
United Kingdom
France
France (exclusive of Hongkong and Macao)
Germany
Italy
Kenya Colony
Zanzibar and Pemba
Japan
China (exclusive of Hongkong and Macao)
Hong Kong
China (exclusive of Hongkong and Macao)
Manchuria
Portugal
Aden & Dependencies
India
Egypt
U. S. A. (Atlantic & Pacific)
Turkey in Asia (Red Sea)
Switzerland
Netherlands
Belgium
Spain
Italy
Siam
East Africa (Portuguese)
East Africa (Dutch)
Dominican
Other Foreign Countries
Czechoslovakia
TOTAL	12,229,737	4,672,207	8,830,733	8,739,733	5,653,420	3,747,411	11,607,513	1,823,221

WOOL

PIECE-GOODS.

COUNTRIES WHENCE IMPORTED.	1914-15. yards.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.
Iran
Other British Possessions
United Kingdom
France
France (exclusive of Hongkong and Macao)
Germany
Italy
Kenya Colony
Zanzibar and Pemba
Japan
China (exclusive of Hongkong and Macao)
Hong Kong
China (exclusive of Hongkong and Macao)
Manchuria
Portugal
Aden & Dependencies
India
Egypt
U. S. A. (Atlantic & Pacific)
Turkey in Asia (Red Sea)
Switzerland
Netherlands
Belgium
Spain
Italy
Siam
East Africa (Portuguese)
East Africa (Dutch)
Dominican
Other Foreign Countries
Czechoslovakia
TOTAL	7,383,567	11,271,015	14,973,237	15,450,011	18,778,838	15,363,146	15,268,937	7,718,490

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom
Hong Kong
China (exclusive of Hongkong and Macao)
Kenya Colony
Zanzibar
France
France (exclusive of Hongkong and Macao)
Germany
Italy
Japan
China (exclusive of Hongkong and Macao)
Hong Kong
China (exclusive of Hongkong and Macao)
Manchuria
Portugal
Aden & Dependencies
India
Egypt
U. S. A. (Atlantic & Pacific)
Turkey in Asia (Red Sea)
Switzerland
Netherlands
Belgium
Spain
Italy
Siam
East Africa (Portuguese)
East Africa (Dutch)
Dominican
Other Foreign Countries
Czechoslovakia
TOTAL	575,694	591,001	765,652	809,643	7,088	16,707	16,472	44,121

WOOL

SHAWLS.

COUNTRIES WHENCE IMPORTED.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
United Kingdom
Hong Kong
China (exclusive of Hongkong and Macao)
Kenya Colony
Zanzibar
France
France (exclusive of Hongkong and Macao)
Germany
Italy
Japan
China (exclusive of Hongkong and Macao)
Hong Kong
China (exclusive of Hongkong and Macao)
Manchuria
Portugal
Aden & Dependencies
India
Egypt
U. S. A. (Atlantic & Pacific)
Turkey in Asia (Red Sea)
Switzerland
Netherlands
Belgium
Spain
Italy
Siam
East Africa (Portuguese)
East Africa (Dutch)
Dominican
Other Foreign Countries
Czechoslovakia
TOTAL	110,583	111,762	410,427	470,616	679,481	1,684,498	836,587	635,121

IMPORTS.

PAPER.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.
United Kingdom	169,590	132,927	111,594	26,523	11,651	48,410	120,031	51,623
France	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
United States of America (Atlantic)	4,119	4,591	39,334	17,090	51,114	40,523	30,021	4,911
Canada	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Belgium	3,512	320	101	...	...	...	...	...
Switzerland	4,412	3,008	2,900	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	220,602	220,214	220,715	129,570	189,400	220,214	220,214	220,214

PRINTING.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.
United Kingdom	114,418	89,017	105,128	120,022	86,325	120,210	115,418	87,200
France
United States of America (Atlantic)
Canada
Italy
Spain
Belgium
Switzerland
Netherlands
Denmark
Sweden
Finland
Germany
Austria
Poland
China—Treaty Ports
Other Foreign Countries
TOTAL	220,602	220,214	220,715	129,570	189,400	220,214	220,214	220,214

IMPORTS.

MATCHES.

COUNTRIES WHENCE IMPORTED.	1914-15. Gross boxes.	1915-16. Gross boxes.	1916-17. Gross boxes.	1917-18. Gross boxes.	1918-19. Gross boxes.	1919-20. Gross boxes.	1920-21. Gross boxes.	1921-22. Gross boxes.
United Kingdom	317,082	3,427	40,220	8,221	5,035	400	1,201	3,427
France	186,971	90,177	80,251	47,799	30,054	62,841	51,005	20,495
Germany	55,275	6,800	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	15,415,400	18,204,787	11,129,030	17,202,850	11,119,025	15,015,105	12,598,725	13,600,000

SAFETY, AND OTHER SORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1914-15. Gross boxes.	1915-16. Gross boxes.	1916-17. Gross boxes.	1917-18. Gross boxes.	1918-19. Gross boxes.	1919-20. Gross boxes.	1920-21. Gross boxes.	1921-22. Gross boxes.
United Kingdom	22,562	13,548	12,261	3,925	5,390	1,474	1,379	1,558
France	32,547	11,120	34,118	24,118	60,709	17,321	10,458	3,516
Germany	17,890	4,490	7,231	13,914	11,900	148	4,283	5,252
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	11,415,400	18,204,787	11,129,030	17,202,850	11,119,025	15,015,105	12,598,725	13,600,000

IMPORTS.

	CONVENTIONS WHERE SIGNED.		1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.
Belgium	1,500	1,800
Netherlands
Switzerland	...	1,094	6,000	...	...	...	...	5,961	1,291	1,834
Zanzibar and Pemba
Italy
Germany	...	2,575	720	...	...	...	...	...	...	...
United Kingdom	...	117,150	147,837	702,790	160,691	167,621	110,195	175,620	77,429	181,883
Hong Kong	...	10,535	22,911	10,690	64,206	44,000	10,000	73,728	17,580	61,962
China (excluding of Manchuria, and Miao)	...	1,590	3,400	3,720	30	6,008	13,279	10,454	24,738	74,800
Japan (excluding Dependencies)	...	6,447	17,006	31,018	32,978	30,938	30,838	34,330	33,753	38,000
Strait Settlements
Peru	...	7,727	6,011	7,784	6,010	4,210	6,013	4,533	27,900	30,000
Seylon	...	4,000	31,984	38,980	19,136	34,902	3,753	16,450	30,010	30,010
France
Spain (excluding Gibraltar)	...	1,000	5,408	...	...	...	...	...	...	2,210
Italy
U. S. of America
Australia
South Africa
Aden & Dependencies
Japan	...	5,916	12,619	33,002	32,323	55,556	78,238	61,243	9,675	9,675
Netherlands
Nicaragua
British East Africa	...	135	17	31	30	273	14	1,000	8	37
Other British Possessions
Other Foreign Countries	...	80	6	33	28	66	66	68	68	68
TOTAL	...	1,578,434	1,037,899	887,597	611,323	341,111	295,618	692,069	303,708	303,708

BRELLAS.

[illegible]

EX
INDIAN PRODUCE
COTTON

EXPORTS.	1914-15. 1914-15.	1915-16. 1915-16.	1916-17. 1916-17.	1917-18. 1917-18.	1918-19. 1918-19.	1919-20. 1919-20.	1920-21. 1920-21.	1921-22. 1921-22.	1922-23. 1922-23.	1923-24. 1923-24.	1924-25. 1924-25.
UNITED KINGDOM ...	10,277	102,675	525,389	1,137,455	576,165	633,295	17,344	6,880	24,342	19,845	27,649
France ...	23,572	105,471	377,990	107,451	16,155	139,479	6,907	10,172	22,532	24,151	24,945
Home-Consumption of Hong Kong (Canton and Amoy) ...	103,187	84,721	25,894	59,008	29,000	29,000	42,200	2,541	50	180	77
China (Canton and Amoy) ...	10,622	295,681	295,244	94,001	20,000	275,351	21,264	24,181	29,297	17,291	29,297
India ...	...	...	...	...	...	...	...	...	...	...	...
British India ...	...	...	...	...	...	...	...	...	...	...	...
Other India ...	...	...	...	...	...	...	...	...	...	...	...
Spain ...	224,849	229,915	214,071	74,815	5,105	104,685	11,015	5,361	11,776	15,020	17,121
Netherlands ...	11,210	5,591	3,291	...	...	55,000	5,110	520	1,211	2,421	3,211
Belgium ...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	6,000	8,540	6,600	13,511	11,010	19,000	6,010	8,010	11,210	10,360	12,310
Sweden ...	1,200,000	...	...	...	...	172,000	60,000	41,100	45,000	...	...
Switzerland ...	...	...	...	...	...	...	...	...	...	...	...
Denmark ...	...	...	...	...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...	...	...	...	...
Portugal ...	...	...	...	...	...	...	...	...	...	...	...
Other Europe ...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	...	...
Total ...	10,200,000	8,400,000	9,800,000	7,200,000	6,000,000	8,500,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000

PORTS.
AND MANUFACTURES.
RAW.

EXPORTS.	1914-15. 1914-15.	1915-16. 1915-16.	1916-17. 1916-17.	1917-18. 1917-18.	1918-19. 1918-19.	1919-20. 1919-20.	1920-21. 1920-21.	1921-22. 1921-22.	1922-23. 1922-23.	1923-24. 1923-24.	1924-25. 1924-25.
UNITED KINGDOM ...	10,277	102,675	525,389	1,137,455	576,165	633,295	17,344	6,880	24,342	19,845	27,649
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India
British India
Other India
Spain ...	224,849	229,915	214,071	74,815	5,105	104,685	11,015	5,361	11,776	15,020	17,121
Netherlands ...	11,210	5,591	3,291	55,000	5,110	520	1,211	2,421	3,211
Belgium
Germany ...	6,000	8,540	6,600	13,511	11,010	19,000	6,010	8,010	11,210	10,360	12,310
Sweden ...	1,200,000	172,000	60,000	41,100	45,000
Switzerland
Denmark
Italy
Portugal
Other Europe
Other Foreign Countries
Total ...	10,200,000	8,400,000	9,800,000	7,200,000	6,000,000	8,500,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000

EXPORTS.

COTTON TO WHITE COUNTRIES.

	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
Belgium
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other Countries
Total

TWIST AND YARN. (ALL KINDS).

	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
Belgium
France
Germany
Italy
Japan
Spain
Sweden
Switzerland
United States
Other Countries
Total

EXPORTS.

COTTON PIECE-GOODS

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1922-23, yards.	1923-24, yards.	1924-25, yards.	1925-26, yards.	1926-27, yards.	1927-28, yards.	1928-29, yards.
Algeria
Australia
Bahamas
Bombay (British)
British West Indies
Burma	2,062,000	2,099,500	1,942,100	1,925,000	2,239,200	2,191,200	1,911,200
Ceylon
Aden & Dependencies	8,899,200	8,809,000	9,149,000	9,149,000	9,047,000	9,047,000	9,047,000
United Kingdom
Other British Countries
India
Greece
Spain
Belgium	602,500	1,019,000	8,025,100	8,025,100	8,025,100	8,025,100	8,025,100
Southwest Africa
China	9,200	10,220	80,000	1,000	10,000	10,000	10,000
China - Treaty Ports	30,000	546,000	530,000	11,000
Manchuria	330,000	874,500	8,051,100	2,194,000	1,200,000	2,231,000	1,427,000
Malaya
Maritime & Dependencies	1,270,400	2,502,300	2,812,100	2,479,000	2,112,000	1,910,000	1,910,000
Sierra Leone	1,200,000	1,100,000	9,214,000	9,214,000	9,214,000	9,214,000	9,214,000
Turkey in Europe
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EXPORTS

COTTON PIECE-GOODS

Commodity to which exported.	1914-15. yards.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
Switzerland
Netherlands
Belgium
New Zealand
South Africa
Germany	6,539,812	9,752,191	10,852,002	10,762,007	11,553,231	17,149,312	17,021,200	16,649,551	17,727,000
France	14,239,461	16,912,412	18,501,941	14,959,151	17,267,235	19,652,441	19,517,021	19,522,042	21,263,442
Spain
Portugal
Italy
Sweden
Denmark
Finland
Poland
Other North States and Russia
Arabia
Syria
United Arab Emirates
United Kingdom	1,828,162	2,422,914	4,584,446	4,684,861	2,957,289	4,154,265	4,623,649	4,726,241	4,726,241
United States	84,001	122,000	7,146	91,121	125,900	124,000	110,200	10,411	2,800
Canada
Other Western Hemisphere and Ireland
Turkey
Black Sea
Red Sea
Other States
China
India
Other Asia
Other Oceania
Other Western Hemisphere and Ireland
TOTAL	31,000,000	39,600,000	46,150,000	46,600,000	53,300,000	61,500,000	61,500,000	61,500,000	61,500,000

CROUCHED, PRINTED OR DYED. (ALL KINDS)

Commodity to which exported.	1914-15. yards.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
Switzerland
Netherlands
Belgium
New Zealand
South Africa
Germany
France
Spain
Portugal
Italy
Sweden
Denmark
Finland
Poland
Other North States and Russia
Arabia
Syria
United Arab Emirates
United Kingdom
United States
Canada
Other Western Hemisphere and Ireland
Turkey
Black Sea
Red Sea
Other States
China
India
Other Asia
Other Oceania
Other Western Hemisphere and Ireland
TOTAL	31,000,000	39,600,000	46,150,000	46,600,000	53,300,000	61,500,000	61,500,000	61,500,000	61,500,000

* Shown as Tanganyika Territory from 1921-22.

Exposé

OVERSEAS IN BRITISH TERRITORY.		1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	1952-53.	1953-54.	1954-55.	1955-56.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.	1961-62.	1962-63.	1963-64.	1964-65.	1965-66.	1966-67.	1967-68.	1968-69.	1969-70.	1970-71.	1971-72.	1972-73.	1973-74.	1974-75.	1975-76.	1976-77.	1977-78.	1978-79.	1979-80.	1980-81.	1981-82.	1982-83.	1983-84.	1984-85.	1985-86.	1986-87.	1987-88.	1988-89.	1989-90.	1990-91.	1991-92.	1992-93.	1993-94.	1994-95.	1995-96.	1996-97.	1997-98.	1998-99.	1999-00.	2000-01.	2001-02.	2002-03.	2003-04.	2004-05.	2005-06.	2006-07.	2007-08.	2008-09.	2009-10.	2010-11.	2011-12.	2012-13.	2013-14.	2014-15.	2015-16.	2016-17.	2017-18.	2018-19.	2019-20.	2020-21.	2021-22.	2022-23.	2023-24.	2024-25.	2025-26.	2026-27.	2027-28.	2028-29.	2029-30.	2030-31.	2031-32.	2032-33.	2033-34.	2034-35.	2035-36.	2036-37.	2037-38.	2038-39.	2039-40.	2040-41.	2041-42.	2042-43.	2043-44.	2044-45.	2045-46.	2046-47.	2047-48.	2048-49.	2049-50.	2050-51.	2051-52.	2052-53.	2053-54.	2054-55.	2055-56.	2056-57.	2057-58.	2058-59.	2059-60.	2060-61.	2061-62.	2062-63.	2063-64.	2064-65.	2065-66.	2066-67.	2067-68.	2068-69.	2069-70.	2070-71.	2071-72.	2072-73.	2073-74.	2074-75.	2075-76.	2076-77.	2077-78.	2078-79.	2079-80.	2080-81.	2081-82.	2082-83.	2083-84.	2084-85.	2085-86.	2086-87.	2087-88.	2088-89.	2089-90.	2090-91.	2091-92.	2092-93.	2093-94.	2094-95.	2095-96.	2096-97.	2097-98.	2098-99.	2099-00.	2100-01.	2101-02.	2102-03.	2103-04.	2104-05.	2105-06.	2106-07.	2107-08.	2108-09.	2109-10.	2110-11.	2111-12.	2112-13.	2113-14.	2114-15.	2115-16.	2116-17.	2117-18.	2118-19.	2119-20.	2120-21.	2121-22.	2122-23.	2123-24.	2124-25.	2125-26.	2126-27.	2127-28.	2128-29.	2129-30.	2130-31.	2131-32.	2132-33.	2133-34.	2134-35.	2135-36.	2136-37.	2137-38.	2138-39.	2139-40.	2140-41.	2141-42.	2142-43.	2143-44.	2144-45.	2145-46.	2146-47.	2147-48.	2148-49.	2149-50.	2150-51.	2151-52.	2152-53.	2153-54.	2154-55.	2155-56.	2156-57.	2157-58.	2158-59.	2159-60.	2160-61.	2161-62.	2162-63.	2163-64.	2164-65.	2165-66.	2166-67.	2167-68.	2168-69.	2169-70.	2170-71.	2171-72.	2172-73.	2173-74.	2174-75.	2175-76.	2176-77.	2177-78.	2178-79.	2179-80.	2180-81.	2181-82.	2182-83.	2183-84.	2184-85.	2185-86.	2186-87.	2187-88.	2188-89.	2189-90.	2190-91.	2191-92.	2192-93.	2193-94.	2194-95.	2195-96.	2196-97.	2197-98.	2198-99.	2199-00.	2200-01.	2201-02.	2202-03.	2203-04.	2204-05.	2205-06.	2206-07.	2207-08.	2208-09.	2209-10.	2210-11.	2211-12.	2212-13.	2213-14.	2214-15.	2215-16.	2216-17.	2217-18.	2218-19.	2219-20.	2220-21.	2221-22.	2222-23.																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Exports.

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MANUFACTURES,—GUNNY BAGS (ALL KINDS)

[illegible]

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MANUFACTURES.—GUNNY CLOTHS (ALL KINDS).

EXPORTS.

1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	2966-67	2967-68	2968-69	2969-70	2970-71	2971-72	2972-73	2973-74	2974-75	2975-76	2976-77	2977-78	2978-79	2979-80	2980-81	2981-82	2982-83	2983-84	2984-85	2985-86	2986-87	2987-88	2988-89	2989-90	2990-91	2991-92	2992-93	2993-94	2994-95	2995-96	2996-97	2997-98	2998-99	2999-00	3000-01	3001-02	3002-03	3003-04	3004-05	3005-06	3006-07	3007-08	3008-09	3009-10	3010-11	3011-12	3012-13	3013-14	3014-15	3015-16	3016-17	3017-18	3018-19	3019-20	3020-21	3021-22	3022-23	3023-2
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SILK

CONTRIES TO WHICH EXPORTED	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22
United Kingdom	55,530	49,490	26,243	115,500	105,655	55,811	55,151	48,380
France	77,142	88,002	10,219	49,493	121,483	79,000	74,512	57,100
Aden and Dependencies							842	8
India (British)					799			
East Africa		1,520						
Germany							16,512	1,600
Holland								
Other Netherlands								
Belgium								
Other British Possessions	150			50		10		5
United States								1,321
Americas (Latin)								9
United States		600			2,155			1,321
Other Foreign Countries	150						1,200	100
East Africa—Italian								
Latin								
TOTAL	132,122	137,162	36,462	165,212	226,948	137,651	130,969	106,888

EXPERIMENT

[illegible]

SILK

[illegible]

Export

CHEMISTRY OF WASTE AND COOKING											
1973-74 Jan.	1974-75 Jan.	1975-76 Jan.	1976-77 Jan.	1977-78 Jan.	1978-79 Jan.	1979-80 Jan.	1980-81 Jan.	1981-82 Jan.	1982-83 Jan.	1983-84 Jan.	1984-85 Jan.
139,250	272,290	177,500	284,890	42,810	47,480	92,470	96,180	97,750	97,550	97,550	97,550
139,250	272,290	177,500	284,890	42,810	47,480	92,470	96,180	97,750	97,550	97,550	97,550
418,600	339,910	303,410	297,410	217,290	217,290	217,290	217,290	217,290	217,290	217,290	217,290
				240		8,258					
71,700											
50	47										
		20,370									
81	832	588		475		270		416			
	790	1,000									
5,939											
1,49,390	1,10,570	1,20,260	1,27,110	1,18,460	1,24,240	1,38,560	1,42,920	1,39,320	1,12,000	1,12,000	1,12,000

SILK, PRICE-GOODS

PRICE-GOODS

PRICE-GOODS

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SHAWLS

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EXPORTS.

	1914-15 1914-15	1915-16 1915-16	1916-17 1916-17	1917-18 1917-18	1918-19 1918-19	1919-20 1919-20	1920-21 1920-21	1921-22 1921-22
France
United Kingdom	1,284	805	...	...	14,379	4,805	1,067	...
Peria	886	2,425	708	10
Seychelles	5,818	620	60
Ceylon	77	848	822	225	...	...	...	...
United States	238	...	...
Mauritius and Dependencies
Aden and Dependencies	108	...	238	...
Hong Kong	990	...	...	...	10,375	...	...	...
China
Twelve Ports
Strait Settlements	...	400	105	...	30	258	100	...
Federated Malay States	1,848	...
Italy
Egypt	285	200	350	...
Other Native States Arabia	1,500	...	...	...
Muscat Territory, etc.
Australian Commonwealth	5,534	...	...	3,108	...	...
Cyprus	205	...
Turkey in Asia	12,210	14,788	...	...
British India	7,482	...
East Africa	...	2,657	108	...	...	...	...	...
Portuguese
Kenya Colony	974	...	70	...
Austria-Hungary
Spain-Gibraltar
Anglo-Egyptian Sudan	230	...
Natal
Siam	130	...
Cape Colony
Tanganyika Territory
Japan	...	26	2,408	...	...	...	738	...
Germany
Other British Possessions	40	604	810	40	...	...	170	...
Other Foreign Countries	...	405	...	1,110	53	...	...	...
Zanzibar and Pemba	1,200	100	...	...
Total	2,504	5,900	8,507	885	26,885	46,140	25,925	14,410

FIBRE-GOODS.

EXPORTS.

	1914-15 1914-15	1915-16 1915-16	1916-17 1916-17	1917-18 1917-18	1918-19 1918-19	1919-20 1919-20	1920-21 1920-21	1921-22 1921-22	1922-23 1922-23	1923-24 1923-24
France	797	1,728	6,232	720	4,740	585	4,360	440	130	...
United Kingdom	280	...	277	40	140	...	612	...	1,068	...
Peria	...	...	1,200	...	...	...	...	...	...	...
Seychelles	2,945	703	1,824	116	2,988	840	50	...	...	...
Ceylon	618	4,000	10,900	5,734	20,560	14,900	2,650	2,650	4,202	87,201
United States	...	...	...	...	...	...	...	...	...	4,204
Mauritius and Dependencies	1,000	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	200	318	...	...	...	...	...	...	...
Hong Kong	16	554	75	...	600	...	...	200	...	...
China	54	...	...	...	...	...	...	...	...	...
Twelve Ports	...	...	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	200	1,085	...	947	...	...	...
Other Native States Arabia	477	...	...	...	...	3,195	...	...	...	...
Muscat Territory, etc.	1,335	...	...	...	...	...	...	...	...	...
Australian Commonwealth	295	400	...	...	...	...	...	...	...	...
Cyprus	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...	...
British India	...	...	...	...	...	...	...	...	...	...
East Africa	3,607	3,000	29	450	...	450	90	700	40	4
Portuguese	...	...	...	...	...	...	...	...	...	...
Kenya Colony	3,000	1,835	2,680	402	640	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...	...
Spain-Gibraltar	...	...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan	...	...	30	100	...	...	...	...	...	...
Natal	1,010	...	40	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	438	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	...
Other British Possessions	67	224	250	654	445	400	27	100	50	780
Other Foreign Countries	122	263	500	40	623	1,511	552	...	188	25
Zanzibar and Pemba	68	28	...	...	...	...	...	...	...	1,000
Total	14,386	12,011	22,417	8,810	31,119	12,301	12,334	3,232	4,522	30,314

EXPORTS.

CONSTITUENTS OF WHITE EXPOSURE						
	1914-15, 1916-17, 1918-19, 1920-21, 1922-23, 1924-25, 1926-27, 1928-29, 1930-31, 1932-33, 1934-35, 1936-37, 1938-39, 1940-41, 1942-43, 1944-45, 1946-47, 1948-49, 1950-51, 1952-53, 1954-55, 1956-57, 1958-59, 1960-61, 1962-63, 1964-65, 1966-67, 1968-69, 1970-71, 1972-73, 1974-75, 1976-77, 1978-79, 1980-81, 1982-83, 1984-85, 1986-87, 1988-89, 1990-91, 1992-93, 1994-95, 1996-97, 1998-99, 2000-01, 2002-03, 2004-05, 2006-07, 2008-09, 2010-11, 2012-13, 2014-15, 2016-17, 2018-19, 2020-21, 2022-23, 2024-25, 2026-27, 2028-29, 2030-31, 2032-33, 2034-35, 2036-37, 2038-39, 2040-41, 2042-43, 2044-45, 2046-47, 2048-49, 2050-51, 2052-53, 2054-55, 2056-57, 2058-59, 2060-61, 2062-63, 2064-65, 2066-67, 2068-69, 2070-71, 2072-73, 2074-75, 2076-77, 2078-79, 2080-81, 2082-83, 2084-85, 2086-87, 2088-89, 2090-91, 2092-93, 2094-95, 2096-97, 2098-99, 2100-01, 2102-03, 2104-05, 2106-07, 2108-09, 2110-11, 2112-13, 2114-15, 2116-17, 2118-19, 2120-21, 2122-23, 2124-25, 2126-27, 2128-29, 2130-31, 2132-33, 2134-35, 2136-37, 2138-39, 2140-41, 2142-43, 2144-45, 2146-47, 2148-49, 2150-51, 2152-53, 2154-55, 2156-57, 2158-59, 2160-61, 2162-63, 2164-65, 2166-67, 2168-69, 2170-71, 2172-73, 2174-75, 2176-77, 2178-79, 2180-81, 2182-83, 2184-85, 2186-87, 2188-89, 2190-91, 2192-93, 2194-95, 2196-97, 2198-99, 2200-01, 2202-03, 2204-05, 2206-07, 2208-09, 2210-11, 2212-13, 2214-15, 2216-17, 2218-19, 2220-21, 2222-23, 2224-25, 2226-27, 2228-29, 2230-31, 2232-33, 2234-35, 2236-37, 2238-39, 2240-41, 2242-43, 2244-45, 2246-47, 2248-49, 2250-51, 2252-53, 2254-55, 2256-57, 2258-59, 2260-61, 2262-63, 2264-65, 2266-67, 2268-69, 2270-71, 2272-73, 2274-75, 2276-77, 2278-79, 2280-81, 2282-83, 2284-85, 2286-87, 2288-89, 2290-91, 2292-93, 2294-95, 2296-97, 2298-99, 2300-01, 2302-03, 2304-05, 2306-07, 2308-09, 2310-11, 2312-13, 2314-15, 2316-17, 2318-19, 2320-21, 2322-23, 2324-25, 2326-27, 2328-29, 2330-31, 2332-33, 2334-35, 2336-37, 2338-39, 2340-41, 2342-43, 2344-45, 2346-47, 2348-49, 2350-51, 2352-53, 2354-55, 2356-57, 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WHEAT

[illegible]

EXPORTS.

RICE,

[illegible]

IN THE HUSK. (PADDY).

EXPORTS.

[illegible]

EXPORTS

COUNTRY TO WHICH EXPORTED	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
Of and from							
United States	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Canada	114,844	114,844	114,844	114,844	114,844	114,844	114,844
United Kingdom	114,844	114,844	114,844	114,844	114,844	114,844	114,844
France	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Germany	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Italy	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Japan	114,844	114,844	114,844	114,844	114,844	114,844	114,844
China	114,844	114,844	114,844	114,844	114,844	114,844	114,844
India	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Asia	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Europe	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Africa	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Oceania	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Islands	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Countries	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Total	114,844	114,844	114,844	114,844	114,844	114,844	114,844

RICE

NOT IN THE HUNK. (ALL KINDS).

COUNTRY TO WHICH EXPORTED	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
Of and from							
United States	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Canada	114,844	114,844	114,844	114,844	114,844	114,844	114,844
United Kingdom	114,844	114,844	114,844	114,844	114,844	114,844	114,844
France	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Germany	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Italy	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Japan	114,844	114,844	114,844	114,844	114,844	114,844	114,844
China	114,844	114,844	114,844	114,844	114,844	114,844	114,844
India	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Asia	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Europe	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Africa	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Oceania	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Islands	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other Countries	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Other	114,844	114,844	114,844	114,844	114,844	114,844	114,844
Total	114,844	114,844	114,844	114,844	114,844	114,844	114,844

* Including Firms.

EXPORTS

EXPORTS

[illegible]

EXPORTS.

[illegible]

SEED

2012-13 Est.	2012-13 Act.	2011-12 Est.	2011-12 Act.	2010-11 Est.	2010-11 Act.	2009-10 Est.	2009-10 Act.	2008-09 Est.	2008-09 Act.	2007-08 Est.	2007-08 Act.	2006-07 Est.	2006-07 Act.	2005-06 Est.	2005-06 Act.	2004-05 Est.	2004-05 Act.	2003-04 Est.	2003-04 Act.	2002-03 Est.	2002-03 Act.	2001-02 Est.	2001-02 Act.	2000-01 Est.	2000-01 Act.	1999-00 Est.	1999-00 Act.	1998-99 Est.	1998-99 Act.	1997-98 Est.	1997-98 Act.	1996-97 Est.	1996-97 Act.	1995-96 Est.	1995-96 Act.	1994-95 Est.	1994-95 Act.	1993-94 Est.	1993-94 Act.	1992-93 Est.	1992-93 Act.	1991-92 Est.	1991-92 Act.	1990-91 Est.	1990-91 Act.	1989-90 Est.	1989-90 Act.	1988-89 Est.	1988-89 Act.	1987-88 Est.	1987-88 Act.	1986-87 Est.	1986-87 Act.	1985-86 Est.	1985-86 Act.	1984-85 Est.	1984-85 Act.	1983-84 Est.	1983-84 Act.	1982-83 Est.	1982-83 Act.	1981-82 Est.	1981-82 Act.	1980-81 Est.	1980-81 Act.	1979-80 Est.	1979-80 Act.	1978-79 Est.	1978-79 Act.	1977-78 Est.	1977-78 Act.	1976-77 Est.	1976-77 Act.	1975-76 Est.	1975-76 Act.	1974-75 Est.	1974-75 Act.	1973-74 Est.	1973-74 Act.	1972-73 Est.	1972-73 Act.	1971-72 Est.	1971-72 Act.	1970-71 Est.	1970-71 Act.	1969-70 Est.	1969-70 Act.	1968-69 Est.	1968-69 Act.	1967-68 Est.	1967-68 Act.	1966-67 Est.	1966-67 Act.	1965-66 Est.	1965-66 Act.	1964-65 Est.	1964-65 Act.	1963-64 Est.	1963-64 Act.	1962-63 Est.	1962-63 Act.	1961-62 Est.	1961-62 Act.	1960-61 Est.	1960-61 Act.	1959-60 Est.	1959-60 Act.	1958-59 Est.	1958-59 Act.	1957-58 Est.	1957-58 Act.	1956-57 Est.	1956-57 Act.	1955-56 Est.	1955-56 Act.	1954-55 Est.	1954-55 Act.	1953-54 Est.	1953-54 Act.	1952-53 Est.	1952-53 Act.	1951-52 Est.	1951-52 Act.	1950-51 Est.	1950-51 Act.	1949-50 Est.	1949-50 Act.	1948-49 Est.	1948-49 Act.	1947-48 Est.	1947-48 Act.	1946-47 Est.	1946-47 Act.	1945-46 Est.	1945-46 Act.	1944-45 Est.	1944-45 Act.	1943-44 Est.	1943-44 Act.	1942-43 Est.	1942-43 Act.	1941-42 Est.	1941-42 Act.	1940-41 Est.	1940-41 Act.	1939-40 Est.	1939-40 Act.	1938-39 Est.	1938-39 Act.	1937-38 Est.	1937-38 Act.	1936-37 Est.	1936-37 Act.	1935-36 Est.	1935-36 Act.	1934-35 Est.	1934-35 Act.	1933-34 Est.	1933-34 Act.	1932-33 Est.	1932-33 Act.	1931-32 Est.	1931-32 Act.	1930-31 Est.	1930-31 Act.	1929-30 Est.	1929-30 Act.	1928-29 Est.	1928-29 Act.	1927-28 Est.	1927-28 Act.	1926-27 Est.	1926-27 Act.	1925-26 Est.	1925-26 Act.	1924-25 Est.	1924-25 Act.	1923-24 Est.	1923-24 Act.	1922-23 Est.	1922-23 Act.	1921-22 Est.	1921-22 Act.	1920-21 Est.	1920-21 Act.	1919-20 Est.	1919-20 Act.	1918-19 Est.	1918-19 Act.	1917-18 Est.	1917-18 Act.	1916-17 Est.	1916-17 Act.	1915-16 Est.	1915-16 Act.	1914-15 Est.	1914-15 Act.	1913-14 Est.	1913-14 Act.	1912-13 Est.	1912-13 Act.	1911-12 Est.	1911-12 Act.	1910-11 Est.	1910-11 Act.	1909-10 Est.	1909-10 Act.	1908-09 Est.	1908-09 Act.	1907-08 Est.	1907-08 Act.	1906-07 Est.	1906-07 Act.	1905-06 Est.	1905-06 Act.	1904-05 Est.	1904-05 Act.	1903-04 Est.	1903-04 Act.	1902-03 Est.	1902-03 Act.	1901-02 Est.	1901-02 Act.	1900-01 Est.	1900-01 Act.	1899-00 Est.	1899-00 Act.	1898-99 Est.	1898-99 Act.	1897-98 Est.	1897-98 Act.	1896-97 Est.	1896-97 Act.	1895-96 Est.	1895-96 Act.	1894-95 Est.	1894-95 Act.	1893-94 Est.	1893-94 Act.	1892-93 Est.	1892-93 Act.	1891-92 Est.	1891-92 Act.	1890-91 Est.	1890-91 Act.	1889-90 Est.	1889-90 Act.	1888-89 Est.	1888-89 Act.	1887-88 Est.	1887-88 Act.	1886-87 Est.	1886-87 Act.	1885-86 Est.	18
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EXPORTS

Year	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	

EXPORTS

[illegible]

TIL. OR GINJELLY SEED

[illegible]

Exports:

	1940-41 cents.	1941-42 cents.	1942-43 cents.	1943-44 cents.	1944-45 cents.	1945-46 cents.	1946-47 cents.	1947-48 cents.
United Kingdom	1,300	1,200	1,100	1,100	1,100	1,100	1,100	1,100
France	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Italy	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Spain	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Portugal	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Belgium	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Sweden	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Denmark	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Netherlands	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Switzerland	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Austria	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Germany	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Poland	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Czechoslovakia	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Slovak Republic	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Yugoslavia	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Bulgaria	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Romania	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Greece	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Turkey	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Iran	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
India	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
China	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Japan	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Philippines	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Indonesia	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Malaya	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Singapore	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Thailand	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Formosa	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Manchuria	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
North China	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
South China	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
French Indo-China	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
British Borneo	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Malaya	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Sumatra	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Java	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Philippines	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Indonesia	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Malaya	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Singapore	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Thailand	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200

SUGAR (15 DUTCH STANDARD AND BELOW)

[illegible]

SUGAR. 16 DUTCH STANDARD AND ABOVE.

EXPORTS.

[illegible]

(BLACK AND GREEN.)

EXPORTS.

CONTINUED TO WHICH EXPORTED.	1914-15. gallons.	1915-16. gallons.	1916-17. gallons.	1917-18. gallons.	1918-19. gallons.	1919-20. gallons.	1920-21. gallons.	1921-22. gallons.
Iraq	818	3,711
Zanzibar and Pemba
United Kingdom	1,254,002	1,140,169	1,087,877	9,491,633	6,758,323	5,812,031	501,802	614,381
British Settlements
Australia Commonwealth	5,000	4,463	5,417	737	1,841	...
United States of America	5,000	15,181	14,281	10,000
Canada
France
Germany
Italy
Japan
China
India
Other Native States
Sumatra
Natal
Ceylon
Madagascar
South Africa
Swaziland
Other Native States
East Africa
Other Ports
Belgium
Portugal
Spain
France
Germany
Italy
Japan
China
India
Other Native States
Sumatra
Natal
Ceylon
Madagascar
South Africa
Swaziland
Other Native States
East Africa
Other Ports
Belgium
Portugal
Spain
France
Germany
Italy
Japan
China
India
Other Native States
Sumatra
Natal
Ceylon
Madagascar
South Africa
Swaziland
Other Native States
East Africa
Other Ports
Belgium
Portugal
Spain
France
Germany
Italy
Japan
China
India
Other Native States
Sumatra
Natal
Ceylon
Madagascar
South Africa
Swaziland
Other Native States
East Africa
Other Ports
Belgium
Portugal
Spain
France
Germany
Italy
Japan
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India
Other Native States
Sumatra
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Madagascar
South Africa
Swaziland
Other Native States
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Other Ports
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Other Native States
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Swaziland
Other Native States
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Other Ports
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Other Native States
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Other Native States
Sumatra
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Ceylon
Madagascar
South Africa					

CASTOR

OIL.

EXPORTS.

EXPORTS.

EXPORTS.																				
Countries to which Exports.	1914-15. gallons.	1915-16. gallons.	1916-17. gallons.	1917-18. gallons.	1918-19. gallons.	1919-20. gallons.	1920-21. gallons.	1921-22. gallons.	1922-23. gallons.	1923-24. gallons.	1924-25. gallons.	1925-26. gallons.	1926-27. gallons.	1927-28. gallons.	1928-29. gallons.	1929-30. gallons.	1930-31. gallons.	1931-32. gallons.	1932-33. gallons.	1933-34. gallons.
United Kingdom	33,000	698,208	1,121,032	1,688,201	893,776	9,445	2,313	32,950	359,402	296,201	219,122	320,647	497,212	294,486	385,728	318,120	300,174	685,376	766,970	769,876
Australian Commonwealth	201,736	131,577	102,027	89,623	14,977	11,349	35,003	23,811	34,988	29,234	26,527	16,104	16,419	18,446	18,446	22,223	19,211	8,850	8,244	10,845
Strait Settlements	108,120	91,740	85,970	67,572	3,972	17,303	16,300	17,444	21,131	19,646	20,048	23,165	22,523	17,430	14,625	14,540	11,155	8,008	8,067	9,554
Malaysia and Dependencies	101,654	118,896	81,817	77,441	17,068	59,852	44,437	33,413	22,178	24,404	33,874	30,220	26,070	22,715	23,804	30,620	16,803	19,960	13,885	27,339
China (Treaty Ports)	51,624	68,572	54,920	60,459	11,300	17,121	23,690	26,061	16,438	22,485	26,527	30,820	24,016	16,811	16,850	7,820	14,081	131,180	158,520	240,462
Ceylon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	1,829	2,331	...	...	...	...	1,089	...	...	...	...	...	...	...	...	...	5,424	2,496	12,420
France	...	...	...	...	1,100	...	27	...	1,588	1,276	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	1,305	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway	...	1,004	4,629	...	...	...	...	...	...	...	2,900	2,700	2,200	...	...	...	...	11,676	...	10,680
British Guiana	2,204	1,074	1,657	325,945	627,173	4,472	400	...	712	1,234	...	...	...	42	...	...	...	...	...	...
Italy	...	820	1,087	1,000	167	360	...	...	...	350	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	402	8,366	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	31,211	...	...	...	27,073	44,905	41,122	51,828	29,220	33,704	41,347	51,104	30,707	24,692	24,692	43,805*
Switzerland	61,654	62,626	54,223	135,896	22,945	83,205	35,477	16,461	1,110	2,442	3,132	4,298	642	654	...	1,068	216	...	...	...
Natal	1,481	5,777	6,800	...	657	5,400	1,310	1,370	...	...	...	...	...	...	...	...	...	...	...	...
Other Islands in the Pacific	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	3,300	25,681	68,678	81,141	24,016	31,205	50,176	50,048	27,509	18,144	22,416	27,222
Netherlands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	6,100	...	...	...	...	...	...	...	...	...	...	...	...
Japan	2,427	9,529	29,300	690	1,006	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cochin-China, Siam	18,162	13,819	5,289	20,368	...	2,400	6,429	4,060	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	1,020	2,318	654	560	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa (Other Ports)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Java	6,898	10,063	5,145	14,303	1,492	...	400	...	467	185	...	42	...	...	...	...	...	...	...	...
Cape Colony	13,067	13,572	11,700	12,488	336	689	...	142	...	...	...	3,160	...	12,178	...	5,610	19,475	29,076	16,839	22,672
Siam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippines	...	615	632	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra	3,141	1,608	577	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Roumania	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf—Red Sea	5,175	370	11	...	212	500	772	13,140	...	...	...	...	1,637	76	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canada Via Atlantic Ocean	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	168,236	212,515	135,441	105,921	58,007	22,389	116,082	135,803	412	946	284	112	710	204	308	1,482	1	177	2,084	8,685
Other Foreign Countries	730	286	118	143	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	197	724	745	445	198	515	140	223	...	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	528	657	495	...	450	270	741	19	...	...	...	...	...	...	...	...	...	...	...	...
Fiji Islands	190	621	456	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States	996	319	118	1,625	800	9,990	...	10,167	...	...	...	...	...	...	...	...	...	...	...	...
Rhodesia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Transvaal	...	60	1,946	8,820	2,003	406	400	...	3,084	2,313	1,656	2,004	1,692	4,672	4,091	96	313	834	2,003	
Kenya Colony	...	...	...	...	...	...	...	...	...	1,084	2,482	2,834	75	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	899,209	1,401,053	1,724,707	2,084,800	1,088,530	297,026	306,346	193,450	602,877	681,330	497,475	699,026	647,114	474,401	638,022	608,305	476,642	985,005	1,124,618	1,394,718

*) Union of South Africa.

* Union of South Africa.

EXPORTS

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INDIGO.

EXPORTS											
1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
8	13	25	10	6	141	67	1				
108	10	10	10	10	10	10	10	10	10	10	10
710	191	475	545	507	542	215	135	132	65	116	
630	100	213	212	201	202	13	27	48	40		
18	12	9	9	9	9	1					
1,300	31	31	10	147	35	11	5	6			
20	200	200	200	200	450	100	5	10	8		
30	60	118	12	12	12	14	14	23			
10	10	10	10	10	10	10	10	10			
55	10	5	10	17	11	11	11	53	14		
1,100	1,020	10	528	513	375	60	100	10	10	21	
107	100	500	235	210	211	34	34	62	14	237	
208	1,140	617	30	30	61	61	61	61	44	3	
10	10	10	10	10	10	10	10	10	10	10	
4,500	6,700	3,500	5,017	1,800	1,862	817	811	710	515	02	

EXPORTS

COUNTRIES TO WHICH EXPORTED.	1910-15.									
	1910-15. crds.	1910-15. crds.	1910-15. crds.	1917-18. crds.	1919-20. crds.	1919-20. crds.	1920-21. crds.	1920-21. crds.	1921-22. crds.	1921-22. crds.
Uruck-Siamia
Natal
Finland
Hungary
Spain
King of Good Hope
Canada
Germany
France
Belgium
United States of America
Portugal
Italy
Sweden
Denmark
British Settlements
Poland
United States of America
China
Japan
India
Philippines
Formosa
Malaya
Sumatra
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HIDES|RAW

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EXPORTS		SAIT																						PETRE.																						EXPORTS		
Countries to which exports		1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.	1929-30. cwt.	1930-31. cwt.	1931-32. cwt.	1932-33. cwt.	1933-34. cwt.																											
United Kingdom	...	182,940	333,605	460,973	458,122	331,927	110,038	110,609	86,812	42,375	16,842	21,400	15,000	15,000	15,405	14,082	37,614	22,510	24,695	64,372	57,094																											
China—	(Hong-Kong)	20,857	17,662	...	...	7,043	44,626	45,016	60,793	45,533	32,419	34,001	23,725	2,588	...	...	...	...	416	13,008	8,308																					
	(Treaty Ports)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
U. S. A.	{ Atlantic Coast Pacific Coast }	15,963	9,984	13,000	14,865	104,372	29,656	65,670	9,230	2,062	1,500	1	...	1,000	...	...	...	...	...	1,200	...																						
Java	...	341	...	...	...	79	308	681	730	...	...	...	...	...	...	...	...	...	...	...	...															
Straits Settlements	...	4,691	5,031	...	4	3,194	4,151	2,890	8,116	220	488	305	21	18	2	187	...	12	11	...	...																									
Ceylon	...	48,189	32,448	1,069	...	8,888	99,291	38,668	44,732	7,594	3,263	5,712	4,507	5,145	3,545	3,486	1,830	1,697	3,129	3,037	4,296																											
France	...	...	...	...	...	8,941	4,000	...	...	60,947	26,632	64,600	80,691	68,491	64,116	66,738	62,686	53,631	58,300	23,862	21,168																				
Russia	...	...	...	10,350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...										
Iraq	...	...	...	...	...	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...															
Mauritius and Dependencies	...	27,196	4,493	6,395	4,700	...	46,029	107,816	29,881	41,929	39,485	32,106	4,840	3,130	12,882	6,350	2,278	4,425	45,837	48,167	88,654																											
Federated Malay States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Australian Commonwealth	...	1,840	2,672	3,049	5,318	9,635	2,000	1,819	971	...	...	...	...	...	...	...	...	...	...	...	...															
West Indies (British)	...	...	...	...	...	...	...	3,504	606	1,620	1,440	1,432	140	740	616	400	300	221	440	670	1,680																				
West Indies (French)	...	...	...	...	...	...	...	...	550	408	1,154	...	...	...	...	...	...	...	...	...	3,956										
Sumatra	...	...	...	...	...	...	...	...	17,922	...	...	...	...	...	...	...	...	...	...	...	5,002								
Italy	...	489	...	...	...	...	...	...	...	...	...	680	...	...	...	...	...	...	...	...	...																		
Cape of Good Hope	...	...	...	...	...	241	...	...	87	...	...	...	...	...	...	...	...	...	...	...	...															
Arabia	{ Muskat Territory and Tropical Ocean Other Native States }	70	...	...	...	...	107	28	...	41,929	39,485	32,106	4,840	3,130	12,882	6,350	2,278	4,425	45,837	48,167	88,654																							
Natal	...	...	...	...	...	...	1,242	1,140	1,890	...	...	...	...	...	...	...	...	...	...	...	...															
Japan	...	4,319	7,682	32,054	29,005	...	12,437	100	35	...	...	...	...	...	...	...	...	...	...	...	...															
Cape Colony	...	66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
East Africa—Italian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
New Zealand	...	5	466	596	649	1,400	770	958	310	...	...	...	...	...	...	...	...	...	...	...	...															
Sandwich Islands	...	2,631	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...								
Zanzibar and Pemba	...	...	...	...	...	...	15	1	3	...	...	...	...	...	...	...	...	...	...	...	...															
Tanganyika Territory	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Somaliland (French)	...	...	...	...	...	...	9,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...													
Persia	...	...	...	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...													
Hawaii	...	...	...	...	...	...	688	...	...	...	...	...	...	...	...	...	...	...	...	...	...													
Turkey in Asia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Siam	...	334	...	...	...	...	274	81	287	...	...	...	...	...	...	...	...	...	...	...	...															
Maldives	...	...	...	...	...	2,938	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...												
Netherlands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...						
Other British Possessions	...	21	...	...	...	2	26	26	...	...	...	...	...	...	...	...	...	...	...	...	...														
Other Foreign Countries	...	22	8	...	...	1	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...													
Total		327,932	414,047	627,396	453,654	478,320	379,976	389,687	234,949	...	...	...	...	...	...	...	...	...	...	...	...															

