REPORT

OF

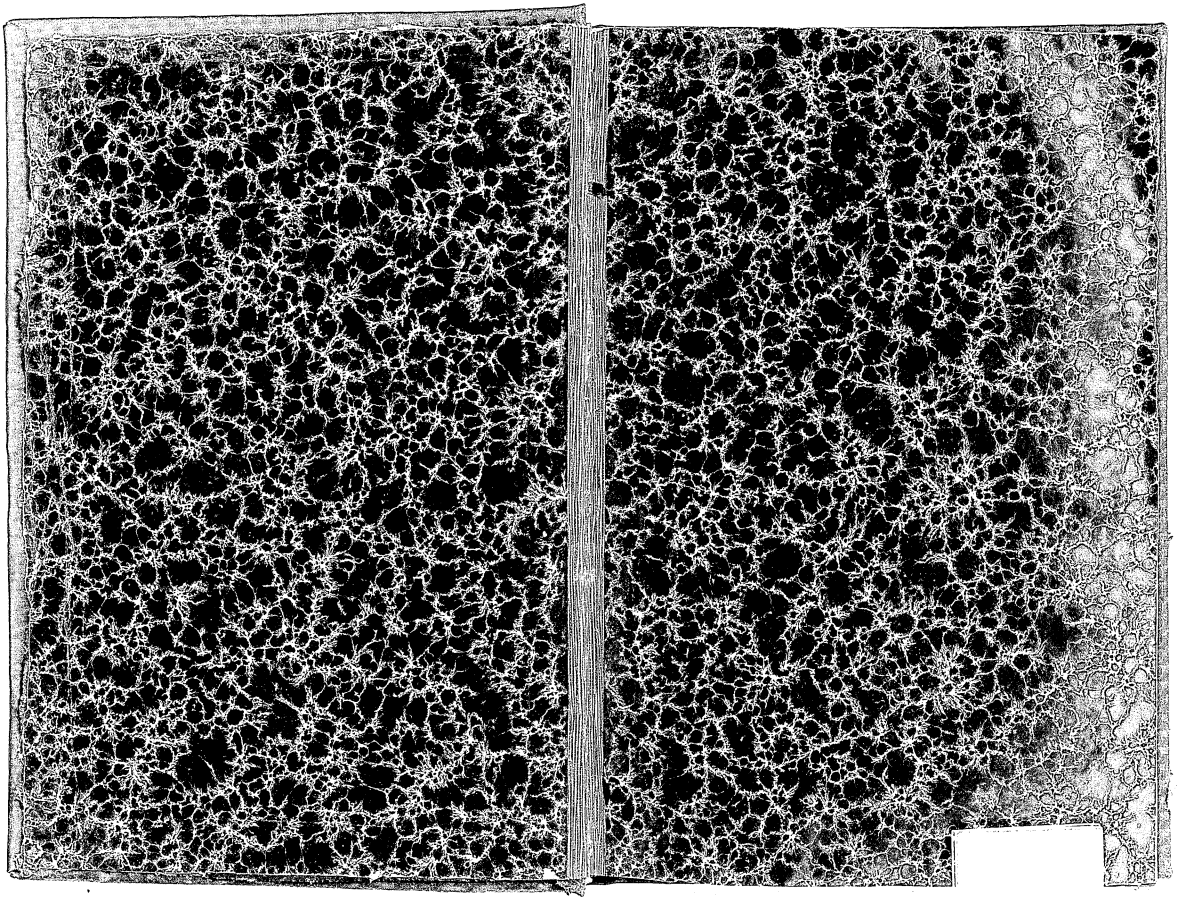
THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1935

APPENDICES



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APPENDICES.

189

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TABLE OF CONTENTS.

TRADE OF BRITISH INDIA FOR 20 YEARS—*Imports* :— (1915-16 to 1934-35)—*(Contd.)*

TRADE OF BRITISH INDIA FOR 20 YEARS—*Exports* :— (1915-16 to 1934-35)—

TRADE OF BRITISH INDIA FOR 20 YEARS—*Exports* :— (1915-16 to 1934-35)—*(Concld.)*

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. Waldie 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 Panihati 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 Nalah as lies to the west of a line drawn across the Nalah 25 feet to the west of Hastings Bridge, and

(*e*) the petroleum depôt at Budge-Budge including all lands, sheds, railway sidings and other works appertaining to it.

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

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

On the South.—A line drawn 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.

2. In exercise of the power conferred by section 7 of the Indian Ports Act, 1908 (XV of 1908) as amended by Act, VI of 1916 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.

RECEIVERS OF WRECKS.

*Under the provisions of section 73 of Act VII of 1880, and with the previous sanction of the Governor-General in Council, the Lieutenant-Governor is pleased to appoint the Commissioners for making improvements in the Port of Calcutta to be "Receivers of Wrecks" within the limits of their jurisdiction as Conservators of the Port and within the limits of their jurisdiction† as Conservators of the navigable river and channels leading to the Port of Calcutta, and along the seaface and channels of the Sunderbans as far as the longitude of the Haringhata river in the Backergunge District and along the coast of the Hooghly as far as the estuary of the Subarnarekha river in the Balasore District.

Resolution—By the Government of Bengal, General Department (Marine) 29th June 1881.

The Lieutenant-Governor is pleased to direct that all Receivers of Wrecks shall, under section 76 of the Act, give due notice to the public of all wrecks found within their jurisdictions. If the value of the wreck is less than Rs. 100, a notice shall be hung up in the office of the Receiver; if more than Rs. 100, but less than Rs. 500, an advertisement shall also be inserted in three consecutive issues of the *Calcutta Gazette* (and also in the Bengali and Oriya *Gazette*, at the discretion of the Receiver); and if the value be over Rs. 500, in addition to the notice and advertisement directed above, shall be inserted on three consecutive Mondays in the *Calcutta Exchange Gazette.*

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 Officers 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.

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* Notification dated 26th May 1881.

† No. 101 Marine of 8th September 1908.

PORT RULES.

No. 7-Mne.—20th February 1934.—In exercise of the powers conferred by 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 the Port of Calcutta in supersession of the rules published under this department notification No. 96-Mne., dated the 5th October 1894, as amended by subsequent notifications and the rules for regulating the bunkering of vessels with liquid fuel, published under this department notification No. 42-Mne., dated the 22nd March 1926 :—

RULES.

Part I.

1. **Definitions.**—These rules, shall be called the "Rules for the Port of Calcutta."

2. In these rules, unless the context otherwise requires—

"The Commissioners" shall mean "The Commissioners for the Port of Calcutta" as constituted by Bengal Act III of 1890.

"Howrah Bridge" shall mean the bridge constructed and maintained under the provisions of Bengal Act IX of 1871.

"Daybreak" shall mean half an hour before sunrise, and "dark" shall mean half an hour after sunset.

"Vessel" shall include anything made for the conveyance by water of human beings or property.

"Sea-going vessel" shall mean every description of vessel used in sea navigation.

"Steam vessel" shall mean every description of vessel propelled wholly or in part by the agency of steam, or other mechanical means.

"Inland steam vessel" shall include any vessel which is subject to the provisions of the Inland Steam Vessels Act (I of 1917).

"Small craft" shall mean anything made for the conveyance by water of human beings or property to which the definitions of sea-going vessel or inland steam vessel do not apply.

"Boat" shall mean every description of small craft which is not mechanically propelled.

"Passenger boat" shall mean any boat which ordinarily carries persons other than the manjhi or boatman in charge and the crew.

"Cargo boat" shall mean any boat which ordinarily carries all kinds of movable or personal property, including animals.

"Navigable Channel" shall mean that portion of the river used from time to time by sea-going vessels and defined by navigational buoys and track marks.

Part II.—General Rules.

3. **Extent.**—The following rules shall, except where it is otherwise stated, be applicable only within the limits of the Port of Calcutta as defined by notification No. 13-Mne., dated 14th February 1929. Nothing contained in these rules shall affect the provisions of any by-laws from time to time made by the Commissioners under sections 6 & 13 of the Howrah Bridge Act (IX of 1871).

4. No sea-going vessel shall move within the limits of the Port except :—

(*i*) by order of the Deputy Conservator or Harbour Master,

(*ii*) by order of the Principal Officer, Mercantile Marine Department, Calcutta District or an officer of the Bengal Pilot Service.

5. **Movements of vessels.**—Inland steam vessels and small craft may, subject to the by-laws from time to time made by the Commissioners under sections 6 and 13 of the Howrah Bridge Act (IX of 1871) and to the provisions elsewhere appearing in these rules, move freely within the limits of the Port unless they are published by any special order hereafter issued by the Commissioners.

6. **Lights on sea-going vessels.**—All sea-going vessels anchored or moored in the stream shall, between dark and daybreak, exhibit, where it can best be seen but at a height not exceeding 20 feet above the hull of the vessel, a white light so constructed as to shew a clear, uniform and unbroken ray visible all round the horizon at a distance of at least one mile. Sea-going vessels under weigh between dark and daybreak shall show the lights prescribed by the Board of Trade Regulations.

7. (*a*) **Lights on inland vessels and small craft.**—Inland steam vessels at anchor and small craft whether at anchor or under weigh shall, between dark and daybreak, exhibit, from a conspicuous position at least six feet above the deck, a white light in a lantern so constructed as to be weather proof and to shew a uniform and unbroken ray of sufficient power to be visible all round the horizon at a distance of at least one mile.

(*b*) Inland steam vessels under weigh between dark and daybreak shall show the lights prescribed by the Board of Trade Regulations.

8. **Maintenance of free passages.**—Inland steam vessels and small craft at anchor or under weigh shall afford a free navigable channel for sea-going vessels and also free passages of sufficient

width to piers, jetties, landing places, wharves, quays, docks and moorings; and all such vessels shall forthwith move when ordered by a duly authorised official to clear such channels or passages.

9. **Anchor to be ready.**—Inland steam vessels and small craft shall always have an anchor at the bow, with the cable bent and ranged ready to let go.

10. **Navigation by inland steam vessels and small craft.**—Inland steam vessels and small craft shall navigate at all times as follows:—

(*a*) Between King George's Dock and Kidderpore Docks—

(*i*) Inland steam vessels shall navigate on the edge of College Sand, provided that no inland steam vessel with a flat or flats in tow when coming up on a flood tide between sunset and sunrise shall proceed above King George's Dock until the ebb has made.

(*ii*) Small craft shall navigate between the north bank and the line of buoys marking the edge of College Sand.

(*b*) Between King George's Dock and Rajabagan Ferry Station inland steam vessels and small craft shall navigate close either to the north bank or to the outer line of mooring buoys on the south bank of the river.

(*c*) Between Rajabagan Ferry Station and Akra Semaphore, inland steam vessels and small craft shall navigate on the edge of Sankral Sand.

(*d*) Between Akra Semaphore and Pir Serang Shrine, inland steam vessels and small craft shall navigate on the edge of Munikhali Sand.

(*e*) Between Pir Serang and north end of Budge Budge, inland steam vessels and small craft shall navigate on the edge of Koffri Sand.

(*f*) Between the north end of Budge Budge, and the southern boundary of the port, inland steam vessels and small craft shall navigate on the right bank.

(*g*) When crossing from one side of the channel to the other inland steam vessels and small craft shall navigate with caution. Mechanically propelled vessels shall, if necessary, slacken speed, stop or reverse their engines, until any sea-going vessels, which are approaching, have passed clear. Small craft not mechanically propelled shall proceed with caution and, if necessary, drop their anchor in sufficient time to prevent them from entering the channel until any sea-going vessels, which are approaching, have passed and are clear.

11. (*a*) **Fishing rules.**—Fishing boats shall observe such of the above rules as relate to small craft. No stake or net or other appliance used for the purpose of attracting or catching fish shall be placed, at any time during the day or night, in the navigable channel of the river between Howrah Bridge and the south end of Uluberia Reach.

(*b*) Between the south end of Uluberia Reach and Fultah Point the navigable channel shall be kept clear for the passage of sea-going vessels and between the hours of daybreak and dark no fishing boats shall be moored, nor nets of any description cast, in this channel.

12. **Inland vessels to keep clear of Navigable Channel.**—All inland steam vessels and small craft shall move so as to keep the navigable channel free for sea-going vessels moving within the Port.

13. **Mooring of vessels.**—No person shall moor any sea-going vessel in any manner other than that prescribed by the Commissioners.

14. **Clearance area for ocean-going vessels.**—The navigable channel between the College Sand Lower Buoy and the Panchpara Flat Upper Buoy from low water mark on the north bank to the outer line of mooring buoys on the south bank shall be kept clear at all times for the manœuvring of sea-going vessels. Small craft may lie ashore on the North Bank but they shall not place or have any anchors or mooring tackle in the stream.

15. 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 sea-going vessels and no inland steam vessels or small craft shall anchor or lie at swinging mooring within these limits.

16. **Speed of inland vessels above Kidderpore Docks.**—Above Kidderpore Docks Entrance, inland steam vessels shall proceed at a moderate speed.

17. **Speed of inland vessels above Garden House.**—Above Garden House all inland steam vessels going with the tide shall proceed at a moderate speed.

18. **Exemption of ferry steamers.**—Special permission may be given by the Commissioners to ferry steamers, subject to due limitation as to place, hours of plying and speed, to move in the port otherwise than is prescribed in these rules.

19. **Inland steam vessels moored above bridge.**—Inland steam vessels and flats lying above the Howrah Bridge shall not haul out of moorings during the freshets in the last quarter of the ebb.

20. **Discretion of Deputy Conservator and Harbour Master.**—All vessels within the Port shall take up such berths as may be

appointed for them by the Deputy Conservator or Harbour Master, and shall move from one berth to another when ordered so to do by an officer duly authorised in that behalf; subject always to the rule that sea-going vessels shall move within the port between Budge Budge and Garden House under the charge of a Pilot.

21. **Moorings not to be used without permission.**—No vessel shall make fast to, or use any of the moorings, whether fixed or swinging, without the permission of the Deputy Conservator or Harbour Master.

22. **Applications for Assistant Harbour Master.**—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 shall, as far as possible, be complied with in order of time of receipt.

23. **Vessels at swinging moorings.**—All vessels lying at swinging moorings shall, during the freshets (15th June to 31st October), have, in addition to their bower chain, the end of a good hawser fast to the ring of the moorings.

24. **Vessels in the Stream.**—All vessels moored in the stream shall keep a clear hawse.

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

26. **Lying at single anchor prohibited.**—No sea-going vessel shall lie at single anchor in the Port unless a Pilot or Assistant Harbour Master is on board.

27. **Stern fastenings in time of bores.**—All vessels placed in the moorings on the ebb tide shall, when bores are expected during spring tides, have their best hawsers passed from each quarter pipe abaft the main mast, and if possible made fast to the stern-moorings and if not to their own chains close to the moorings and hove taut with sufficient strain to relieve the jerk on the chains and bitts when the bore comes up.

28. **Ships not to try main engines without warning.**—Sea-going vessels occupying moorings shall not turn their screws or paddles without giving sufficient warning to boats in the vicinity; they shall not use full power when trying their engines in moorings; no trial under steam shall be made by a vessel lying at the Calcutta or Garden Reach Jetties.

29. **Ships not to have projections from ships side.**—No vessel lying above Garden House shall have any anchor or spar, or other substance likely to cause damage projecting from her side.

30. (*a*) All 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 or their equipment.

(*b*) **Sailing vessels.**—All sailing vessels classified as "sea-going" shall, on arrival in the Port, rig in their jib and driver booms, and shall keep them so rigged until the Pilot assumes charge of the vessel for the purpose of taking her to sea They shall also strike their yards and masts when so ordered by the Harbour Master. Such vessels about to leave the Port may send their top-gallant yards aloft 48 hours before leaving the moorings.

(*c*) From the first day of May until the 30th day of June, and from the 1st day of October to the 15th day of November, all sailing vessels in Port classified as sea-going shall have their royal and top-gallant yards on deck, and mast-ropes rove in readiness to send the top-gallant mast down at short notice if required. Such vessels entering the Port between the above dates, having top-gallant masts and yards aloft, may be placed in moorings but their top-gallant yards shall be sent down within 24 hours after they are moored.

31. **Storm signals.**—On the occurrence of signs of an approaching cyclone day signal No. X (Great Danger), consisting of two cones, apex to apex, and below them a vertical drum, will be hoisted during day-light from the flagstaff on the roof of the Commissioners' Office, Koilaghat, another similar signal from the flagstaff on the clock tower at the entrance to the Kidderpore Docks, and another on the flagstaff on the Assistant Harbour Master's House at Budge Budge. During the night, under similar circumstances, two red lights with a white light between them, all in a vertical line, will be exhibited from the same flagstaffs. When these signals are displayed, masters and persons in charge of all vessels whatever shall immediately take every precaution in their power to make their vessels snug and secure, by having awnings furled, and the lower and top-sail yard counter-braced or pointed to the wind, as seems best. Heavy hawsers shall be bent to both bower anchors ready for use.

32. **Hoisting of Blue Peter.**—All vessels about to leave the Port shall hoist the Blue Peter 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 assumes charge of the vessel to take her to sea.

33. **Smoking and naked lights prohibited.**—No person shall smoke or use naked lights of any description in the hold or between decks, or in any enclosed space containing stores, cargo or inflammable material or on the upper deck of any vessel within the Port or in any dock belonging to the Commissioners.

34. **Fires permitted only in galleys.**—Fire shall be permitted only in galleys or fire places properly constructed for the purpose and

between daybreak and 9 P.M. Cooking fires shall be prohibited on board vessels in dry dock.

The use of fire-works shall be prohibited on all vessels within the limits of the Port.

35. **Vessels to carry fire-buckets.**—All vessels in Port shall be provided with fire-buckets, three buckets for every hundred tons of registered measurement up to 600 tons, and two additional buckets for every 100 tons, above 600, subject to a maximum number of 50 in any vessel. One-half of the number of such buckets shall be kept constantly hanging up on the quarter-deck or other convenient place.

36. **Measures during a fire.**—When a fire has broken out in any vessel the officers in charge of all vessels in neighbouring moorings or anchorages, shall furl their awnings, get their force-pumps ready for use and prepare for shipping their cables and chains, seeing specially that the pins of the shackles can be immediately knocked out.

37. **Careless discharge of steam prohibited.**—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.

38. **Beams and hatchways to be secured.**—When cargo is being loaded into, or unloaded from a vessel through any of her hatchways, whether on deck or below, the longitudinal (fore and after) and athwartship beams and hatchway covers of such hatchways shall be secured in such a manner as will effectually prevent them from falling into the hold.

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

40. **Restriction on small craft.**—No inland steam vessel, small craft or boat other than a boat carrying the agent or his representative or a duly authorised official shall proceed alongside any sea-going vessel for the purpose of taking in or discharging passengers or cargo until the vessel has hoisted International Code Flag "A" on the triatic stay. This flag shall be hoisted by order of the Assistant Harbour Master in charge after he has finished with the engines and moored the vessel.

41. **Restriction on employment of European seamen.**—No Master or Officer for the time being in charge of or doing duty on any vessel shall, from the 1st day of April to the 31st day of October inclusive, employ or cause to be employed any European seamen or

apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M. necessiting the direct exposure of such seamen or apprentice to the rays of the sun.

42. **Engine power of tugs.**—No vessel shall be moved within the Port unless the tug or other agency by which such vessel is to be moved shall, in the opinion of the Deputy Conservator or Harbour Master, be sufficiently powerful for the purpose.

43. **Use of steam whistles or sirens.**—No sea-going vessel or inland steam vessel or small craft shall, within the limits of the Port, sound her whistle or siren when lying at moorings, at a ghat or at anchor except as a signal of distress. The tying down of the lever of a steam whistle thereby allowing it to sound continuously is strictly prohibited.

44. **Use of searchlights.**—The use of searchlights on board any sea-going vessel of the burden of 200 tons or upwards whilst in the Port of Calcutta or in any of the navigable channels leading to the Port to which the Indian Ports Act XV of 1908 applies, is strictly prohibited except in special circumstances and by the direct orders of the Pilot, the Harbour Master, or such other Port Official as may be duly empowered to give such orders.

Inland steam vessels are permitted to use searchlights for navigational purposes but in no circumstances shall a searchlight be directed on the bridge of any vessel under weigh.

45. (*a*) **Sufficient crews for sea-going vessels.**—No sea-going vessel shall, without such license as is hereinafter mentioned, be afloat within the Port without having on board a crew of not less than the number set forth in the schedule of crews prescribed in rules 76 and 77.

(*b*) **Power to license smaller crew.**—Whenever it shall appear to the Commissioners that any sea-going vessel may, without danger to other vessels, be afloat without carrying such crew as is set forth in the second schedule hereto, it shall be lawful to the Commissioners, if they shall think fit, to grant by the hand of the Chairman, in the Form A in the second schedule hereto, a license which may be made determinable on the breach of any conditions therein contained; and which shall during its continuance exempt the vessel from the provisions of rule 45 (a).

46. **Power to revoke license.**—It shall also be lawful for the Commissioners, by a writing under the hand of their Chairman, in the Form B in the second schedule hereto, to revoke such license, and from and after the publication of such revocation, which shall be effected by posting a copy thereof upon some conspicuous part of such vessel, the provisions of rule 45 (a) shall apply to such vessels as if no such license had ever been granted.

47. **Vessels lying without crew.**—Whenever it shall appear to the Commissioners that any creek, river or dock is so situated that vessels without any crew therein may remain afloat in such creek, river or dock, without danger to any vessels in any part of the Port, it shall be lawful for the Commissioners to grant by the hand of the Chairman in the Form C in the second schedule hereto a license exempting any vessel from the provisions of rule 45 (a) and from time to time if they think fit to revoke or amend such license: Provided always that every such license, amendment and revocation shall be published in the *Calcutta Gazette*, and that no such order, amendment, and revocation shall have any force or effect until it shall have been so published.

48. **Regulation of vessels at dock entrances.**—The serang or other person in charge of an Inland Steam Vessel or small craft within the Kidderpore or King George's docks or within the entrance to these docks, shall remove his inland steam vessel or small craft to any other place within the dock or the entrances to which he may be directed by any officer duly authorised by the Commissioners to regulate traffic.

49. (*a*) **Control of vessel carrying petroleum in bulk.**—No fire or lights (except the galley and engine-room fires and electric light) shall within Port limits be allowed on board any bulk oil steamer or on board any vessel lying alongside any bulk oil steamer until the steamer has been cleansed inside from oil and vapour of oil.

(*b*) When the hatches are open or oil is being discharged, no smoking shall be allowed on board.

(*c*) No bulk oil steamer shall be taken amongst other shipping or into wet or dry docks unless the Commissioners are satisfied that she is in a safe condition to be so taken.

(*d*) No vessel having bulk oil on board shall proceed above Diamond Harbour until a pumping berth or other suitable mooring is ready to receive her.

(*e*) 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 rule under the Sea Customs Act, the fees paid shall be double those paid for work on ordinary holidays.

50. (*a*) **Bunkering with Liquid Fuel.**—No vessel shall bunker with liquid fuel from a barge between sunset and sunrise.

(*b*) 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.

(*c*) No barge shall be used for bunkering with liquid fuel unless it has been approved and licensed by the Port Commissioners.

(*d*) 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.

(*e*) At the time of bunkering, the following conditions shall be observed on the vessel that is being bunkered :—

(*i*) 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.

(*ii*) A ship's officer shall be on watch, and an attendant shall be stationed alongside the flexible connecting pipe.

(*iii*) No smoking, cooking, naked lights or forges shall be allowed on the vessel's decks within 20 feet of the flexible and inlet pipe.

(*iv*) 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.

(*f*) An attendant shall be on duty throughout at the pump of the barge from which the vessel is being bunkered.

(*g*) 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.

(*h*) 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.

(*i*) Every liquid fuel barge shall carry an ample supply of buckets of sand.

Part III.—Registration of boats.

51. **All boats to be registered.**—Every boat plying, whether regularly or occasionally, within, or partly within and partly without, the limits of the Port, shall be registered by the Commissioners and shall have her number and tonnage branded on her by the Commissioners' Boat Surveyor.

52. **Application for registration.**—Every application for the registration of a boat shall be made in writing to the Commissioners'

Boat Surveyor and shall contain particulars of the owner's name and address, the name and address of his duly authorised agent in Calcutta, a description of the boat and, in the case of a passenger boat, the number of passengers which it is intended to carry.

53. **Method of registration.**—Every boat requiring registration shall be sent to the special licensing buoy at Shibpur for measurement under rules 68 and 69 below by the Commissioners' Boat Surveyor who shall enter the following particulars in the register to be kept by him :—

Details to be entered in the register.	Registered No. Date of Registration.
Description of Boat.	Owners No.
Length, breadth, depth as required for measurement of tonnage under rules 68 and 69 below.	
Draught light.	Draught loaded.
Tonnage dead weight	Tonnage according to measurement rules 68 and 69 below.
Freeboard allowance.	No. of passengers.
Anchors.	No. of crew.
Cables.	No. of oars.
Pump.	Navigation lights.
Name and address of owner.	
Name and address of agent.	
License number.	

A certificate of registry shall be supplied on demand to the owner or agent by the Boat Surveyor.

54. **Transfer of ownership.**—Every transfer of ownership shall be notified to the Boat Surveyor in writing and such notification shall be accompanied by the certificate of registry for endorsement.

55. **Cancellation of registration.**—The Registered number of a boat shall remain in force as an identification number throughout the whole working life of the boat unless :—

(*a*) it is cancelled at the request of the owner,

(*b*) the boat remains unlicensed for a period of three years,

(*c*) the boat is condemned by the Commissioners' Boat Surveyor as unfit for further service,

(*d*) the number branded on the boat becomes obliterated.

†(*e*) the dimensions of the boat are altered.

†Inserted *Vide* Notification No. 13-Marine, dated 8th April 1936.

56. **Load line to be marked.**—Every boat having a registered tonnage exceeding ten tons net shall have her load line indicated by a conspicuous mark cut into the hull of the boat and painted white on dark ground. This mark shall be made by the Commissioners' Boat Surveyor at the time of registration.

Licensing of Boats.

57. Every boat plying, either regularly or occasionally, within, or partly within and partly without, the limits of the port shall be licensed by the Commissioners and shall have her registered number in figures not less than six inches high, painted on both sides by the Commissioners' Boat Surveyor at the time the license is granted.

58. **Application for a boat license.**—Every application for a license for a boat shall be made in writing to the Commissioners' Boat Surveyor and shall contain the following particulars :—

(*a*) the owner's name and address,

(*b*) the name and address of his duly authorised agent in Calcutta,

(*c*) a description of the boat and

(*d*) the registered number branded on her by the Commissioners' Boat Surveyor.

59. **Boats to be in charge of a licensed manjhi.**—No boat shall be allowed to ply within the limits of the Port unless it is in charge of a boatman or manjhi licensed and registered by the Commissioners. The boatman or manjhi's license shall be issued at the time when the boat is being licensed.

Any manjhi newly placed in charge of a boat shall himself apply to the Commissioners' Boat Surveyor for a license and shall produce at the same time the license of the boat of which he is newly placed in charge.

60. **Duration of license.**—Every license granted under these rules shall continue in force for one year from the date on which it is granted unless it is duly revoked under the provisions of these rules.

61. **License not transferable.**—No license granted under these rules is transferable.

62. **Conditions of license.**—No boat shall be licensed until the Commissioners' Boat Surveyor has surveyed it and has granted a certificate stating that the boat is in good order and suitable for the purpose for which it is intended, and including the following particulars :—

(*a*) the tonnage of the boat as given in the certificate of registry,

(*b*) the freeboard of the boat when fully loaded as given in the certificate of registry,

(*c*) the number of crew required—

(*i*) when she is ordinarily under weigh,

(*ii*) when she is lying at anchor or moorings,

(*d*) the lights to be exhibited between dark and daybreak.

63. **Revocation of license.**—The license granted to any boat may be revoked:—

(*a*) whenever the boat is in the opinion of the Commissioners unfit for the purpose for which it is licensed,

(*b*) whenever any breach of the conditions of the license or the port rules has been committed by the owner or his agent or by the manjhi in charge of the boat,

(*c*) at any time the Commissioner may think fit.

64. **Re-survey.**—The Commissioners may, at any time, order a licensed boat to be re-surveyed without charge to the owners.

65. **Refusal of license.**—The Commissioners may refuse any application for the issue of a license.

66. **License to be produced on demand.**—Every licensed boat when plying shall carry on board its license which shall be produced when required by the Port Police or by any officer duly authorised by the Commissioners and shall be delivered up on the expiration or other determination of the license. In the case of a passenger boat the license shall be produced when required by any passenger for inspection.

66A. **Passenger plate to be exhibited.**—Every boat licensed to carry passengers shall exhibit a passenger plate on which shall be shown in English and in the vernacular the registered number of the boat, the license number, the number of passengers she is entitled to carry and the number of the crew.

67. (*a*) **Dangerous cargoes.**—Every license for the transport of explosives, petroleum, carbide of calcium or other dangerous cargo, shall be issued under the special rules for the time being in force; and no license issued under these rules shall take the place of or be regarded as a substitute for a special license for carriage of such cargo.

(*b*) A special license for the carriage of carbide of calcium shall only be issued to cargo boats falling under class 1 of rule 68 of Part III having no copper or brass in their construction, and carrying a tarpaulin which will, in the opinion of the Commissioners

Boat Surveyor, suffice to cover the hold and protect its contents from moisture.

(*c*) Applicants for a special license for the conveyance of carbide of calcium, which shall be renewed at intervals of not more than six months, shall certify in their applications that the conditions of clause (*b*) of this rule have been fulfilled.

(*d*) Any boat arriving in the Port without a license or with a license which has expired, and desiring to discharge cargo, shall at once apply for an unloading permit at the nearest Inland Vessels Wharves Toll Office, deposit with the Cashier in charge the license fee for one year and thereafter produce the boat for survey at the licensing buoy within one week of the date of entering the Port. If the boat is not produced for survey within the time specified she will become liable to a further charge equal to the license fee for one year.

(*e*) Extension licenses may be granted for periods not exceeding three months at one-sixth of the annual license rate for each month's extension.

No extension license will be granted until the boat has been inspected and passed as fulfilling the conditions of rule 62 above.

Measurement of boats.

68 **Rules for measurement of cargo boats.**—*Length.*—The length shall be measured in feet from the inside of the stem post to the inside of the stern post.

Breadth.—The breadth shall be measured in feet from side to side, inside the ceiling plank, under the deck beam amidships. Where no ceiling plank is fitted the measurement shall be taken to the inside of the frame.

Depth.—The depth shall be measured in feet from the underside of the deck beam amidships to the upper side of the floor ceiling plank. Where no ceiling plank is fitted, the measurement shall be taken to the upper side of the keelson. The tonnage of cargo boats up to and including 50 tons shall be calculated from the formula—

Length × Breadth × Depth × K = Tonnage.

Where L = length in feet as defined above.

B = breadth " " " "

D = depth " " " "

and K = Constant which shall be as follows:—

Class I (*a*) For flush decked, square built and open cargo boats and flats, K = ·009.

(*b*) For bazaar-boats, where the brake forward and aft does not exceed 9 inches, K = ·008.

(*c*) For bazaar-boats, where the brake forward and aft exceeds 9 inches, K = ·007.

Class II (*a*) For open country boats known as jolly boats or powcoes, K = ·009.

(*b*) For open country boats known as hollahs, K = ·0083.

(*c*) For bhurs and pansways, K = ·008.

(*d*) For open country boats such as dinghees and bowleahs, K = ·0064.

(*e*) For open country boats known as chotes, K = ·0063.

Boats or flats of Class I exceeding 50 tons shall be measured under the Merchant Shipping Act and any boat in Class I may, if the owners show that the measurements made according to the above formula are inaccurate or oppressive be measured under the Merchant Shipping Act.

Every boat or flat exceeding 10 tons shall have on her side, a conspicuous mark to indicate the free board or greatest depth to which she may be immersed when loaded.

The freeboard shall be obtained from the following table :—

Freeboard Table.

D = 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″.

L = 55′, 60′, 65′, 70′, 75′, 80′, 85′, 90′, 95′, 100′, 105′, 110′, 115′, 120′, 125′, 130′, 135′, 140′.

F = 8½″, 9½″, 10½″, 11½″, 12½″, 13½″, 14½″, 15½″, 16½″, 17½″, 18½″, 19½″, 21″, 22½″, 23½″, 25″, 26½″, 27½″.

F2 = 11¾″, 12¾″, 14″, 15¼″, 16¾″, 18″, 19¼″, 20¾″, 22″, 23¼″, 24¾″, 26″, 28″, 30″, 31½″, 33¼″, 35¾″, 36½″.

C = ¾″, ¾″, ¾″, ¾″, ¾″, ⅞″, ⅞″, ⅞″, ⅞″, ⅞″, ⅞″, 1″, 1″, 1″, 1″, 1″.

Where D = Depth.

L = Length.

F = Freeboard for decked boats or flats of iron or steel.

F2 = Freeboard for open boats or flats or iron or steel.

C = Correction for every 10 ft. in length.

For all classes of wooden boats and flats, both square built and country built, also composite boats and flats, the freeboard shall be

calculated at the rate of 3 inches for every foot depth of hold up to 10 feet.

Whenever a boat is licensed to carry both passengers and cargo she shall be measured and marked with a load line in the same way as though she were intended solely for the carriage of cargo.

69. **Rules for the measurement of passenger boats.**—To ascertain the number of the passengers that a passenger boat may carry, divide the superficial area in square feet of the floor space available for passengers by 6 and the result is the number of passengers that the boat may be licensed to carry.

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

Whenever a boat is licensed to carry both passengers and cargo the total load shall be such that the load line marked on the boat is not submerged.

To ascertain the number of persons in addition to the crew that may be carried, two children below the age of 12 years shall be counted as one person and every two maunds weight of luggage shall be counted as equivalent to one person.

General Rules for Boats.

70. **Inland Vessels Wharves.**—No boat shall lie at the Inland Vessels Wharves except when it is receiving or discharging cargo.

71. **Obstruction to free navigation.**—No boat shall obstruct the free navigation of the Port or the approaches to wharves, docks, jetties or landing places nor occupy the portions of the bank set aside for, nor land or ship goods at, bathing ghats.

72. **Boats to be under control.**—All boats under weigh within the Port shall have sufficient control either by oars, sail or power, or shall be in tow of a vessel sufficiently powerful to enable them to keep clear of moving steam vessels.

73. **Boats to keep clear of sea-going vessels.**—All boats under weigh within the Port shall keep clear of all sea-going vessels which are entering or leaving moorings, or docks, or are under weigh at any point within the limits of the Port.

74. **Making fast to moorings.**—Any boat which has made fast to a mooring buoy or post shall cast off when required so to do by an officer duly authorised in this behalf by the Commissioners.

75. **Accidents to be reported.**—Whenever any accident occurs to a licensed or registered boat, the owner, agent or person in charge shall at once proceed to the nearest Port Police Station and report

to the Officer in Charge of the Station, the circumstances connected with the accident.

76. **Crews for cargo boats.**—Every cargo boat of more than 10 net registered tons plying in the Port shall carry a minimum crew in accordance with the following regulations:—

(*a*) When under weigh, when in tow or when waiting outside the entrances to Kidderpore or King George's Docks—the full crew laid down in the schedule of crew below.

(*b*) When waiting empty at moorings laid for sea-going vessels—the full crew laid down in the schedule of crew below.

(*c*) When waiting under conditions not specified in (*a*) and (*b*) above—one less than the crew laid down in the schedule of crew below.

(*d*) When moored outside the ship channel where no obstruction to navigation can occur—a crew of two.

(*e*) When laid up—one watchman only.

(*f*) When afloat under special license granted by the Commissioners, the full crew laid down in that license.

Schedules of Crew.

Cargo boats.

Every cargo boat plying in the Port shall carry a minimum crew as follows:—

(1) Boats of not more than 40 tons	3 dandees. 1 manjhi.
(2) Boats of more than 40 tons and not above 60 tons	4 dandees. 1 manjhi.
(3) Boats above 60 tons and not above 80 tons ...	5 dandees. 1 manjhi.
(4) Boats above 80 tons	6 dandees. 1 manjhi.

Passenger boats.

77. **Crews for passenger boats.**—Every passenger boat plying in the Port shall carry a minimum crew as follows:—

(*a*) When under weigh or plying for hire.

Boat to carry not more than 10 passengers, 3 men including manjhi.

Do.	do.	15	,,	4	,,
Do.	do.	20	,,	5	,,
Do.	do.	25	,,	6	,,
Do.	do.	30	,,	7	,,
Do.	do.	35	,,	8	,,

When laid up for the night or when lying at anchor.

Boat licensed to carry not more than 14	1
,, ,, ,, between 15 & 20	2
,, ,, ,, ,, 21 & 25	3
,, ,, ,, ,, 26 & 35	4

78. **Responsibility of person in charge.**—The owner, agent, or the person in charge of any licensed boat shall be responsible:—

(*a*) that the boat is provided with the number of crew required under these rules,

(*b*) that the boat is kept thoroughly clean,

(*c*) that the registered number is kept clearly painted on both sides in the manner prescribed,

(*d*) that the licence is carried in the boat,

(*e*) that the pump, lights, ground tackle and fittings specified in the license are provided and maintained in good working order,

(*f*) that the load line, in the case of a cargo boat, is kept clearly marked,

(*g*) that the boat, if carrying cargo, is not loaded so as to submerge the mark indicating the load water line,

(*h*) that the boat, if carrying passengers, does not contain any persons in excess of the number for which it is licensed.

79. **Fire places and fires.**—No fire shall be lighted in a licensed boat except in a properly constructed iron caboose or fire-place which shall be kept on deck or in such other part of the boat as the Commissioners' Boat Surveyor shall direct.

80. **Lost property.**—When property belonging to any passenger is left in a passenger boat the property so left shall at once be sent by the person in charge of the boat to the Deputy Commissioner, Port Police.

81. **Compulsion to carry passengers.**—No person in charge of a licensed passenger boat plying for hire in the Port shall, without

good reason, refuse to carry in such boat a passenger tendering the proper hire.

82. **Rates of hire for passenger vessels.**—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 embarking between 6 P.M. and 6 A.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 Ahiritolla Ghat and Salkia Ghat	½	1	0 4	0 6
Between Chandpal Ghat and Telkul Ghat or Ramkristopore ...	½	1	0 6	0 8
Between Chandpal Ghat and Matiabruz 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	¾	1	0 8	0 12
Between Jugannath Ghat or Armenian Ghat and Howrah shore	1	1	0 6	0 6
Between steamers in moorings and shore	Re. 1 with baggage; 4annas without baggage both on first arrival of vessel; 1 anna subsequently.			
Between flats and shore ...	½	½	...	...

The license of any passenger vessel may be revoked if a copy of this scale of maximum charges is not exhibited on board in a conspicuous place and is not shown to any person who may ask to see it.

83. **Number of cargo boats permitted alongside sea-going vessels.**—The maximum number of cargo boats permitted to lie abreast

of each other on the outside of vessels in the outer berth of the undernoted moorings, is as follows :—

Outside a vessel in No. 5 Calcutta Moorings 2 boats or 1 flat.
Outside a vessel in No. 4 Calcutta Moorings 3 boats or 1 flat.
Outside a vessel in No. 3 Calcutta Moorings 3 boats or 1 flat.
Outside a vessel in No. 2 Calcutta Moorings 2 boats or 1 flat.
Outside a vessel in No. 1 Calcutta Moorings 2 boats or 1 flat.
Outside a vessel in No. 4 Esplanade Moorings 4 boats or 1 flat.
Outside a vessel in No. 3 Esplanade Moorings 4 boats or 1 flat.
Outside a vessel in No. 2 Esplanade Moorings 5 boats or 1 flat.
Outside a vessel in No. 1 Esplanade Moorings 5 boats or 1 flat.
Outside a vessel in No. 2 Princeps Moorings 4 boats or 1 flat.
Outside a vessel in No. 1 Princeps Moorings 4 boats or 1 flat.
Outside a vessel in No. 4 Hastings Moorings 5 boats or 1 flat.
Outside a vessel in No. 3 Hastings Moorings 5 boats or 1 flat.
Outside a vessel in No. 2 Kidderpore Moorings 5 boats or 1 flat.
Outside a vessel in No 10 Garden Reach Moorings 5 boats or 1 flat.
Outside a vessel in Garden Reach Jetties Moorings 8 boats or 1 flat.

First schedule containing notification numbers and dates of publication of superseded rules.

Notification numbers and dates of publication.

(1) No. 96 Marine of 5th October 1894.
(2) No. 124 Marine of 16th September 1895.
(3) No. 123 Marine of 15th August 1898.
(4) No. 131 Marine of 6th September 1898.
(5) No. 157 Marine of 25th October 1898.
(6) No. 23 Marine of 24th February 1903.
(7) No. 109 Marine of 27th August 1903.
(8) No. 112 Marine of 4th November 1905.
(9) No. 32 Marine of 23rd April 1907.
(10) No. 144 Marine of 30th November 1908.
(11) No. 116 Marine of 19th November 1910.
(12) No. 52 Marine of 1st May 1915.*
(13) No. 120 Marine of 29th October 1915.
(14) No. 71 Marine of 19th June 1916.

*Superseded so far as it concerns the Port of Calcutta.

(15) No. 76 Marine of 4th July 1916.

(16) No. 90 Marine of 28th July 1919.

(17) No. 92 Marine of 28th July 1919.

(18) No. 100 Marine of 8th October 1920.

(19) No. 24 Marine of 2nd February 1921

(20) No. 101 Marine of 8th July 1921.

(21) No. 89 Marine of 11th September 1922.

(22) No. 101 Marine of 13th November 1925.

(23) No. 42 Marine of 22nd March 1926.

(24) No. 33 Marine of 28th March 1929.

(25) No. 36 Marine of 2nd April 1929.

(26) No. 36 Marine of 2nd April 1929.

(27) No. 57 Marine of 7th June 1929.

(28) No. 1 Marine of 4th January 1932.

Second schedule (referred to in Rules 45, 46 and 47).

FORM A.

PORT OF CALCUTTA.

I , Chairman of the Commissioners, do hereby license the (ship) of which is Master, to remain at her present moorings in the said Port without having on board the crew required by the Rules for the Port of Calcutta, 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 , Chairman of the Commissioners, do hereby revoke all license to the (ship) to remain in Port without a crew therein.

FORM C.

PORT OF CALCUTTA.

I , Chairman of the Commissioners, do hereby grant a license that vessels lying in the following portion of the said Port (here set out the exempted limits) shall be exempted from the provisions of rule 45A framed under section 6 (1) Act V of 1908.

APPENDIX.

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

[See Port Rule 50.]

A.—Specifications for self-propelled barges.

(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. } Tanks in pairs.	3. } Tanks in pairs.
4. } Tanks in pairs.	4. } Tanks in pairs.
5. } Tanks in pairs.	5. } Tanks in pairs.
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 × 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 situated under the bridge and shall be either centrifugal or gear-driven plunger type. In the case of a steam-propelled barge the pump may be driven by steam.

Unless a separate power unit is provided for driving the gear-driven pump, the pump must be arranged in such a way for easy connection to the main motor engine. The pump must be of an approved make, but may be of any capacity and must be provided with a spring loaded relief valve on the discharge side of the pump, the valve to have an area of at least 60 per cent. that of the discharge 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 with a separate branch to the after part of each compartment, and the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck gland box. The discharge pipe shall be fitted on deck and carried 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 scantlings on the transverse system of framing, of the flush deck type, with motor casing and deck house aft. All riveting 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. } Tanks in pairs.
4. }
5. }
6. Cargo pump and/or boiler space.

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

(4) **Decks.**—Gas-tight hatches of not less than 5 feet × 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.

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-Mne., 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 ¾ inch thick. (*b*) In a cover of closely plaited 1 inch (circumference) hemp or coir. (*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 cwts.
(*ii*) 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 cwts 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.

MARINE DEPARTMENT.

The 12th July, 1910.

No. 69-Marine.—Notification.—The following bye-law framed by the Commissioners of the Port of Calcutta, under Clauses (*c*) and (*f*) of sub-section (*1*) of Section 126 of the Calcutta Port Act, 1890, imposing upon the masters of vessels the duty of reporting to the officers of the Trust the loss of cargo overside and of taking immediate steps for its recovery, which has been published in three consecutive issues of the *Calcutta Gazette* in accordance with the provisions of sub-section (*4*) of that section, is hereby confirmed:—

"In exercise of the powers conferred on them by Section 126, sub-section (*1*), Clauses (*c*) and (*f*), of the Calcutta Port Act, 1890, the Commissioners in Meeting hereby make the following bye-law:—

'1. (*a*) No ballast or rubbish nor any cargo, goods or other article, substances 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 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.'

'(*b*) No ballast or rubbish, nor any cargo, goods or such other article, substance or thing as last aforesaid shall be cast or thrown or permitted or suffered to fall into the docks, dock channels or river from any pier, quay, jetty or vessel or in any other manner whatsoever.'

'(*c*) In the event of any such cargo, goods, article, substance or thing being cast or thrown or falling into any docks and 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 Dock or Jetty Superintendent, as the case may be, and take all lawful and proper measures and use every endeavour to have such cargo, goods or other article, 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.'

"In exercise of the powers conferred by Section 127 of the Calcutta Port Act, 1890, the Commissioners in Meeting direct that any person who commits a breach of any of the articles of this bye-law shall be punishable with fine which may extend to Rs. 500 in respect of any such breach, and in the case of a continuing breach to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues."

T. BUTLER,
Secy. to the Govt. of Bengal.

Published in the *Calcutta Gazette*, dated the 13th July 1910, Part I, page 930.

The 6th August 1906.

No. 87-Marine.—The following bye-laws, framed by the Commissioners of the Port of Calcutta, under Clauses (*c*) and (*f*) of sub-section (*1*) of Section 126 of the Calcutta Port Act, 1890, for regulating the discharge into the river, or into any dock, of any petroleum and for preventing any filth or rubbish being thrown therein or thereon, which have been published in three consecutive issues of the *Calcutta Gazette* in accordance with the provisions of sub-section (*4*) of that section, are hereby confirmed.

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

"In exercise of the powers conferred by Clauses (*c*) and (*f*) of Section 126 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:—

(1) No person shall wilfully discharge into the river or into, or on to, any dock, any petroleum or other inflammable liquid.

(2) 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, 1890, the Commissioners in meeting direct that a 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."

(Published in the *Calcutta Gazette*, dated the 8th August, 1906, Part I, pages 1542*c* and 1542*d*).

PORT COMMISSIONERS' BYE-LAWS.

NOTIFIED UNDER No. 39-MARINE OF 22ND MAY 1893.

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

1. No stages, planks, poles or any 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 Dock or to or from the Jetties, or which interfere with another vessel's loading or discharging, shall be removed on requisition by the Dock or Jetty Superintendent or other duly authorised officer of the Commissioners.

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

8. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Commissioners pending whose decision he may refuse to 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 Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed;

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

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

12. Heavy lifts of over 35 cwts, 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.

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

†16B. The Dock Superintendent may prevent from entering any Dock or turn out of any dock any boat or lighter carrying petroleum or any other cargo which in the opinion of the Commissioners is objectionable from any point of view.

17. The control of barges, cargo boats and bum-boats shall rest with the Dock Superintendent, who may prevent from entering, or turn out of the Dock, any boat unless she is actually engaged for cargo, and no fires shall be allowed on them between 9 P.M. and 5 A.M.

‡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 Jetties wharf-rent.

18. Every cargo boat, barge or bum-boat may be searched, at the discretion of the Dock Superintendent before leaving Dock, either by a Dock official deputed to do so, or by the Police.

* *Vide* Notification No. 16-Marine of 3rd February 1919.
† *Vide* Notification No. 37-Marine of 22nd November 1934.
‡ *Vide* Notification No. 27-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 cases, and no cooper shall be allowed to work in the sheds without a license from the Dock or Jetty Superintendent.

22. Bells must not be struck to denote the hour on board ships in Dock.

23. No vicious or dangerous animals, and no loaded gun or other firearm, shall be kept on board any vessel in Dock or at the Jetties.

24. No vessel having on board more than 100 native passengers or coolies shall be allowed to enter the Wet Dock unless covered by a certificate from the Health Officer that no persons on board are suffering from infectious diseases.

25. Smoking and the use of any unprotected fire or lights in any shed or warehouse within the Dock or Jetty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or ignite lucifer matches or other inflammable articles, on any pier or quay or on board any vessel within the Dock, or at the Jetties, except in such places as may be allotted for the purpose.

26. Fires of coal, charcoal, or coke may be used in the cabins, deck-houses, forecastles and cabooses of vessels in Dock, only between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Dock Superintendent.

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

All lights, whether oil-lamps or candles, used on board vessels in Dock, except as mentioned in the following paragraph, shall be in globes or secured lanterns.

Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair, or in duties connected therewith.

While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, 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, sulphur, matches, spirits of wine, kerosene oil, turpentine, pitch, tar and petroleum, &c.

36. No person shall remove from the Dock or Jetties any goods other than those for which bills-of-lading, accompanied by Agent's or

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.

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 authorised by the Commissioners, the extra rates fixed by the Commissioners from time to time must be paid.

†40. Deleted

41. No ashes, sweepings, or rubbish of any kind are to be landed on any part of the Dock or Jetty premises, except under such conditions as shall be approved by the Commissioners.

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

43. During the time it is actually necessary for goods in course of landing or shipping to remain on the wharves, such goods shall be piled in the places assigned for the purpose by the Superintendent of the Wharves or his 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 authorised by the Commissioners; and no business shall be transacted on the wharves during the hours intervening between 6 P.M. and 6 A.M., nor on such Sundays and authorised holidays, except on payment of overtime or extra fees respectively.

* Amended *Vide* Notification No. 5-Mne. of 17th February 1936.

† *Vide* Notification No. 5-Mne. of 17th February 1936

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 unauthorised person shall lay hold of, or get into, or upon, any engine, carriage, or truck on the Commissioners' tramway.

49. No driver shall drive his engine over the Commissioners tramway at a greater rate of speed than six miles 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.

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.

HOWRAH BRIDGE BY-LAWS.

No. 8 Mne.—20th February 1934.—The following by-laws framed by the Commissioners for the Port of Calcutta under Sections 6 and 13 of the Howrah Bridge Act, 1871 (Bengal Act IX of 1871), for the safe and convenient use of the bridge and approaches thereto, and also for the passage of ships, boats and vessels through the said bridge, in supersession of the by-laws published under notifications Nos. 33 P. W. D., 86 Mne., 123 Mne. and 72 Mne., dated respectively the 29th January 1876, 4th August and 16th November 1906 and 30th June 1911, which were published in accordance

with the provisions of Section 24 of the Act, are now approved by the Governor in Council in exercise of the powers vested in him under that section.

Howrah Bridge By-Laws.

1. **Definitions.**—The definitions contained in rule 2 of the Rules for the Port of Calcutta published under notification No. 7 Mne., dated the 20th February 1934, shall, so far as the context requires, be deemed to be applicable to these by-laws.

2. **Movement through the Howrah Bridge.**—No vessel of or exceeding 200 tons nett register shall, without the special permission of the Harbour Master, move up or down through the ship opening or other opening of Howrah Bridge unless such vessel is propelled or towed by steam against the tide and taken at such a speed as is just sufficient to keep good steerage way, except that—

(*a*) tugs and inland steam vessels when not towing other vessels may drop through the ship opening under steam head to tide;

(*b*) river flats may be warped through the ship or the 60 feet opening when the speed of the current at the openings does not exceed 1 knot.

3. **Two flats only to be towed.**—No inland steam vessel shall pass through the ship opening with more than two flats in tow which shall be secured one on each side of the towing vessel.

4. **Limitation of beam.**—No inland steam vessel, the beam of which exceeds 30 feet and no inland steam vessel, with tow alongside, the beam of which added to the beam of the tow exceeds 30 feet, shall proceed through the 60 feet opening of the Howrah Bridge unless such vessel is propelled or towed by steam against the tide.

5. **Towage of cargo boats.**—No inland steam vessel when proceeding through any of the bridge openings shall have in tow:—

(*a*) when proceeding with the tide, abreast more than one cargo boat and astern more than two cargo boats,

(*b*) when proceeding against the tide, abreast more than one cargo boat and astern more cargo boats abreast than two.

6. **Steam vessels not to pass in the opening.**—No steam vessel shall attempt to pass another vessel whilst between the pontoons of the Howrah Bridge.

7. No steam vessel shall pass through any openings in the Howrah Bridge without first sounding one prolonged blast on its whistle or syren.

8. No inland steam vessel shall pass down through the east 60 feet opening or up through the west 60 feet opening.

9. **Restriction on vessels of high tonnage.**—No vessel of 100 tons nett register or upward shall be towed or passed through any openings of the Howrah Bridge when a red flag by day or a red light by night is hoisted on the flagstaff situated near the look-out house on the bridge without the special permission in writing of the Deputy Conservator or the Harbour Master.

10. **Vessels not to make fast to the bridge.**—No inland steam vessel or small craft shall make fast to any pontoon or other part of the Howrah Bridge except in an emergency for the purpose of avoiding an accident.

11. **Applications for bridge openings.**—A monthly programme of the proposed bridge openings shall be available for public information on the first day of each month. Applications for the passage of inland steam vessels through the bridge at night shall be made to the Harbour Master not later than 4 P.M. on the day previous. Immediate intimation should be given to the Harbour Master, if it becomes necessary to cancel such application. After the passage of all vessels for which applications have been accepted by the Harbour Master and entered on his working list, the bridge shall immediately be closed.

II. Additional By-laws in force between dark and daybreak.

The following additional by-laws shall apply and be in force between dark and daybreak :—

1. **Movement of vessel.**—No vessel shall, between Juggernath Ghat on the north and Princeps Ghat on the south—

(a) proceed at a speed greater than 6 knots through the water,

(b) overtake and pass another vessel when approaching the bridge.

2. No vessel may pass through the ship opening of the bridge unless in tow of a steamer, or proceeding under her own power.

3. **Use of searchlight.**—No vessel which is approaching Howrah Bridge at the distance of a quarter of a mile or less, shall use a searchlight until she has passed through and is well clear of the bridge.

4. **Movements regulated by the Harbour Master.**—The movements of both inland steam vessels and ferry steamers shall be regulated by the Harbour Master or other officer deputed by him for this duty.

5. **Safety signal.**—No vessel shall approach the bridge opening for the purpose of passing through it while the danger or "stop" signal, which consists of a red light on the look-out house, is shown or until the safety signal, which consists of a green light in the same position, is clearly shown.

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 Stevedore's 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 cwts. 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 cwts. 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 35 cwts. 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. 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.

Use of Electric Lights.

9. 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.

10. 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.

11. 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 cwts. They will be responsible for accidents arising from misdeclaration of such weights.

Arms and ammunition.

12. Arms and ammunition are not to be landed at night, and can only be landed during the day under arrangement with the Shed Master or Inspector and under the supervision of a Custom House Officer.

Wines.

13. 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.

14. 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.

15. 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.

16. No cargo should be taken on board for which clean receipts cannot be granted by the vessel.

Care of gangway.

17. When a gangway is supplied for the use of any vessel, the officers on board are responsible for properly securing and looking after it. Should any damage occur, or the gangway be lost, the amount of such damages or loss shall be debited to the vessel's account. A lighted lantern should be supplied by the vessel at each end of the gangway between sunset and sunrise.

Passing out of ships' stores.

18. 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 $\frac{\text{T. 6}}{\text{Rev. 2-16}}$ 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.

19. Two gates, Nos. 6 and 15, are kept open for entrance on 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 or Sundays and Holidays.

Gratuities and treating prohibited.

20. No fees, gratuities or rewards are permitted to be taken by any officer or servant of the Commissioners, or 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.

21. 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.

22. 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 Buoys 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 Buoys 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.

23. 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.

24. 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.

25. The necessary lights must be provided at all hatches into which coal is being shipped; also on all gangways accommodation or otherwise, to prevent accidents to coolies and others. Sufficient lashings must be supplied to secure all gangways placed on board for loading or other purposes.

26. 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.

27. The Commissioners' fenders are on no account to be used as rafts for painting, etc.

28. Vessels loading at the Coal Berths should supply derricks for placing and removing gangways.

Use of water closets on vessel prohibited.

29. 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.

30. 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.

31. Masters of vessels are requested to make over to the Conservancy Inspector or his Jamader 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.

32. All commodes and pans supplied on board must be landed on the quay before the vessel leaves the berth.

Fresh water for vessels in Dock.

33. 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.

34. Attention is invited to the following section and Bye-laws of the Calcutta Port Act III of 1890 in connection with the above.

Section 137.—Any person who wilfully deposits, or permits 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 (c) and (f) of Section 126 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 1890, 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.

35. 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.

36. The pumping out of dirty and oily bilges is strictly prohibited in the Docks.

Removal of rubbish, etc.

37. Masters of vessels must use the Port Commissioners' ash boats and trucks, which are supplied free of charge, for the removal of all cinders, rubbish etc., whilst in the Docks (Kidderpore Docks or King George's Dock). The use of private boats for this purpose is not allowed. Vessels alongside a quay must use trucks for the removal of ashes etc. whenever a quay line is available for 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 Supdt. Coal. Vessels at buoys should apply to the Shed Master or Shed Foreman of the nearest shed—12 hours' notice is required for the supply of ash boats or 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 Supdt. On no account are cinders, rubbish etc, to be dumped overboard or on shore.

38. 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.

39. *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 staircase 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.

(d) By ringing up the Port Commissioner's Fire Float (Tel. No. Calcutta 396) if necessary.

The Jetty Sheds are provided with emergency fire gear which will be supplied, if required, to the Master or Officer, of vessels on duty.

40. *Instructions for guidance of Commanders and crews of vessels on the outbreak of fire on board of vessels in the Kidderpore Docks and the Riverside Sheds (Garden Reach).*

In the event of a fire occurring on board a steamer lying in the Kidderpore Docks the following procedure should be adopted :

No. 1 Dock.—The steamer's fire bell should be rung and an officer sent to the Inspector's office either East (between sheds Nos. 5 and 7) or West (between sheds Nos. 6 and 8) as most convenient ; and if the Inspector is not there, he should at once ring up Fire Brigade Gunner (Tel. No. South 688) and give information of the fire and cause the shore fire bell on the road opposite the office to be rung.

No. 2 Dock.—The steamer's fire bell should be rung and information sent at once to the Deputy Dock Superintendent Coal (whose office is situated to the West of No. 4 Dock Gate) and Fire Brigade Gunner (Tel. No. South 638) should be telephoned to.

Dry Docks.—The steamer's fire bell should be rung and information sent to the Berthing Masters (whose office is situated at the 60 feet lock entrance) who will telephone from there to the Fire Brigade Gunner (Tel. No. South 688). The fire bell on shore situated between the two Dry Docks should be rung.

RIVERSIDE SHEDS (Garden Reach).—The Steamer's fire bell should be rung and an officer sent to give the alarm :—

(a) Through the Fire Alarm Pillar situated between Nos. 2 and 3 sheds.

(b) By ringing up the Calcutta Fire Brigade (no number necessary) from the Assistant Superintendent's Office at No. 3 Gate.

(c) By ringing up the Port Commissioners' Fire-float (Tel. No. Calcutta 396, if necessary.

(d) By ringing up the Port Commissioners' Dock Fire Brigade Station (Tel. No. South 688).

The sheds are provided with emergency gear which will be supplied on board if required.

NOTIFICATION No. 52-MARINE.

The 11th May 1929.—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 bye-law made by the Comissioners for the port of Calcutta under clause (c) of sub-section (1) of the said section of the Act for the safe and convenient use of the swingbridges at the Kidderpore Docks and the approaches thereto :—

BYE-LAW.

The speed of vehicular traffic of every description shall not exceed 5 miles per hour at the following places :—

(a) Swing Bridge No. 1, between the Tidal Basin and Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Soorkee Mill level crossing on the 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 Dumayne 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 in Appendix A, which may be obtained from the Harbour Master's office. Such applications shall be entered in the order in which they are received in an Entry List. A vessel may not be entered for docking until she has been signalled at the Sandheads or until six days before she requires the Dock, whichever is earlier.

*2. The Owner, Agent or Master of a vessel shall, as soon as practicable, submit an application under his own signature, for regulation in the form in Appendix B. The acknowledgment of this form by the Deputy Conservator shall be deemed to be an acceptance of the vessel's regulation.

*3. Vessels other than those provided for in bye-law No. 6, shall be docked in the order in which they are entered in the Entry List, subject to acceptance of the form in Appendix B, but in the event of any vessel not being ready on her booked date or on the date the 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.*, whether she has a bar-keel, a keel-plate or camber in the keel or any over-hanging, or other special construction.

*Vide Notification No. 89-Mne. 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 by-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. 93-Marine, dated the 10th June 1921.
** *Vide* Notification No. 89-Mne., 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, coals or any weights shall be shifted in or taken on board a vessel during the time she is in a Dry Dock.

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

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

APPENDIX A.

To

THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

SIR,

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

Name of Vessel_____
Name of Owner_____
Description of work to be done in Dry Dock—

For how many days the use of the Dock will be required_____

Date _____ *Signature of Applicant.*

APPENDIX B.

To

THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

SIR,

I/We have to request that you will arrange to take the undermentioned vessel, of which I am/we are the*_____, into Dry Dock:—

Name of vessel_____
Length_____
Beam_____
Depth of hold_____
Gross tonnage_____
Draft forward_____
Draft aft_____
Displacement weight of vessel at draft stated_____
Whether keel is a keel-plate or bar-keel_____
Date and hour when vessel will be ready to dock_____
Description of work to be done in dock_____
For how many days the use of the dock will be required_____

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

*Signature*_____
*_____ of S. S._____
*Calcutta,*_____

NOTE.—Special notice must be given if a vessel has any overhang or any camber 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. S._____

SIR,

ARRANGEMENTS have been made for the admission of the S. 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-law have not been carried out the vessel may be refused admission into the Dry Docks."

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

Notice must be given by you to the Harbour Master 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.

See Bye-law No. 4.

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

See Bye-law No. 12.

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

See Bye-law No. 12.

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.

See Bye-law No. 4.

6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited in the proper receptacle which will be provided by the officer in charge of the Dry Docks.

See Section 137, Calcutta Port Act, III of 1890.

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

Sunday and night work.

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

DIMENSIONS.

Kidderpore Docks.

	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"

King Georges' Dock.

	Length between caissons.	Breadth at entrance.	Level of Sill.	Bottom of dock.	Level of basin water.
No. 1 Dry Dock	574'3"	80'	−21	−21·50	+15
No. 2 Dry Dock	589'3"	80'	−21	−21·50	+15

DRY-DOCK CHARGES.

(1) For the first 24 hours:—

For vessels not exceeding 2,000 tons gross ...	9¾ 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. 1,406-4-0 (the charge for a vessel of 3,000 tons) plus Rs. 7-8-0 for every 50 tons or part of 50 tons above 3,000.

	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 21st 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 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. 37-8-0 is made for the use of a Commissioners' capstan for the handling of a ship's propellers or for other work required by the ship.

TOWING CHARGES.

	Rs.
For the service 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 towing slip hook of suitable design."

Within the Docks	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 of	25 " "
Outside Port Limits:—	Rs.
* 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 0 0
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	600 0 0
For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of such journey	1-2-0 per gross registered ton with a minimum charge of Rs. 1,200.
For towing dhoonies through the Howrah Bridge by means of a launch	30 0 0

NOTE.—No charge is made if the movement is made to suit the Commissioners' convenience.

FUMIGATING CHARGE.

Charge for the use of the Clayton Fumigating Apparatus, each operation	100 0 0

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* Authority—Notification No. 50, dated 27th May, 1924, published in the *Calcutta Gazette*, dated 4th June, 1924, Part II, Page 603.

EXPLOSIVES.

RULES TO REGULATE THE TRANSPORT AND IMPORTATION OF EXPLOSIVES IN THE PORT OF CALCUTTA.

NOTIFICATION—No. 3-MARINE.

The 15th January 1932.—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 amendments in the rules to regulate the transport and importation of explosives in the Port of Calcutta, published under this department Notification No. 78-Marine, dated the 10th July 1923.

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

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

(*a*) means gunpowder, nitroglycerine, dynamite, guncotton, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect;

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

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

1. These rules except rule 11A, shall not apply to the following manufactured fireworks comprised in Class 7, Division 2 in rule 10(*b*) of the Indian Explosives Rules, 1914, namely:—

Wonder candles, star matches, aluminium matches, meteor matches, Chinese crackers, silbera sparklers, golden sparklers, electric sparklers, magic sparklers, amorces or caps for toy pistols, Putputias, Martinicous magic wire and brilliant star matches.

1. (*a*) Except as is hereinafter provided no vessel shall have on board, within the limits of the port, any explosives except 4 storm or danger signals, 12 smaller lights of the same description, 48 blue lights, 48 rockets or 48 socket signals with friction tubes, 48 detonating 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) and a reasonable quantity of safety cartridges for the equipment 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(*a*), 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(*a*).

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

Class 1.—Gunpowder.
" 2.—Nitrate mixture.
" 3.—Nitro-compounds.
" 6.—Ammunition (detonators only).

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

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

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

8. No cargo boat shall be employed for the conveyance of explosives between Moyapore, Diamond Harbour and Uluberia unless

covered by a special license issued by the Port Commissioners. Such license will only be issued on cargo boats classified as class I in the Port Commissioners' schedule, which are provided with the safeguard mentioned in rule 7. The licenses must certify that the conditions stated above have been met and will require to be renewed at intervals of not more than four calendar months.

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

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

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

Explosives that may be landed at Moyapore.

11. Explosives of Classes 1, 6 and 7, that is to say, gunpowder, ammunition and fireworks as specified in the rules issued under the Government of India, Commerce and Industry Department, Notification No. 4013-33, dated the 6th June 1914 (hereinafter referred to as the Indian Explosives Rules, 1914), if the quantity thereof is in excess of that prescribed in Rule 1(*a*), shall be landed and deposited in the magazine at Moyapore.

11(*a*) The fireworks mentioned in Rule 1 may be brought into the Port of Calcutta and landed on the quays at the docks or jetties provided they are immediately removed to the special fireworks godown allotted for their exclusive storage.

12. Explosives of Classes 2 and 3, division 2 (as specified in the Indian Explosives Rules, 1914) such as small-arms nitro-compounds may be landed and deposited in the magazine at Moyapore provided that such explosives are by their nature and composition suitable for 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 boats only at Moyapore or Diamond Harbour and transported thence under Police guard to Uluberia or Diamond Harbour railway station and there loaded into railway wagons for discharge to a magazine declared suitable by the Government of Bengal under Rule 24 of the

* Not reproduced.

Indian Explosives Rules, 1914, subject to the following restriction *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-boat shall always be in attendance off the magazine for landing and shipping such explosives. No charge will be made for the use of the boat for landing these ship's explosives, but the responsibility 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 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 3.

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(*a*), such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Matteabrooj Ghat, and the Master of such vessel shall forthwith give notice to the Harbour Master of his having such explosives on board, and shall obey the Harbour Master's directions relating to the same.

21. Masters of outward-bound vessels, who may require ship's explosives for their outward voyage, shall not take such explosives on board in any part of the river above Budge-Budge, with the exception of a quantity not exceeding that prescribed in Rule 1(*a*).

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 on board at the Moyapore Magazine and bring as far as Prinsep's 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, pensioned 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 Prinsep's Ghat. No powder shall be landed at any ghat, other than at Prinsep's Ghat, except with the special permission of the Port Commissioners.

Explosives that may be landed at the docks or jetties.

26. 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-laws.

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 firing, and which are so closed as to prevent any explosion in one 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.

27. 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.

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

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

(*Vide* rule 23 of the rules)

FREE.

License is hereby granted to Messrs._____

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

Commissioner of Police, Calcutta,

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.

A. MARR,

Secretary to the Government of Bengal.

PETROLEUM.

Extracts from the Indian Petroleum Act, 1899.

Dangerous Petroleum.

Section 5 (*1*) No quantity of dangerous petroleum exceeding forty gallons shall be imported or transported,* or kept by any one person, or on the same premises except under, and in accordance with the conditions (if any) of a license from the Local Government.

(2) Every application for such a license shall be in writing in the prescribed form, and shall contain the prescribed particulars.

6. No quantity of dangerous petroleum equal to, or less than forty gallons shall be kept, or transported* without a license.

Provided that nothing in this section shall apply in any case where the quantity or the petroleum kept by any one person or on the same premises, or transported, does not exceed three gallons, and the petroleum is placed in separate glass, stoneware or metal vessels each of which contains not more than a pint and is securely stopped.

(Petroleum Generally)

10 (*1*) Petroleum discharged into boats or landed in accordance with rules made under section 9, sub-section (2) shall not be removed from the boats, or places in, or at which it is stored, until the samples selected therefrom in accordance with those rules have been tested by an officer appointed by the Local Government in this behalf, and the officer has given a certificate that the petroleum is not dangerous petroleum.

(*2*) If the officer after testing the samples, refuses to give the certificate in respect of any petroleum, the Local Government may permit the consignee within a time to be fixed by the Local Government in this behalf—

(*a*) to rectify the petroleum;

(*b*) to apply for a license to import the petroleum as dangerous petroleum, or

(*c*) to re-export the petroleum.

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*All petroleum (except dangerous petroleum in bulk), which is imported into the Port of Calcutta from any Port in British India, by sea or across intervening territory not being part of, British India, shall for all the purposes of the Act, be deemed to be transported (No. 91-Marine of 31st August 1911).

(3) If the consignee does not within the time fixed under sub-section (2) avail himself of the permission granted under the sub-section, the petroleum may be disposed of as the Local Government may direct.

(4) Notwithstanding anything in the foregoing provisions of this section, the Local Government, in its discretion, may, where the officer has refused the certificate, direct that the petroleum be re-tested by another officer appointed by it in this behalf, and may if that officer advises that the petroleum is not dangerous petroleum, authorize its removal from the boats or places in or at which it is stored.

11. No quantity of petroleum exceeding five hundred gallons shall be kept by any one person or on the same premises, or shall be transported,* except under, and in accordance with the conditions of a license granted under this Act.

RULES FOR THE IMPORTATION OF PETROLEUM.

NOTIFICATION—No. 143-MARINE.

The 30th 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 Presidency, in supersession of all previous notifications under that section, and all rules under such notifications, issued or made by the Government of Bengal or by the late Government of Eastern Bengal and Assam.

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

PART I.

Preliminary.

I. *Definitions.*—In these rules—

(a) "Part" means a part of these rules;

*All petroleum (except dangerous petroleum in bulk), which is imported into the Port of Calcutta from any Port in British India, by sea or across intervening territory not being part of British India, shall for all the purposes of the Act, be deemed to be transported (No. 91-Marine of 31st August 1911).

(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-bulk storage, and may be either a major or a minor installation;

(e) "major installation" means an installation—

(1) capable of containing an amount of oil, whether in bulk only or in combined bulk and non-bulk storage, exceeding fifty thousand gallons, or

(2) in which tin-making operations are carried on;

(f) "minor installation" means an installation—

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

(2) in which 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;

(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.

PART II.

Possession and Transport of Petroleum.

Chapter I.—Possession of Petroleum.

Smoking prohibited.

1. No smoking shall be permitted inside any installation or storage shed.

Supervision of operations within 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.

Cleanliness of installation.

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

Supply of sand or dry earth in installation.

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

Marking of capacity of tanks.

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.

Protection from lightning.

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 and if it is surrounded by a wall, or embankment, or sunk in an

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* *Vide* Notification No. 11-Marine, dated the 26th January 1917.

excavation, the enclosure thus formed being sufficient to contain the whole contents of the tank or receptacle.

Testing of electric connections.

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 receptacles in the manner prescribed by the Chief Inspector of Explosives in India, and record of such inspections and tests shall be maintained by such licensee, and such record shall be produced on demand by the Chief Inspector or an Inspector of Explosives.

Testing of tanks by filling.

8. When a tank is to be tested by filling, only water shall be used, and such water shall be free from oil and shall not be passed through any pipes or pumps which having been used for oil, are liable to contaminate the water.

Time for work in installations or storage sheds.

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

Closure of pipes and openings.

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.

Material for storage sheds.

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

Postings up of rules and conditions.

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.

Conditions of carriage of petroleum in bulk by water.

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.

** First Engineer and Shipwright Surveyor, Calcutta, and the Engineer and Shipwright Surveyor, Chittagong. (*Vide* Notification No. 47-Marine, dated the 26th April 1915.)

Petroleum in bulk on barges or flats.

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.

Inflammable cargo or passengers.

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 or 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. 1624 (Oil Fuel Installation in Passenger Steamships) dated November 1920.

Towage of barge or flat carrying petroleum.

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

Towage of additional barge or flat carrying inflammable cargo.

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 or coal.

Exemption of petroleum having a flashing point above 150°F.

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

Cleaning of compartments.

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.

Precautions to be observed regarding oil tanks in certified ships.

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

(*i*) so long as there is petroleum or dangerous vapour in a tank he shall keep the hatches of such tank and the manholes 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

(*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.

Loading and discharge.

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.

Naked lights, fire or smoking prohibited.

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

Flag to be carried.

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

Loading and unloading by night.

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

Validity of license granted in another province.

13. Petroleum may be transported into and within the Presidency of Bengal under cover of a license granted by the prescribed authority in any other province of British India or in any area outside British India to which the Indian Petroleum Act, 1899, may be applied, provided that the conditions of such license are observed throughout the period during which the petroleum is in transit.

Transport by sea of petroleum which has not been tested.

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

Transport by sea of petroleum which has been tested.

*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, 19 and 20 of Part III shall apply to such petroleum when it arrives at such other port.

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

Chapter III.—General provisions relating to licenses.

Applications for licenses.

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

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

Licensing authority.

2. Licenses—

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

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

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

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

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

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

Refusal of license.

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

Provided that the licensing authority shall not refuse a license for 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.

Forfeiture of license.

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

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

Particulars of license.

5. Every license 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 license may contain in lieu of the particulars contained in the form prescribed for it by these rules either such particulars as may have been entered in the license granted for such installation or storage shed under the rules heretofore in force, or such particulars as may in each case be approved by the Chief Inspector of Explosives:

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

*5A.—Notwithstanding anything contained in rule 5 the Local Government may, on the recommendation of the Chief Inspector of Explosives, omit, alter or add to any of the conditions specified in the prescribed form of license.

Renewal of license.

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

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

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

Supply of rules to licensee.

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

Procedure on death or disability of licensee.

8. Where a licensee dies or becomes insolvent or becomes mentally incapable or otherwise disabled, the person carrying on the business of such licensee shall not be liable to any penalty or forfeiture under the Act or these rules for acting under the license during such time as may reasonably

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

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.

Loss of 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.

Continuance of license.

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.

Petroleum not in bulk, other than dangerous petroleum.

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

Dangerous petroleum not in bulk.

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

Dangerous petroleum not exceeding forty gallons.

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

5. Cancelled (*Vide* Notification No. 8363-Com. of 13-12-1934.)

Possession of dangerous petroleum in receptacles containing more than sixty-five gallons each.

6. 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.

Storage in major installations.

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

Storage in minor installations.

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

Storage of dangerous petroleum in an installation.

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 P.

Possession and transport of dangerous petroleum for use on motor-vehicles.

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, authorise 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.]

(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 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. 90-Marine, dated the 25th July 1919.)

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

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

(a) the description and quantity of petroleum which the applicant desires to keep.

(b) the name and position of the premises intended to be used for the storage of such petroleum, and whether the said premises fulfil the conditions prescribed by Form A, Form B, Form D, Form E or Form 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 in such an installation is to be increased, the application shall be accompanied by specifications and plans drawn to scale.

Certificate of safety to be furnished.

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.

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

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

(a) whether the applicant is the owner of a motor-vehicle.

(b) the amount of dangerous petroleum the applicant desires to store.

(c) the exact position and nature of the premises intended to be used for the storage of such dangerous petroleum, and whether the said premises fulfil the conditions prescribed by Form C or Form F, as the case may be.

Storage by Port authorities.

13. Licenses for the possession of petroleum in an installation or storage shed may be granted by the Government of Bengal (or an officer appointed by the Government

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

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

14. Licenses for the possession of petroleum in an installation or storage shed erected on land 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.

Continuance of license.

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.

General licenses for the transport of non-dangerous petroleum.

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

General licenses for the transport of dangerous petroleum.

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

Effect of general license.

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.

Pass for transport of petroleum.

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

Issue of pass for the transport of petroleum by an authorised Agent.

**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-Marine, dated the 17th June 1915.
‡ *Vide* Notification No. 18T—Com., dated the 16th May 1922.
** *Vide* Notification No. 131-Marine, dated the 29th November 1915.

authority shall be given in Form 1-A, copies of which may be obtained by the licensee from the licensing authority.

(2) The holder of a general license shall, on granting such written authority to an agent, at the same time forward a duplicate copy of the authority to the District Magistrate for information and shall also deliver up the original to the District Magistrate when the authority is cancelled.

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

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 dangerous petroleum.

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

Effect of special license.

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.

Particulars to be given in applications for special licenses.

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.

Transport of dangerous petroleum by motorists, otherwise than on a motor-vehicle.

9. General licenses in Form L to transport dangerous petroleum up to a maximum of sixty gallons at a time, otherwise than on a motor-vehicle, may be granted 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 L 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*) 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.

Chapter VI.—Fees.

Method of levying 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.

Fees for licenses for possession of petroleum.

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

Non-dangerous petroleum.

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

	Rs.	
(*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.		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.

Special license—

	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.

Special license—

	Rs.	
(*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	for the first forty gallons, *plus* 8 annas for every additional forty gallons or part thereof.
(*iii*) When the quantity to be transported exceeds four hundred and eighty gallons ...	8	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	

Fee for license granted for unexpired portion of an original license.

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 XII.

Importation of Petroleum.

Ports of importation.

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

Declaration by master of ship carrying petroleum or by the ship's agent.

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.

Delivery of certificate.

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.

Certificate and declaration to be forwarded to Assistant Harbour Master or Port Officer.

4. Every certificate and declaration delivered to a pilot under rules 2 and 3 shall be made over by him without delay in the port of $\frac{\text{Calcutta}}{\text{Chittagong}}$ to the $\frac{\text{Assistant Harbour Master}}{\text{Port Officer, Chittagong,}}$ 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.

Delivery of samples.

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 Jetty Superintendent or the Dock Superintendent, Calcutta, or the Collector of Customs, Chittagong, as the case may be, shall direct an officer to go on board the vessel and obtain samples of all the petroleum on board which it is intended to land at the port of Calcutta or Chittagong as the case may be. If the importer so desires, he shall also take samples of all the petroleum on board which it is intended to land at any other port in British India :

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

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

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

Selection of samples.

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

(a) of certificated petroleum in 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 ;

(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.

Sealing of samples and forwarding the same to testing officer.

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.

Methods of test.

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

Averaging results of tests.

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.

Procedure when tests show want of uniformity.

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.

Procedure on report.

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.

Report of testing officer.

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

Fee for testing.

13. The fee for testing each sample shall be five rupees:

Provided that the total amount of the fees chargeable under this rule shall not, in the case of any one ship exceed Rs. 50.

When a ship 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.

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

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.

When a ship carrying petroleum must anchor at a special anchorage.

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 this behalf. If the petroleum is intended to be discharged at either of the ports specified in rule 1, the vessel shall not leave such anchorage, except for the purpose of discharge of bulk-oil petroleum as laid down in rule 19, until all the petroleum has been so discharged. If the petroleum or a portion of it is intended for some other port, the petroleum or such portion of it shall be temporarily discharged at such anchorage before the vessel proceeds 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 anchorage for vessels laden with explosives to prevent the possibility of a fire originating at the former place affecting vessels anchored at the latter.

Petroleum referred to in rule 16 not to be landed until it has been tested.

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.

Landing of petroleum in anticipation of the testing officer's report.

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.

Landing of petroleum in bulk.

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.

Landing of petroleum, otherwise than in bulk.

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.

Transhipment of petroleum.

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.

Import-licenses how obtainable.

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

*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.

(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.

Petroleum comprised in ship's stores.

23. Nothing in the foregoing rules in this part applies to petroleum, other than dangerous petroleum, comprised in a ship's stores and manifested as such, provided it is not of unreasonably large amount. If any question arises as to whether any petroleum manifested as ship's stores is of an unreasonably large amount, the decision thereon of the Collector of Customs shall be final.

Petroleum having a flashing point above 150° F.

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 Dock Superintendent, 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.

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

District Magistrate.
Commissioner of Police, Calcutta.

The *19* .

[Description of the storage shed above referred to.]

Endorsement on Form A.

Conditions of License.

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

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

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

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

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

* *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 fortyfive gallons ...	17 B. W. G.
(5) When the capacity exceeds fortyfive but does not exceed sixtyfive 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 uninflammable 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 level of the road or street, so that the petroleum cannot flow out from the building in case of its escape from the receptacle in which it is contained, or the building itself shall be surrounded with a masonry wall or embankment or 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.

11. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, or fire of any description, shall be permitted at any time within the storage shed.

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

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

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

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

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

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

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

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

* The words 'Licensing Authority' in proviso to 15 are inserted, *Vide* Notification No. 102-Marine, dated the 15th August 1915.

(*ii*) Where a storage shed forms part of, or is attached to, another building and when the intervening floor or partition is of an unsubstantial or inflammable character or has openings therein, the whole of such building shall be deemed to be the storage shed and no portion of such storage shed shall be used as a dwelling-house or as a place where persons assemble. The storage shed shall have a separate entrance from the open air distinct from any building or dwelling in which persons assemble.

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

FORM C.

(Rule 4 of Chapter IV of Part II.)

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

No. Fee Rs. 3.

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

District Magistrate.
Commissioner of Police, Calcutta.

The 19 .

[Description of the storage shed above referred to]

Endorsement on Form C.

Conditions of License.

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

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

	Not less than
(1) When the capacity does not exceed two gallons ...	... 27 B. W. G.
(2) When the capacity exceeds two gallons but does not exceed four gallons	... 22 B. W. G.
(3) When the capacity exceeds four gallons	18 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 uninflammable materials: provided, however, that the doors and windows may be of wood.

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

10. No light, except a light of such strength, position and character as is not liable to ignite any inflammable vapour, or fire of any description, shall be permitted at any time within the storage shed.

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

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

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.

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.

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

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

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

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

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

6. The distances specified in conditions 4 and 5 may be reduced by the Government of Bengal on the recommendation of the Chief Inspector of Explosives in cases where screen walls are provided, or other special precautions taken or where there are special circumstances that in the opinion of the Chief Inspector of Explosives, warrant 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 revetting, shall be performed in or on any tank until the tank has been certified in the manner laid down in clause (*b*) of condition 8 to be free from petroleum 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 revetting, shall be performed in or on any tank until the tank has been certified in the manner laid down in clause (*b*) of condition 9 to be free from petroleum vapour. When any water is pumped into or withdrawn from the tank no further work of the above description shall be done until the tank has been retested and a fresh certificate issued.

FORM F.

(RULE 9 OF CHAPTER IV OF PART II.)

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

No. Free of charge.

LICENSE is hereby granted to owner (or hirer) of a motor-vehicle (or vehicles) for the possession of gallons of dangerous petroleum for use therein 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 license.

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

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

The 19 .

* Situation and description of storage shed above referred to.

†When the quantity exceeds 60 gallons. ‡ *District Magistrate.*

‡When the quantity does not exceed 60 gallons. ‡ *Commissioner of Police, Calcutta.*

Endorsement on Form F.

Conditions of License.

1. When not carried in a receptacle forming part of a motor-vehicle the dangerous petroleum shall not be kept, used or transported, except in gas-tight tinned or galvanized sheet iron, steel or lead 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 wooden 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 :—

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

2. 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 cleaned by the removal of all dangerous petroleum and of all dangerous vapours derived from the same.

6. The storage shed in which the dangerous petroleum is stored shall be well ventilated and constructed of uninflammable materials: provided, however that the doors and windows may be of wood (When, however, the quantity of dangerous petroleum does not exceed 20 gallons, it may be kept in a garage, stable, or separate store-room, not directly communicating with any dwelling room or room where persons assemble.)*

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

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

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

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

brought within dangerous proximity of the place where any vessel containing dangerous petroleum is being kept.

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

11. The storage shed* (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 strawboard.

FORM G.

(RULE IA OF CHAPTER V OF PART II.)

General license to transport petroleum other than dangerous petroleum.

No. Fee Rs. 100.

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

This license shall continue in force till the

District Magistrate.

The 19 . *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

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

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.

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.

When the quantity to be transported at a time does not exceed 1,000 gallons. { *District Magistrate.* / *Commissioner of Police, Calcutta.*

The 19 .

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, 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 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.

	Not less than
(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.

"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."

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.

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 † covers (drums/tins/cases/packages containing) ‡ gallons of dangerous/non-dangerous petroleum, consigned to the holder of a license 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 license.

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

The *19* .

†This pass may cover any quantity of petroleum in excess of that permitted to be stored under a license 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 license is actually stored by him in the licensed premises at any time.

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

FORM I-A

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

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

(Duplicate.)

I/We the holder(s) of General License No._____ for the transport of non-dangerous/dangerous petroleum otherwise than in bulk/in bulk hereby authorise _____ (*name and residence of agent*) to issue passes in Form I appended to the rules for the importation, 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 consignments, or part thereof, which may be conveyed to him/them under a pass issued by me/us under rule 4, Chapter V, Part II, of the said rules.

Holder of General License No._____

Station_____

*Date*_____

NOTE.—This part to be retained by the Licensee until this authority is cancelled and then to be delivered up to the Magistrate of the district in which the agent resides, with an indication that the authority has been cancelled.

I/We the holder(s) of General License No._____ for the transport of non-dangerous/dangerous petroleum otherwise than in bulk/in bulk hereby authorise _____ (*name and residence of agent*) to issue passes in Form I appended to the rules for the importation, 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 consignments, or part thereof, which may be conveyed to him/them under a pass issued by me/us under rule 4, Chapter V, Part II, of the said rules.

Holder of General License No _____

Station _____

*Date*_____

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

I/We the holder(s) of General License No._____ for the transport of non-dangerous/dangerous petroleum otherwise than in bulk/in bulk hereby authorise _____ (*name and residence of agent*) to issue passes in Form I appended to the rules for the importation, 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 consignments, or part thereof, which may be conveyed to him/them under a pass issued by me/us under rule 4, Chapter V, Part II, of the said rules.

Holder of General License No._____

Station _____

*Date*_____

NOTE.—This part to be forwarded to the agent.

Endorsement on Form I.

Conditions of Pass.

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

1. Save as provided in condition 1-A, the petroleum if not in bulk must be contained 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 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 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."

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.

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

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

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

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 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.

FORM J.

(RULE 5 OF CHAPTER V OF PART II.)

Special License to transport petroleum other than dangerous petroleum.

No. Fee Rs.

LICENSE is hereby granted to to transport from to (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.

The license shall continue in force till the day of

District Magistrate.
Commissioner of Police, Calcutta.

The 19 .

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

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 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 packed in sound, well-coopered wooden casks of not more than 50 gallons capacity.

FORM K.

(RULE 6 OF CHAPTER V OF PART II.)

Special license to transport dangerous petroleum.

No. Fee Rs.

LICENSE is hereby granted to 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.

The amount of petroleum in each case or package is stated below.

This license shall continue in force till the day of

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

When the quantity does not exceed 1,000 gallons. { *District Magistrate.* *Commissioner of Police, Calcutta.*

The 19 .

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

* To be omitted when petroleum is transported in bulk.

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.

"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."

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.

FORM L.

(RULE 9 OF CHAPTER V OF PART II.)

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

No. Fee Rs. 5.

A GENERAL license is hereby granted to to transport dangerous petroleum, otherwise than in bulk, up to $\frac{10}{60}$ 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.

This license shall continue in force till the

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

When the quantity does not exceed 60 gallons. { *District Magistrate.* / *Commissioner of Police, Calcutta.*

The 19 .

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:—

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

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

3. The receptacle must be so substantially constructed and secured as not to be liable, except under circumstances of gross

negligence or extraordinary accident, to be broken or become defective, leaky or insecure in transit.

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

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

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

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

This license shall continue in force till the

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

The 19 .

Endorsement on Form M.

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

1. Dangerous petroleum, imported otherwise than in bulk, shall be imported in gas-tight tinned or galvanized sheet iron, steel, or lead plate receptacles containing each not more than 65 gallons and fitted with well-made filling holes and well-fitting 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.

	Not less than
(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.

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.

FORM P.

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

License to possess dangerous petroleum in bulk.

No. Fee Rs.

LICENSE is hereby granted to for the 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.

The 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.

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

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.

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.

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

NOTIFICATION No. 66-MARINE.

The 24th May 1916.—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,
Offg. Secy. to the Government of Bengal.

NOTIFICATION No. 82-MARINE.

The 15th July 1919.—In exercise of the power conferred by clause (*e*) 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.

RULES FOR VESSELS WITH PETROLEUM IN BULK.

NOTIFICATION No. 109-MARINE.

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

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

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

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

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

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

*4. 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.

* *Vide* Notification No. 120-Mne. of 29th October 1915.
† *Vide* Notification No. 59-Mne. of 21st June 1909.

By-Laws—Controlling the landing or discharge of petroleum in the Port between Garden House and Cossipore framed under clause (c) of Sub-Section (1) of Section 126 of the Port Act 1890.

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 Mne., 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, Sahib Bazar Ghat, Ruthtolla 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 150°F, by Abel's close test for to petroleum having a flash point of not less than 76°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.

(† *Vide* Notification No. 1-Mne. of 27th January 1934.)

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

A.—Where petroleum is carried as fuel in bulk for use of the ship—

It shall have a flash point of not less than 150° Fahrenheit by Abel's close test and shall be carried in cellular double bottoms under engine and boiler compartments, or under ordinary holds, or in peak tanks, deep tanks, or bunkers of approved construction:

Provided that the oil fuel storage tanks and installations in connection therewith fully comply with the conditions described in the Instructions to Surveyors contained in the Board of Trade Circular No. 1647 (Oil Fuel Installation in Passenger Steamships), dated January 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 his employ, of the actual close test flash point, the type of instrument by which the test was made being in every case specified. These particulars shall be entered in the Engine Room Log.

B.—Where petroleum is carried as engine room 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 200° 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 engine room or boiler, or in any compartment situated above the passenger spaces.

(*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 light is used, no petroleum shall be shipped or discharged except between sunrise and sunset; no lights other than electric lights shall be lit in a hold in which petroleum is stored; and no smoking shall be permitted in or near any such hold.

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

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

(*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, 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 flash point certificate No. , dated , from the officer appointed by the Local Government for testing petroleum, a true copy of which, certified to by us, is herewith attached.

Place_____

Date_____

Shippers.

The 16th January, 1903.

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

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

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

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

In exercise of the powers conferred by Section 8 of the Indian Petroleum Act, 1899 (VIII of 1899), the Governor-General in Council is pleased to make the following rules to regulate the transport of petroleum from one Province of British India to any other, namely:—

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

The 15th April 1905.

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

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

No. 9650, dated Simla, the 6th April 1905.

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

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

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

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 Fort William in Bengal; *and the expression "suburbs of Calcutta," means the area excluded under section 1 of the Calcutta Suburban Police Act 1886 (Bengal Act II of 1886), from the general police district of Bengal.*

PART I.—Of Importation of Carbide of Calcium.

Ports of importation.

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

Duty of master or agent on arrival of ship.

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.

Description of vessels to be used.

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 I 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.

Precautions for safety.

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

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

(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.

Facilities to be afforded to inspecting officers.

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

Time and place of landing.

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.

Permission for landing.

8. On receipt of the declaration referred to in rule 2, the Collector of Customs shall permit the carbide of calcium to be landed.

PART II.—Of Possession of Carbide of Calcium.

Carbide of calcium to be "commercially pure."

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

Conditions of possession and sale without license.

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 not more than one pound, 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

*In Calcutta.

† *Vide* Notification No. 30-Marine of 28-2-21.

conditions are observed and the vessels containing it are labelled as required by rule 1 of Part V :—

(a) The carbide shall be kept only in metal vessels hermetically closed at all times when the carbide is not actually being placed in or withdrawn from such vessels;

(b) the vessels containing carbide shall be kept in a dry and well ventilated place ;

(c) due precautions shall be taken to prevent unauthorized persons from having access to the carbide ;

(d) notice shall be given of such keeping to the licensing authority referred to in rule 8 of this Part, and free access shall be afforded to any duly authorised inspector to inspect the portion of the premises where the carbide is kept and the generator, if any, is situated.

Where a fixed generator is used on the premises :—

(e) 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.

Licenses for possession

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 those rules. Every application for such a license shall be in form A in the schedule, and where the applicant proposes to engage in the manufacture of acetylene gas, the generating apparatus to be used by the licensee, must if manufactured in British India, have been examined by such competent authority as the Local Government or Administration of the Province of manufacture may from time to time specially authorized in this behalf and certified by it to be suitable; or if imported, must either have been so examined and certified, or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.

Storage of carbide of calcium.

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, or iron (or steel) floors raised at least a foot above the ground level ; and

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

Arrangement in storage buildings.

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.

*7A. 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, 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.

Licenses for possession.

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 elsewhere by the District Magistrate or any

*Vide Notification No. 74 Marine, dated the 22nd July 1920.

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.

Continuance of license.

9. Such licenses shall be in force for one year from the dates of issue.

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

Fee for license.

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

Renewal of license.

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.

Date of, and fee for, application for renewal.

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.

Packing and marking on sale by retail vendor.

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.

Packing and opening by retail vendor.

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

PART III.—Of Transport of Carbide of Calcium.

Conditions of transport without license.

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 I of Part V.

Conditions of transport under license.

2. Carbide of calcium in any quantity exceeding five pounds may be transported only under a license to transport carbide of calcium granted under these rules, and shall not be deposited at any time during transit in any building 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.

Conditions of transport by railway.

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 any railway goods shed, but shall be stacked in the open under waterproof sheets and so placed as to prevent its getting wet.

Special precautions.

4. All lights shall be kept away from carbide of calcium stacked as provided in rule 3 of this Part.

Method of disposal if wetted in transit.

*5. If any carbide of calcium becomes wetted while in the possession of a railway for transport, it shall be destroyed by immersion in deep water. If, however, deep water is not available, the wet carbide of calcium shall be spread out in the open in an isolated position, all precautions being taken to prevent lights being brought near until the material has given off all its gas.

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

Condition of transport by passenger train.

6. (1) Where carbide of calcium is transported 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.

(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.

Transport licenses.

7. Licenses to transport carbide of calcium shall be either 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.

Grant of general transport license.

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.

Grant of special transport license.

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.

Fee for general transport license.

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

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

Application for general transport license.

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; and

(b) the period of currency of that license.

Continuance of general transport license.

12. A general license to transport carbide of calcium shall be in force for not more than one year and shall in no case remain in force after the date on which the license to posses carbide of calcium held by the applicant expires.

Application for special transport license.

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

(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 case;

(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.

Continuance of special transport license.

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

Fee for special transport license.

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

Issue and contents of passes.

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

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

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

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

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

Validity of license granted in another province.

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

PART IV.—Of Inspection.

Powers of Inspecting Officers.

1. The Commissioner, the Deputy Commissioner or an Assistant Commissioner of Police in the town of Calcutta, and elsewhere the District Magistrate, the Sub-divisional Magistrate or any Magistrate subordinate to the District Magistrate appointed by him in this behalf by order in writing, or any police officer of or above the rank of Inspector appointed by the District Magistrate in this behalf by order in writing, or any other officer appointed by the Local Government in this behalf, may at any time enter any premises in respect of which a license to possess carbide of calcium has been granted for the purpose of inspecting the same.

Requisition of samples.

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.

Facilities to be afforded to inspecting officers.

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.

Inspection during transit.

4. Where a license 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 license granted for the transport of the consignment or the pass used by the licensee and seeing whether the provisions of these rules and the conditions of the license have been 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 ; and

(*e*) in the case of a vessel transported, of the name and address of the sender ; and

(*f*) in the case of a vessel sold or exposed for sale, of the name and address of the vendor.

Refusal of license.

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

Report of accident.

3. Any explosion or accident occurring in connection with the importation, transport, possession or sale of carbide of calcium shall be reported by the person in charge of the same for the time being without delay at the nearest police station.

Procedure on death or disability of licensee.

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.

Loss of license.

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.

Levy of license fees.

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.

Production of license.

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.

REGR. No.

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

Name in full of applicant with particulars of his residence. If a firm or company, its name or that of its Agent or Secretary.	
Situation of building for which the license is required.	
Quantity to be covered by license.	
Is the carbide for use or for sale unopened in the vessels in which it is received, and, if not, what will be done with it?	
In what vessels will the carbide be kept, what is the capacity of same, how are they closed against moisture, and of what material are they made?	
In what part of the building will the carbide be kept? How are the premises constructed? Are the premises used for other purposes, and if so, for what purposes?	
Is the carbide to be used for the manufacture of acetylene gas? How is the generator constructed, and what is its capacity? Give sketch.	

Give particulars as to the building in which the generator will be placed, and state whether it is detached from other buildings, and whether it is used for other purposes. How is it proposed to dispose of the residue? Will the generator be in the sole charge of a person competent to manage it?	

Signature of applicant.
Postal address.

Dated

FORM B.

No.

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

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

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

Signature.

of

Dated 19 .

Endorsement on Form B.

RULES.

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

Conditions.

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

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

3. Subject to the provisions of rule 2 of Part II, the licensee shall not deliver any quantity of carbide of calcium exceeding twenty-eight pounds to any one who has not a license under section 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, light, or fire in any form shall be permitted at any time within or near the building in which the carbide of calcium is stored.

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

(a) The apparatus used must, if manufactured in India, have been examined by *—and certified by it to be suitable, or, if imported, either have been so examined and certified or be of a type approved by the Committee on Acetylene Generators appointed by the Department of His Majesty's Inspector of Explosives, London.

(b) Every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of carbide of calcium shall be placed in an outbuilding which shall be separated as far as may be practicable from any inhabited building and shall be well ventilated.

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

* *Vide* Rule 3 of Part II.

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

(a) Copper shall not be used in any part of the apparatus.

(b) The various parts shall be of adequate strength.

(c) The escape of gas from the apparatus shall be carefully guarded against.

(d) Satisfactory provision shall be made against the dangerous development of heat.

(e) Satisfactory provision against undue pressure shall be made by the employment of an adequate safety valve connected with a pipe discharging into the open air and a suitable pressure gauge shall be attached to the apparatus.

(f) Provision shall be made for the residue of the carbide of calcium being mixed with at least ten times its bulk of water on being removed from the apparatus.

(g) No person shall have charge of an apparatus unless he has been properly instructed in its management.

FORM C.

No.

A general license to transport
pounds of carbide of calcium by rail, by road or by water,
, is hereby granted to
, subject to the rules and conditions endorsed hereon.

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

Signature

Dated the *19* . ——— *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 E.

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. 3-Marine, dated the 16th January, 1907, relating to the importation, possession and transport of carbide of calcium in Bengal, the Governor in Council is pleased to appoint the Commissioners for the Port of Calcutta to be the licensing authority in respect of the quantity of carbide of calcium stored in their special godown built for the purpose.

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

ACETYLENE*

In exercise of the powers 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:—

I. The Governor-General in Council is pleased hereby to declare that acetylene, when liquid or when subject to a pressure above that of the atmosphere capable of supporting a column of water exceeding two hundred and fifty inches in height, and whether or not 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. 596-D of 6th December 1919.

be deemed to be an explosive within the meaning of the said Act if the following conditions are fulfilled, namely:—

(1) The porous substance shall fill as completely as possible the cylinder into which the acetylene is compressed.

(2) The porosity of the substance shall not exceed eighty per 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 compressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry No. 596-D., dated the 6th December 1919"; and every cylinder shall bear a label giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable 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 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.

SPECIAL HEALTH REGULATIONS FOR THE PORT OF CALCUTTA.

(*Revised rules.*)

NOTIFICATION No. 16-MARINE, THE 6TH MARCH 1917.

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 supersession of so much of all existing rules on the subject as relate to dangerous, infectious or contagious diseases and the disposal of dead bodies on vessels, the Governor in Council is pleased to make the following regulations in respect of the following diseases; *(1) Small-pox, (2) 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 of any of those diseases has occurred either 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 Soudan and Durban or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purposes of these regulations, unless during the voyage there has been one or more cases or suspected cases of either of these diseases on board when it will be considered an "infected vessel";

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

(4) the term "infected", when used with reference to any articles, includes all articles considered by the Health Officer to be infected with any of the diseases in 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.—Berthing of vessels.

6. *(a)* If the number of deaths from or cases of the diseases enumerated in the preamble, with the exception of plague and yellow fever, does not exceed two, the vessel will not be 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 tindal or other person in charge of or navigating any boat shall without the permission of the Health Officer, attempt to take it alongside such vessel.

Part IV.—Inspection of vessels.

9. Whenever the Health Officer receives the notice referred to in regulation 4, he shall without unnecessary delay proceed on board

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

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

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

12. If a case of any of the diseases enumerated in the preamble occurs on any vessel after she has entered dock or has been moored at a wharf, the master shall forthwith cause information thereof to be given to the 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 sanitarium 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 insanitary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may prohibit the discharge of 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 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

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

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, or are suspected to be infected, shall be disinfected.

(4) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

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

23. In the case of healthy vessels, other than those referred to in rule 24, pratique shall ordinarily be given at once as provided for in Regulation 17, but the Health Officer may, in his discretion, if special circumstances appear to him to require it, impose any or all of the following measures:—

(1) medical examination as prescribed in Regulation 9;

(2) disinfection of soiled linen, etc., as prescribed in Regulation 19 (*4*);

(3) destruction of rats as prescribed in Regulation 19 (*6*); but the process of deratisation when applied in the case of a healthy ship from a plague infected port must not

occupy more than 24 hours and should be carried out in such a 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 the Regulations 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 transhipment, 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 surveillance to which any person is subjected on shore requires his daily attendance before a medical officer, the Health Officer may, by written order, exempt such person from such attendance on being satisfied that he may be relied upon to send in a prompt report if he should fall sick.

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 anchorge as may be fixed for this purpose by the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during

the day as early as possible and all persons on board shall be medically examined as prescribed in Regulation 9.

(2) Any person suffering from yellow fever, if in the first four days of the disease, or if there is any doubt about the duration of the disease, shall be protected from the approach of mosquitoes by means of curtains and shall be treated on board for at least four days. Any person suffering from fever shall similarly be isolated, be protected from the approach of mosquitoes by curtains and treated on board for at least four days. All passengers in perfect health (with normal temperature, etc.) may be landed, and shall be kept under close observation for a period of at least eight days extensible at the discretion of the Health Officer to a maximum of twelve days, special precautions being taken throughout the whole of this period to prevent 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 means of a hose. The bilge should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larvæ, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.

(7) Provided if no case of yellow fever has occurred on board within two months immediately preceding the vessel's arrival, only such of the above measures in addition to those described in paragraphs (1), (5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.

* Sulphurous acids probably the best gas to use.

(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 Soudan, Durban or from other localities declared to be infected, the procedure prescribed by Regulation 2 shall be complied with and the crews or passengers, etc., shall be medically inspected in accordance with Regulation 9.

Part VI-E.—Jigger.

36. In the case of 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/river 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.

(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.

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

* Vide Notification Nos. 62 & 134-Marine, dated 22nd May and 21st October 1919, respectively.

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

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 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, to deck and fourth-class passengers, and to third-class passengers not entitled to cabin accommodation, which the Health Officer may consider to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of

any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board;

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

(4) in the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (*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 rats obtaining access to vessels (Appendix B.)

54. Regulations 44 to 53 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 160 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5-per cent. solution of pure crystallized carbolic acid, or 5 per cent. of crude commercial carbolic acid free from tar oils in a warm solution of soft soap.

(*c*) Freshly-prepared lime-wash*.

(*d*) Such proprietary tar acid compound as the Port Health Officer may approve of.

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

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.

4. **Special instructions to be observed in the employment of disinfecting solutions.**—The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid and the solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

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 carbolic acid. Persons engaged in nursing the sick should wash their hands and faces with one of the carbolic solutions. The carbolic solutions will be useful more particularly for disinfecting articles such as metal, or instruments, which can neither be subjected to a temperature of 212°F., nor placed in contact with corrosive sublimate. Chlorinated lime is particularly recommended for disinfecting excreta. Expectorated 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 corrosive sublimate and thoroughly cleansed 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 that these measures are applied by the master of the vessel immediately the vessel is berthed, and continued by him during the whole of the period she remains in the berth.

Marine Department.

NOTIFICATION.

The 23rd July 1918.

No. 76 MARINE.—The following departmental instructions regarding infections diseases on vessels arriving at or being in the port of Calcutta are issued as supplementary to the rules, published under the Government of Bengal, Marine Department, Notification No. 16 Marine, dated the 6th March 1917, on the subject.

Vessels arriving at the Port of Calcutta.

Signals.

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.

Master's Declaration.

2. The Master or the medical officer, if there be any, of any incoming vessel shall record without delay in the form appended to these rules a signed declaration in respect of the absence or presence 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.

Report to Port Health Officer.

The senior officer on the pilot vessel at the Sandheads shall then send direct to the Port Health Officer, Calcutta, a wireless message in regard to the health of the vessel. After mentioning the vessel's name, the message shall report her to be healthy if she be so but if she be otherwise shall next state the name of the particular disease, the number of cases on board, and the number of deaths, if any, from infectious disease or other suspicious cause which may have occurred during the voyage.

Detention of vessels at Rajabagan (Garden Reach.)

*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 plague, or on which more than two cases of or deaths from sleeping sickness, jigger or typhus,

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

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 not 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.

Cholera and small-pox.

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 Mettcabrooj moorings.

Chicken-pox, measles, scarlet fever.

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

Yellow fever.

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, not 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 their personal effects will be dealt with according to the rules issued under Marine Department Notification No. 16-Marine, dated the 6th March 1917, and their amendments, if any.

Vessels permitted to proceed to Mettcabrooj.

7. The Pilot of a suspected vessel, including any vessel arriving from a locality infected with sleeping sickness or jigger, shall bring the vessel up to Mettcabrooj and shall 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, 5*a* and 6, the Health Officer may direct that she be taken back to Diamond Harbour.

NOTE.—When 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.

Communication prohibited.

8. The Master of any suspected or infected vessel specified in rules 3, 4, 5*a*, 6 and 7*a* shall not, without the permission of the Health Officer, allow any communication, except oral, with the shore or with any vessel or boat, excepting only the pilot boat, and in that case communication shall be limited to receiving only the pilot, the leadsman, their servants and baggage.

Inspection of vessels and removal of cases of infectious diseases.

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 Metteabrooj 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.

Procedure for outbreak of infectious disease on vessel in port.

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.

Intimation to Dock Master.

(*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.

Duty of Master.

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.

Infectious disease on inland vessels, flats and cargo boats.

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

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

(*b*) on any other vessel plying on inland waters, such as a country boat, flat, etc., the police shall detain the vessel or 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.

Police-guard.

13. Should the Health Officer consider it necessary, the Deputy Commissioner of Port Police shall provide a guard for any infected vessel, whether she be lying at Metteabrooj on arrival or in the port proper.

Cleanliness of vessels.

14. The Master of every vessel is responsible for seeing that his vessel is kept in a clean and sanitary condition. Ships' privies may be used in the stream and at the jetties, but not in the docks. When the flushing system is disarranged, provision must be made for handflushing (tub and tin) each time the privy is used; otherwise the privies should be kept locked and use made of over-side privies.

Removal of ashes and refuse.

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.

Death before reaching Saugor.

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.

Deaths in the river after passing Saugor.

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

* Bengal Government Notifications Nos. 16-Marine, dated 5th March 1907, 78-Marine, dated 13th July 1908, 136-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911.

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

the Health Officer has determined the nature of the disease and has made arrangements, through the police, if necessary, for its removal.

Death in the port.

18. If a death occurs from any cause on board a vessel within port-limits, *i.e.*, between Budge-Budge and Cossipore, 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.

Certificate as to cause of death.

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.

Post-mortem examination.

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.

Report of death by accident.

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.

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.

Removal of body by the police.

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.

Accidents on vessels.

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 manjhi 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.

Use of telephone.

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 Health Officer (telephone No. 2650). The Port Commissioners' telephones are available for the purpose at the Harbour Masters' hulk Garden Reach, the Pier Head, Kidderpore Docks, Takta Ghat, Outram Ghat, Chandpal 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 $\frac{\text{Master}}{\text{Medical Officer}}$ of S.S.

do hereby declare in presence of , 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

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), the Governor in Council is pleased to make the following revised

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.

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 supersession of those published under Notification No. 16-Mne., dated 5th March 1907, as amended by Notifications No. 78-Mne., dated 13th July 1908 No. 136-Mne., dated 17th November 1908, and No. 103-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 *purdah* or awning. In the case of plague, steps should be taken immediately to get rid of any fleas that may be present in the clothing, bedding, and, if considered necessary, in the baggage of the patient, by the complete immersion in boiling water of all articles capable of affording a lodgment for fleas;

(*b*) cause all excreta, vomit and urine which may have been discharged on to the deck by the patient to be cleaned away with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner; and

(*c*) report the case to the Sub-divisional or district Magistrate within whose jurisdiction the nearest ghât lies, and also to the Civil Surgeon of the district.

(*2*) Where such ghât is not at the head-quarters of a sub-division or district, the report mentioned in sub-clause (*c*) of clause (1) shall be sent by the Medical Officer of the steamer, or master or 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 serang shall not move the steamer therefrom until permission has been given by the District or Sub-divisional Magistrate, or by the Medical Officer under rule 9.

4. (*1*) On receipt of the report mentioned in rule 1, the Magistrate or Civil Surgeon shall at once depute a Medical Officer to inspect and disinfect the steamer.

(*2*) Such Medical Officer shall visit the steamer, and if a suitable hospital is available, or if other satisfactory arrangements can be made for his treatment and segregation, shall bring the patient to land.

(*3*) Within the Port of Calcutta the Health Officer of the Port shall perform these duties.

5. Where no such hospital is available and no such arrangement can be made, the patient shall not be allowed to land, but the Medical Officer deputed under rule 4 shall take steps to ensure the proper segregation of the patient on the steamer and to satisfy himself that every possible precaution has been taken to prevent the spread of the 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 serang to proceed on the journey.

10. The owner of every steamer shall be bound to keep on board each steamer one gallon of a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner.

11. The patient may be permitted to land on the expiry of a period to be fixed by the Medical Officer deputed under rule 3.

12. Any person committing a breach of any of the above rules shall be punished with fine which may extend to Rs. 20.

NOTIFICATION—No. 2-MARINE.

The 6th January 1920.—In exercise of the powers conferred by sections 54 and 67 of the Inland Steam-Vessels Act, 1917 (I of 1917), the Governor in Council is pleased to make the following rules for the protection of passengers on inland steam-vessels or vessels propelled by electricity or other mechanical power proceeding to melas (fairs) against the spread of plague and other epidemic diseases by persons travelling in such vessels and for affording proper medical aid on board such vessels to those passengers who suffer from such epidemic or other diseases. These rules are supplementary to those published under Notification No. 82-Mne., dated the 11th August 1918.

RULES.

1. **Definition.**—In these rules *mela* means a periodical gathering of a large number of people for religious or other lawful purposes.

2. Every owner or master of a steam-vessel or vessel propelled by electricity or other mechanical power carrying passengers to *melas* shall have on board—

(*a*) a duly qualified doctor with sufficient medicines and with the necessary transfusion apparatus for the treatment of cholera cases;

(*b*) drinking water of one gallon per head per diem or such less quantity as the local Government may prescribe for each passenger carried, for supply free of charge to the passengers; and

(*c*) a supply of one of the disinfectants mentioned in the list maintained by the Sanitary Commissioner, Bengal, and in such quantity for every 100 passengers as may be prescribed in the said list.

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

(*a*) adequate segregation and hospital accommodation on 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, Pir Serang and Budge-Budge, where the channel lies close to the shore. Landmarks have been erected to define the channels that are to be left clear 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 Fultah 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.

NOTIFICATION—No. 9-MARINE.

The 16th January 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20th October 1914, (as amended by *Erratum*

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

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

NOTIFICATION—No. 20-MARINE.

The 22nd February 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20th October 1914, (as amended by Notification No. 8-Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies on vessels coming to or leaving, ports in Bengal or for the time being in ports therein, the Governor in Council is pleased to appoint the place outside the Karnafuli river, that is, in 6½ fathoms with the Norman Pilot Light House East (true) at a distance of 1½ miles, as the special anchorage in the port of Chittagong 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 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 67¼° 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 (I 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 Saugor 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 outermost side of the outermost vessel on each side; and none of the other vessel shall exhibit side-lights.

(3) In cases in which a flat or other vessel is being towed by 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) (*a*) 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 throw the light broadly on that side of the river which she intends to take. When a steam-vessel makes fast to allow another such vessel to pass, the search-light of the stationary vessel shall be either extinguished or be kept broad on the bank 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 having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

(*b*) A steam-vessel under-way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.

(*c*) A steam-vessel when at anchor, shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

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, finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

Article 16.—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 17.—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 18.—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

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

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

Article 19.—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid channel which lies on the starboard side of such vessel.

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

Article 21.—When two steam-vessels, with or without flats in tow, meet in a narrow channel or at a place where the presence of a third vessel makes it difficult to pass, the one going against the current shall slacken her speed until the other has passed clear or when meeting at the bend of a narrow river or channel the vessel going 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 without one of them stopping and making fast to the banks the vessel proceeding with the current shall make fast to allow the vessel going against the current to proceed past at a slow speed. 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 ease and if necessary stop the engines as soon as the faster vessel comes abreast in order to allow her to pass freely. The master or pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam whistle. But no vessel shall pass another vessel at any of the turning points or bends of a river, or in a part of the channel so narrow that a third vessel can not with safety pass them.

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

Article 25.—When two steam-vessels proceeding in opposite directions are likely to meet at the junction of two rivers, the

vessel in the wider of the two streams shall not attempt to enter the narrow river, until the vessel in such latter river has passed out.

Sound Signals for vessels in sight of one another.

Article 26.—The words "short blast" used in these rules shall mean a blast of about one second's duration.

Every steam-vessel underway shall, when in sight of any other vessel in taking any course authorised or required by these rules, indicate that course by the following signals on her whistle or siren, *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 exonerate the owner or master or crew of any steam-vessel from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, 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

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

NOTE.—The practice of coming 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.

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 23rd 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 Camberbachies Point.

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

(*c*) In Panchpara and Sangrail Reach, they shall navigate on the edge of Sangrail Sand.

(*d*) In Jarmakers Reach, they shall navigate on the edge of Munikolli Sand.

(*e*) In Koffri Reach, they shall navigate on the edge of Koffri Sand.

(*f*) In the upper part of Budge-Budge Reach, they shall navigate on the right bank of the river; in the lower part, on the edge of Budge-Budge Sand.

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

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

(*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 Ninan, they shall navigate on the edge of Shibgunge Sand.

(*n*) At the James and Mary, they shall navigate the Western Gut when there is sufficient depth of water. When obliged to use the Eastern Gut, they shall navigate on the edge of Nurpur Sand and the Muckraputi Lumps.

2. When crossing from one reach to the other or from one side of the channel to the other, in the portions of the river Hooghly, specified in rule I, inland steam-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 (*b*), of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping :—

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

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

RULES UNDER GLANDERS AND FARCY ACT.

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

Rules.

Definition of terms 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 Belgachia;

(3) "Inspector" means an Inspector appointed under section 4 of the Act;

(4) "the port" means the Port of Calcutta, and includes the River Hooghly and the channels leading to the said 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 (*1*) of the latter Act, and the word "horses" includes asses and mules—*See* section 2 (*2*) of that Act.

Control by Principal.

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 Saugor Island.

3. Whenever a vessel with one or more horses on board arrives off Saugor Island,—

(1) the Master shall—

(*a*) report to the Pilot in charge of the vessel the fact of the horse or horses being on board;

(*b*) hoist at the main or mizen mast, for the information of the signaller on duty in the port (if any horse is from Queensland), Flag H, or (if none of the horses are from Queensland) Flag N;

(*c*) keep the said flag flying until he is informed by the Inspector that none of the horses are diseased: and

(*d*) not allow any horses to be landed until he has received a report from the Inspector that they are free from disease;

(2) The signaller at Saugor shall telegraph at once to the Principal advising the arrival of the vessel.

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

Owner to report suspected disease to Master of vessel.

4. When any horse is suspected of being diseased, the owner or person in charge shall report such fact to the Master.

Entry of vessel by Inspector.

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.

Procedure when Inspector believes horse to be diseased.

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.

(*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.

Presentation of documents after seizure of horse.

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.

Destruction of horses.

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 Belgachia, and

(2) in the event of the disease proving incurable, the horse shall, subject to the restriction imposed by the following rule, be humanely destroyed in the presence of an Inspector.

No horse certified to be suffering from surra or lymphangitis 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 Belgachia.

Precautions during transit of horse or carcass.

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.

Disposal of carcases of diseased horses.

11. (*1*) 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 contagion to other horses and to human beings cause 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.

Methods of disinfection of vessels under section 9 of the Act.

12. (*1*) 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 battens, shall be burnt;

(*c*) every part of the vessel which has been within the reach of a diseased or suspected horse shall be thoroughly scraped;

(*d*) in the case of a steam vessel,—

(*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 prescribe any method of disinfection which in the special circumstances of the case may seem to him to be necessary.

Examination of vessel by Inspector after disinfection.

13. (*1*) Every vessel which has been disinfected under rule 12 shall, after disinfection, be examined by an Inspector.

(*2*) The Master or officer in charge of any such vessel shall give such Inspector all reasonable facilities for such examination.

(*3*) If the Inspector is not satisfied that the work of disinfecting any vessel has been thoroughly done, he may pass such orders as he may consider necessary to secure the proper disinfection of the vessel

and the master or officer in charge of the vessel shall be bound forthwith to carry out such orders.

Recovery of expenses in dealing with diseased horse.

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, Bengal 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.

Recovery of sums due.

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

Procedure when, after examination, a horse is not certified to be diseased.

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.

Assistance by Police.

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.

Uniforms.

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.

Penalty for breach of rules.

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.

Compensation.

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 reacts 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.

Principal,
Bengal Veterinary College.

The *19* .

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.

Descriptions—
Breed.
Sex.
Colour.
Apparent age.
Brand or other marks of identification.

BELGACHIA, CALCUTTA.

Veterinary Practitioner.

The 19 .

COMMISSIONERS' SCALES OF CHARGES.

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 Jetties, 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 Re. 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 (A):—

The following additional charges are also levied:—

(*a*) On all goods (except those specified in sub-sections (*b*) and (*c*) below) landed from or shipped into any sea-going vessel

within the limits of the port, an "*ad valorem*" toll at the rate of four annas per Rs. 100 of value subject to the following maxima :—

(*i*) On goods shipped into any 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 1898).

Calculations of the toll payable will be made to the nearest pice subject to a minimum charge of one pice per challan.

(*b*) A fixed toll at the rate noted against each item is charged on the undernoted goods, which are exempt from the "*ad valorem*" toll :—

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.
Baled jute	1½ annas per bale.
Gunnies	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	¼ 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' wagons in through booking to destinations beyond the 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 themselves 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. Rs.	A.	P.
1	Cotton piece-goods and all kinds of cotton twist and yarns.	Per bale or case	0	4	0
2	Sugar, rice, grain, sago flour, tapioca 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	"	4	0	0
6	Motor cars or aeroplanes not in cases ...	Per car or aeroplane	10	0	0
7	Molasses in bulk (as wharfage) ...	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.
			Rs. A. P.
9	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.	Per ton or part of a ton gross weight.	1 4 0
10	Over 35 cwts but not exceeding 30 tons	,,	3 12 0
11	Over 30 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 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 supersession 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 sheers 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 sheers 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 the use of a floating crane above Howrah Bridge or below the Garden Reach Jetties.

NOTE II.—Where no basis for freight charge is laid down the landing-charge and all other charges payable to the Commissioners are recovered on weight or measurement basis at the Commissioners' option.

NOTE III.—Double the schedule charges for landing, rent and removal are charged subject to the provisions of Section 4(*d*):—

(*a*) on all matches not removed from the Commissioners' premises on the next working day after the day of landing.

†(*b*) (*i*) On each consignment having a flashing point of not less than 76° 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 76° 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 landing, provided that the weight of the consignment exceeds one ton.

(*iii*) On each consignment of petroleum or its porducts having a flashing point of less than 76° F. landing, rent and removal charges at double the schedule rates if it is not removed from the Commissioners' premises on the day of landing or unloading, whatever be the weight of the consignment.

† Notification No. 129, dated the 1st May 1934—It is notified that on and from the 1st April 1934, landing, rent and removal charges will be levied on consignments of petroleum or its products which are landed or unloaded under the provisions of by-law published under Notification No. 17-Mne, dated the 16th May 1933.

(*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 Commissioners' premises on the day of landing or unloading.

Notification No. 145, dated the 25th March 1936.

In supersession of 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 March 1936, the Commissioners may at their option levy on animals or small packages of any description, other than *bona fide* personal baggage, accompanying passengers disembarking from or embarking in any sea going vessel, either an inclusive flat rate of eight annas per animal or small package or the rate which would be payable for passing the same animals, or small packages over the Inland vessels wharves, in lieu of landing or shipping charges, wharf toll, river due, surcharge, differential toll and *ad valorem* toll.

Notification No. 142, dated the 13th June 1935.

With effect from the 1st June 1935, an inclusive flat rate of 8 annas per cage is levied on all cages of birds and Re. 1 per cage on all cages of animals landed from any sea going vessel at the New Horse Jetty, Kidderpore Dock, in lieu of landing charge, river due, surcharge and *ad valorem* toll.

Notification No. 150, 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 schedules below whether the following day is or is not a working day.

NOTE I.—The free time for wines, counts from the date of receipt in the Wine Godown.

NOTE II.—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 35 cwts. 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 189	...	...
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	0 10 0
On any package measuring over 100 c. ft.	,,	0 5 0	1 4 0
Goods of which each package exceeds 35 cwts. in weight.			
All goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton.	0 15 0	1 14 0
All goods on which freight is charged by measurement by steamer 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 35 cwts. 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 189	...
Motor cars and aeroplanes not in cases ...	Per car or aeroplane	2 8 0

Description of goods.	Basis of charge.	Rent per diem after the free time.
Goods of which no package exceeds 35 cwts. in weight.		Rs. A. P.
Horse-boxes	Each	1 0 0
Ship's life-boats	Each	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
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 cwts. in weight.		
All goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton.	0 15 0
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 cwts.

(*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 Re. 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, sago 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 to the Dock or Jetty Superintendent, as the case may be, within 48 hours after the goods have been landed by the ship.

(*e*) On transhipment goods, to which fourteen days free time is allowed from the date of landing, rent after the free time is charged throughout at the rate fixed in the schedule for the first three days' storage after the free time.

(*f*) On unmanifested cargo, rent is not charged until ten clear working days after delivery of the outturn report to the vessel's agents, and then only at the rates notified for the first three days after the free time.

(*g*) On goods for despatch by railway or removal to the 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 cwts. at the Calcutta jetties or Kidderpore Docks into railway wagons,

(*d*) for loading packages weighing over 2 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 cwts. at the Calcutta Jetties or Kidderpore Docks and not more than 2 tons at the Garden Reach Jetties or King George's Dock. If the weight is more than 35 cwts. at the Calcutta Jetties or the Kidderpore Docks and more than 2 tons at the Garden Reach Jetties or King George's Dock the full landing-charge is levied.

(*b*) A fee of Re. 1 is charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 is charged for issuing a landing certificate, or transferring charges from one vessel to another.

9. **Petroleum.**

NOTE.—A surcharge of 50% of the wharfage or landing charge 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*) Wharfage or landing charge—

Wharfage is payable at the following rates :—

on dangerous petroleum	... $1\frac{1}{2}$ pies per gallon.
on non-dangerous petroleum and its products	... 10 annas per ton of 280 gallons.

NOTE.—Wharfage is charged on petroleum discharged in bulk from a vessel not being a sea-going vessel at the rate of 24 pies per gallon on dangerous petroleum and at the rate of 15 annas per ton of 280 gallons on non-dangerous petroleum and its products.

(*ii*) In addition to wharfage, the following charges are made when handling is done by the Commissioners :—

Stevedoring ...	Cases	... 4 pies per case.
	Barrels or drums	... 2 annas per barrel or drum.
Landing ...	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.

*	*Stevedoring or landing at night*	... 50 per cent. extra.
	Repairing or refilling cases	... 4 pies per tin.
	Repairing and/or refilling barrels or drums	4 annas per barrel or drum.
	Conveying empty cases ...	... 6 annas per 100 cases.
	Storage	... A charge at the rate of Rs. 3 per 100 sq. feet per week or part of a week reckoned on the maximum space occupied during the week is levied for the storage of non-dangerous 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, wharfage 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.

Explosives ...	Magazine Fee. (Includes use of boat, landing, removal to magazine and delivery)	... Re. 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—	Rs. A. P.	
(*i*) If the landing-charge is levied by weight	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:—

Compartments 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:—

Compartments 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. **Weighment or Measurement charge.**

A charge of 8 annas per wagon is made for passing railway wagons over a weighbridge.

In cases where weights or measurements are not shown on invoices or freight bills or where it is necessary for the Commissioners' 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 weighment 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 Re. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.

(*b*) On rice, paddy, gram, maize, dhal, 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. 2-8-0 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. 3-12-0 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, linseed 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. Linseed when despatched from the Armenian Steamer ghat to any point in the Dock area will also be charged freight at the rates laid down in section 14(*b*).

(*d*) On all commodities transported between any two points on the Port Trust Railway North of Howrah Bridge the freight charge will be made as in paragraph (*b*) 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 Remount Depot, Chetla and all private depots and factories within the jurisdiction of the Docks a charge of Rs. 1-4-0 per axle may be levied by the Commissioners for placing loaded or empty wagons or vehicles when neither removal nor Port Trust Railway freight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles.

Note I.—For the purposes of section 15 and 16 horse boxes and wagons carrying horses or brake-vans booked to and from the Remount Depot will be charged at Rs. 1-4 per axle.

Note II.—A shunting charge of Rs. 1-4-0 per axle may be levied on all wagons booked 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, Kyanite, Sillimanite and Aluminm 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 scrap iron ... Re. 1 " "
8. Motor cars or aeroplanes not in cases ... ... Rs. 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 ... Rs. 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 1½% 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, atta, bran, 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 overside into boats and re-shipped from boats into a second steamer no export river due will be charged.

(2) If landed from one steamer on to the quay, stored for some time in the Commissioners' premises and then re-shipped into another steamer no export river due will be charged.

† Fixed toll ... ... 4 annas per ton or part of a ton.
* Wharfage ... ... 2 " " "
Ad valorem toll ... ... 4 annas per Rs. 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 :—

Schedule No.	Description of Goods.	Basis of Charge.	Rate. Rs.	A.	P.
1	Coal	Per ton or part of a ton.	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 cwts. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King Georges's Docks	Per ton or part of a ton.	0	12	0
	When the weight exceeds 35 cwts, 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 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	12	0

*A rebate of 4 annas per ton or part thereof is granted on the shipping charge but the rebate does not affect any other charge based on the shipping charge except as provided for below.

The removal charge on Sugar removed from any point within the Dock area to a shipment shed for export is 6 annas per ton or part thereof.

NOTE I.—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 in bales exempts for one week the payment on the same consignment 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 cwts. On packages weighing over 35 cwts. 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, stacked in a shed and subsequently shipped by boat or ship double shipping charges and rent charges 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 ...	Re. 0-0-6 (or Re. 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	Re. 0-6-0 per day per boat.
Cotton (stored in the open at owner's risk)	Re. 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 taking exports at that berth. If a steamer is working 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 charge 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	1	6	per ton or part of a ton.
When coal or coke arrives before the ship is ready to receive it and is dumped ...	3	0	„ „ „ „

NOTE.—This dumping charge will not be re-imposed, whether the coal arrives before the ship is ready or not, until further notice, except in the following cases:—

(*i*) When coal is dumped after rejection by the Coal Grading Board.

(ii) When delivery of coal is taken by boats, carts, lorries or other vehicles for local use.

(iii) When coal is shipped from a rented private depot.

RENT.—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.
Wagon charge	„ 0 6 0	„
Removal by coolies from one berth to another	„ 0 3 0	„
Squaring up and measuring dumped coal after a vessel has completed loading	Actual cost.	
Labour for tending scales for weighing coal	Rs. 2 8 0	per 100 tons.
Trimming coal shipped overside ...	„ 0 2 0	per ton or part of a ton.
Night work (at the request of the shipper) additional charge ...	„ 0 1 0	„

Re-landing charges.—

Landing (including stevedoring) ... Actual cost.

Removal from discharged berth.—

Loading	Rs. 0 3 0	per ton or part of a ton.
Wagon charge	„ 0 6 0	„
Rent per week or part of a week	„ 0 4 0	„
Coal loaded into Boats or Lighters	„ 0 8 0	„

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 ...	Re. 0 3 0	per ton or part of a ton.

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 held 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 will be levied on all tea removed from a warehouse or Tea Transit Shed to a Shipment Shed.

When the removal charge is levied no loading charge [Sec. 25(14)] will be levied.

(3) *Delivery charge from Warehouse.*—

Teas not intended for shipment at the Docks or Garden Reach Jetties :—

On packages each weighing 20 lbs. net or over ... ... 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 Kantapukur, 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) Bulking and re-packing full chests into full chests or half chests into half chests, per 3 chests ... ... 1 rupee.
(11) Bulking and re-packing full into half chests, per 2 chests ... ... 1 rupee.
(12) Gross weighing, per package ... ... 3 pies.
(13) Nett weighing, including opening, re-soldering and closing, per package ... ... 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 bulking and re-packing are calculated on the original number of chests, and in the case of all charges, fractions of an unit are charged for as an unit.

26. **Unloading charge.**

A charge of one-third of the shipping charge is made for unloading carts or lorries and for unloading packages weighing over 35 cwts. from railway wagons.

27. **Grains, seeds, pulses and other inward Rail-borne traffic.**

All grains, seeds and pulses booked to the Docks are unloaded at Kantapukur unless booked to a particular shipment shed. Rent is charged from the date on which the goods are unloaded at the following 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.

Shed accommodation at Kantapukur can be leased from the Commissioners at the rate of Rs. 60 per 1,000 sq. ft. per month but the goods remain at the sole risk of the tenant.

Goods for shipment whether from a rented or general shed are charged removal charge *plus* shipping charge.

NOTE I.—All non-shipment goods booked by rail to the Docks, including Kantapukur and the Tea Warehouses, which are stored in the Commissioners' custody pending delivery are charged wharfage 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 avilable for delivery, provided no other storage charge under the Scales 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, wharfage 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 *dies non* in calculating wharfage. In all other respects the general rules regarding wharfage in force over the Eastern Section of the Eastern Bengal Railway are applied.

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 cottah 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 Dues.**

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 deratting certificate.	Fee for the grant of a deratting exemption certificate.
	Rs.	Rs.
For a vessel with a capacity of 50,000 c. ft. and under ...	140	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 6 P.M. and 6 A.M. ...	40 ,,	40 ,,

32. **Port Dues.**

Port Dues are charged at the following rates on net registered tonnage.—

Dhoonies and country vessels employed in the coasting trade payable not more than once in 60 days ... ... Re. 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. 659 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, Chamber 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

	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	$9\frac{3}{4}$ 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. 1,406-4-0 (the charge for a vessel of 3,000 tons) *plus* Rs. 7-8-0 for every 50 tons or part of 50 tons above 3,000.

	Rs.	A.	P.
From the 2nd to 8th day inclusive for every six hours or part thereof	100	0	0

	Rs.	A.	P.
From the 9th day and thereafter, for every six hours or part thereof	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.

	Rs.	A.	P.
When a ship requires a special deposition of blocks, for the complete operation of laying and replacing	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 and 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 Commissioners' capstan 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 :— Rs.

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 hook of suitable design.

Within the Docks	Rs. 60 per tug per operation.
Above the Howrah Bridge or below Garden Reach but within Port limits	Rs. 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	1-2-0 per gross registered ton with a minimum charge of Rs. 1,200.
For towing dhoonies through the Howrah Bridge by means of a launch	Rs. 30

Note.—No charge is made if the movement is made to suit the Commissioners' 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 vacant jetty or dock berth, other than a coaling jetty, as a laying up berth, without utilising it for the purpose of loading or discharging, is charged mooring hire only instead of jetty or dock berth hire.

Note III.—Vessels while loading or discharging alongside a landing-stage at 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 dark 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 ... ... (See Notification No. 143 next page.)

	Rs.	A.	P.	
(*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 launch	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 (*c*), (*d*), (*i*), (*j*), (*k*), (*l*) and (*m*) double charges are levied if services are required outside Port limits.

In the case of items (*i*), (*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.

NOTIFICATION No. 143, DATED THE 8TH JANUARY 1936.

It is hereby notified under the provisions of the Calcutta Port Act, and with the approval of the Local Government that with effect from the 1st January 1936, the following scale of fees will be charged for the use of the Commissioners' fumigating apparatus :—

For a capacity of—

		Rs.
50,000	c. ft. fumigated	90
50,001/100,000	„	115
100,001/200,000	„	160
200,001/300,000	„	205
300,001/400,000	„	250

For every 100,000 c. ft. or part thereof in excess of 400,000 c. ft. ... ... Rs. 44 extra.

This notification supersedes clause (*c*) of section 41 of the Commissioners' Scales of Charges and all relative clauses.

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.

	Rs.	A.	P.	
Cargo flats	4	0	0	
Passenger boats of the dinghy, bholio 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	„ „
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, bholios or green boats to a maximum of Rs. 7-8-0 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*) Manjhees' 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 Re. 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 1928, (*vide* Notification No. 12-Mne., dated the 14th February 1928) and were again raised by a further temporary 10 per cent. surcharge with effect from the 1st April 1932 (*vide* Notification No. 207-F & L (19)/31, dated the 12th March 1932.) The total increase is therefore 26½%.

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

Inward Pilotage.

Draught of Water.	14/12	13/12	12/12	9/12	8/12	7/12	6/12	5/12	4/12	3/12	2/12
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Not exceeding 8 feet	40 8	36 12	33 12	30 0	27 0	23 4	20 4	17 4	13 8	10 8	6 12	3 12
Exceeding 8 feet, but not ditto 9 ,,	63 12	58 8	53 4	48 0	42 12	37 8	32 4	27 0	21 12	16 8	11 4	6 0
Ditto 9 ,, ditto ditto 10 ,,	87 12	81 0	73 8	66 0	58 8	51 12	44 4	36 12	29 4	22 8	15 0	7 8
Ditto 10 ,, ditto ditto 11 ,,	104 4	95 4	87 0	78 0	69 12	60 12	52 8	43 8	35 4	26 4	18 0	9 0
Ditto 11 ,, ditto ditto 12 ,,	120 0	110 4	99 12	90 0	80 4	69 12	60 0	50 4	40 8	30 0	20 4	10 8
Ditto 12 ,, ditto ditto 13 ,,	135 12	124 8	113 4	102 0	90 12	79 8	68 4	57 0	45 12	34 8	23 4	12 0
Ditto 13 ,, ditto ditto 14 ,,	159 12	146 4	133 8	120 0	106 8	93 0	80 4	66 12	53 4	40 8	27 0	13 8
Ditto 14 ,, ditto ditto 15 ,,	183 12	168 12	153 0	138 0	122 4	107 8	92 4	76 8	61 8	46 8	30 12	15 12
Ditto 15 ,, ditto ditto 16 ,,	215 4	197 4	180 0	162 0	144 0	126 0	108 0	90 0	72 0	54 0	36 0	18 0
Ditto 16 ,, ditto ditto 17 ,,	255 0	234 0	213 0	191 4	170 4	149 4	127 8	106 8	85 8	63 12	42 12	21 12
Ditto 17 ,, ditto ditto 18 ,,	295 8	270 12	246 0	221 4	197 4	172 8	147 12	123 0	99 0	74 4	49 8	24 12
Ditto 18 ,, ditto ditto 19 ,,	335 4	307 8	279 0	251 4	223 8	195 12	168 0	139 8	111 12	84 0	56 4	28 8
Ditto 19 ,, ditto ditto 20 ,,	382 8	351 0	318 12	287 4	255 0	223 8	191 4	159 12	127 8	96 0	63 12	32 4
Ditto 20 ,, ditto ditto 21 ,,	430 8	394 8	359 4	323 4	287 4	251 4	215 4	180 0	144 0	108 0	72 0	36 0
Ditto 21 ,, ditto ditto 22 ,,	470 4	431 4	392 4	353 4	313 8	274 8	235 8	196 8	156 12	117 12	78 12	39 12
Ditto 22 ,, ditto ditto 23 ,,	510 0	468 0	425 4	383 4	340 8	297 12	255 12	213 0	170 4	128 4	85 8	42 12
Ditto 23 ,, ditto ditto 24 ,,	558 0	511 8	465 0	418 8	372 0	325 8	279 0	232 8	186 0	139 8	93 0	46 8
Ditto 24 ,, ditto ditto 25 ,,	637 8	585 0	531 12	478 8	425 4	372 0	318 12	266 4	213 0	159 12	106 8	53 4
Ditto 25 ,, ditto ditto 26 ,,	750 12	688 8	626 4	563 4	501 0	441 12	375 12	313 8	250 8	188 4	125 4	63 0
Ditto 26 ,, ditto ditto 27 ,,	881 4	808 8	735 0	661 8	588 0	514 8	441 0	367 8	294 0	220 8	147 0	73 8
Ditto 27 ,, ditto ditto 28 ,,	1,012 8	928 8	844 8	759 12	675 0	591 0	506 4	422 4	337 8	253 8	168 12	84 12
Ditto 28 ,, ditto ditto 29 ,,	1,162 8	1,065 12	969 0	871 8	774 12	678 0	581 4	484 8	387 12	290 4	193 8	96 12
Ditto 29 ,, ditto ditto 30 ,,	1,350 0	1,237 8	1,125 0	1,012 8	900 0	787 8	675 0	562 8	450 0	337 8	225 0	112 8
Ditto 30 ,, ditto ditto 31 ,,	1,575 0	1,443 12	1,312 8	1,181 4	1,050 0	918 12	787 8	656 4	525 0	393 12	262 8	131 4

TABLE OF PILOTAGE FEES.

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

Outward Pilotage.

Draught of Water.	13/12	11/12	10/12	9/12	8/12	7/12	6/12	5/12	4/12	3/12	2/12	1/12
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Not exceeding 8 feet	40 8	36 12	33 12	30 0	27 0	23 4	20 4	17 4	13 8	10 8	6 12	3 12
Exceeding 8 feet, but not ditto 9 ,,	63 12	58 8	53 4	48 0	42 12	37 8	32 4	27 0	21 12	16 8	11 4	6 0
Ditto 9 ,, ditto ditto 10 ,,	96 0	87 12	80 4	72 0	63 12	56 4	48 0	40 8	32 4	24 0	16 8	8 4
Ditto 10 ,, ditto ditto 11 ,,	111 12	102 0	93 0	83 4	74 4	65 4	55 8	46 8	37 8	27 12	18 12	9 12
Ditto 11 ,, ditto ditto 12 ,,	127 8	115 8	106 8	96 0	85 8	75 0	63 12	53 4	42 12	32 4	21 12	11 4
Ditto 12 ,, ditto ditto 13 ,,	144 0	132 0	120 0	108 0	96 0	84 4	72 0	60 0	48 0	36 0	24 0	12 0
Ditto 13 ,, ditto ditto 14 ,,	168 0	153 12	139 8	126 0	111 12	98 4	84 0	69 12	56 4	42 0	28 8	14 4
Ditto 14 ,, ditto ditto 15 ,,	191 4	175 8	159 12	144 0	127 8	111 12	96 0	80 4	63 12	48 0	32 4	16 8
Ditto 15 ,, ditto ditto 16 ,,	231 12	212 4	192 12	174 0	154 8	135 0	116 4	96 12	77 4	58 8	39 0	19 8
Ditto 16 ,, ditto ditto 17 ,,	287 4	263 4	239 4	215 4	191 4	168 0	144 0	120 0	96 0	72 0	48 0	24 0
Ditto 17 ,, ditto ditto 18 ,,	335 4	307 8	279 0	251 4	223 8	195 12	168 0	139 8	111 12	84 0	56 4	28 8
Ditto 18 ,, ditto ditto 19 ,,	375 0	343 8	312 12	281 4	249 12	219 0	187 8	156 12	125 4	93 12	63 0	31 8
Ditto 19 ,, ditto ditto 20 ,,	430 8	394 8	359 4	323 4	287 4	251 4	215 4	180 0	144 0	108 0	72 0	36 0
Ditto 20 ,, ditto ditto 21 ,,	478 8	438 12	399 0	359 4	318 12	279 0	239 4	199 8	159 12	120 0	80 4	40 8
Ditto 21 ,, ditto ditto 22 ,,	518 4	475 8	432 0	388 8	345 12	302 4	259 8	216 0	173 4	129 12	87 0	43 8
Ditto 22 ,, ditto ditto 23 ,,	558 0	511 8	465 0	418 8	372 0	325 8	279 0	232 8	186 0	139 8	93 0	46 8
Ditto 23 ,, ditto ditto 24 ,,	614 4	562 8	511 8	460 8	409 8	358 8	307 8	255 12	204 12	153 12	102 12	51 12
Ditto 24 ,, ditto ditto 25 ,,	701 4	643 8	585 0	526 8	468 0	409 8	351 0	292 8	234 0	175 8	117 0	58 8
Ditto 25 ,, ditto ditto 26 ,,	826 8	756 12	687 12	618 12	549 12	481 8	413 4	344 4	276 0	207 0	138 0	69 0
Ditto 26 ,, ditto ditto 27 ,,	956 4	876 12	797 4	717 12	637 8	558 0	478 8	399 0	318 12	239 4	159 12	80 4
Ditto 27 ,, ditto ditto 28 ,,	1,087 8	997 8	906 12	816 0	725 4	634 8	543 12	453 12	363 0	272 4	181 8	90 12
Ditto 28 ,, ditto ditto 29 ,,	1,237 8	1,134 0	1,031 4	927 12	825 0	721 8	618 12	515 4	412 8	309 0	206 4	102 12
Ditto 29 ,, ditto ditto 30 ,,	1,425 0	1,306 8	1,187 4	1,068 12	950 4	831 0	712 8	594 0	474 12	356 4	237 12	118 8
Ditto 30 ,, ditto ditto 31 ,,	1,650 0	1,512 12	1,374 12	1,237 8	1,100 4	962 4	825 0	687 12	549 12	412 8	275 4	137 4

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.	Full pilotage inward.	Intermediate or broken pilotage. 13/12	10/12	9/12	8/12	7/12	6/12	5/12	4/12	3/12	2/12	1/12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Not exceeding 8 feet ...	54	49	45	40	36	31	27	23	18	14	9	5
8 feet, and not ditto 9 ,, ...	85	78	71	64	57	50	43	36	29	22	15	8
9 ,, ditto ditto 10 ,, ...	117	108	98	88	78	69	59	49	39	30	20	10
10 ,, ditto ditto 11 ,, ...	139	127	116	104	93	81	70	58	47	35	24	12
11 ,, ditto ditto 12 ,, ...	160	147	133	120	107	93	80	67	54	40	27	14
12 ,, ditto ditto 13 ,, ...	181	166	151	136	121	106	91	76	61	46	31	16
13 ,, ditto ditto 14 ,, ...	213	195	178	160	142	124	107	89	71	54	36	18
14 ,, ditto ditto 15 ,, ...	245	225	204	184	163	143	123	102	82	62	41	21
15 ,, ditto ditto 16 ,, ...	287	263	240	216	192	168	144	120	96	72	48	24
16 ,, ditto ditto 17 ,, ...	340	312	284	255	227	199	170	142	114	85	57	29
17 ,, ditto ditto 18 ,, ...	394	361	328	295	263	230	197	164	132	99	66	33
18 ,, ditto ditto 19 ,, ...	447	410	372	335	298	261	224	186	149	112	75	38
19 ,, ditto ditto 20 ,, ...	510	468	425	383	340	298	255	213	170	128	85	43
20 ,, ditto ditto 21 ,, ...	574	526	479	431	383	335	287	240	192	144	96	48
21 ,, ditto ditto 22 ,, ...	627	575	525	471	418	366	314	262	209	157	105	53
22 ,, ditto ditto 23 ,, ...	680	624	567	511	454	397	341	284	227	171	114	57
23 ,, ditto ditto 24 ,, ...	744	682	620	558	496	434	372	310	248	186	124	62
24 ,, ditto ditto 25 ,, ...	850	780	709	638	567	496	425	355	284	213	142	71
25 ,, ditto ditto 26 ,, ...	1,001	918	835	751	668	589	501	418	334	251	167	84
26 ,, ditto ditto 27 ,, ...	1,175	1,078	980	882	784	686	588	490	392	294	196	98
27 ,, ditto ditto 28 ,, ...	1,350	1,238	1,126	1,013	900	788	675	563	450	338	225	113
28 ,, ditto ditto 29 ,, ...	1,550	1,421	1,292	1,162	1,033	904	775	646	517	387	258	129
29 ,, ditto ditto 30 ,, ...	1,800	1,650	1,500	1,350	1,200	1,050	900	750	600	450	300	150
30 ,, ditto ditto 31 ,, ...	2,100	1,925	1,750	1,575	1,400	1,225	1,050	875	700	525	350	175

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 pilotage out-ward.	Intermediate or broken pilotage.														
		1/4	1/3	5/12	1/2	7/12	2/3	3/4	5/6	11/12	1 1/12	1 1/6	1 1/4	1 1/3	1 5/12	1 1/2
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
8 feet, and not exceeding 9 feet	54	49	45	40	36	31	27	23	18	14	9	5	5	5	5	5
9 " ditto 10 "	85	78	71	64	57	51	44	36	29	21	15	8	8	8	8	8
10 " ditto 11 "	128	117	107	96	85	75	64	54	43	32	22	11	11	11	11	11
11 " ditto 12 "	149	136	123	111	99	87	74	62	50	37	25	13	13	13	13	13
12 " ditto 13 "	170	154	142	128	114	101	86	71	57	43	29	15	15	15	15	15
13 " ditto 14 "	192	176	160	144	128	112	96	80	64	48	32	16	16	16	16	16
14 " ditto 15 "	224	205	188	169	151	131	112	93	75	56	38	19	19	19	19	19
15 " ditto 16 "	256	234	215	192	170	149	128	107	85	64	43	22	22	22	22	22
16 " ditto 17 "	299	273	250	224	199	173	149	125	100	75	50	25	25	25	25	25
17 " ditto 18 "	341	312	286	256	227	198	170	142	113	85	57	28	28	28	28	28
18 " ditto 19 "	383	351	321	288	255	223	192	160	128	96	64	32	32	32	32	32
19 " ditto 20 "	426	390	357	320	284	248	213	177	142	106	71	35	35	35	35	35
20 " ditto 21 "	468	429	393	352	312	273	234	195	156	117	78	39	39	39	39	39
21 " ditto 22 "	511	468	428	384	340	297	255	212	170	127	84	42	42	42	42	42
22 " ditto 23 "	574	526	481	431	383	335	287	239	191	143	95	48	48	48	48	48
23 " ditto 24 "	637	583	533	479	425	372	319	266	213	159	106	53	53	53	53	53
24 " ditto 25 "	681	624	570	512	455	398	341	284	227	170	113	57	57	57	57	57
25 " ditto 26 "	744	682	623	560	496	434	372	310	248	186	124	62	62	62	62	62
26 " ditto 27 "	808	740	676	608	540	472	404	336	268	201	134	67	67	67	67	67
27 " ditto 28 "	871	798	729	656	582	509	436	363	290	218	145	72	72	72	72	72
28 " ditto 29 "	935	857	782	704	625	546	468	390	312	234	156	78	78	78	78	78
29 " ditto 30 "	998	915	835	752	667	583	499	416	333	249	166	83	83	83	83	83
30 " ditto 31 "	1,062	973	888	800	710	620	531	442	354	265	177	88	88	88	88	88
	2,000	1,833	1,667	1,500	1,333	1,167	1,000	833	667	500	333	167	167	167	167	167

Other fees incidental to pilotage incurred by vessels trading to the port.

	Rs.	A.	P.
Lead-money* payable to licensed leadsmen for heaving the lead inward or outward	16	0	0
Compensation† for pilot of outward-bound vessel being carried away to sea, per diem, to pilots of whatever rank	10	0	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. Row boat hire for use of Government boat, per diem	13	0	0
Use of moorings at Diamond Harbour, November to May, per diem ...	2	0	0
Ditto ditto June to October, per diem ...	4	0	0
Salvage on anchors, chains and cables picked up by Government boat, per cwt.	3	8	3

Stations used to indicate places to or from which vessels navigating the Hooghly were piloted or where steam was employed.

Pilotage outward from within the port of Calcutta, Garden Reach.

Twelfths.	Places.	Distance from Fort William.	Miles between each station.
1	2	3	4
1/12	To below Budge-Budge boundary pillars ...	13·6	10·7
2/12	Do. Hog River obelisk	23·6	10·0
3/12	Do. Anchoring Creek obelisk	33·2	9·6
4/12	Do. Diamond Harbour Telegraph Station...	43·4	10·2
5/12	Do. Balari Tidal Semaphore ...	52·0	8·6
6/12	Do. Mud Point Telegraph Station, east ...	61·6	9·6
7/12	Do. Kaukhali Light-house, west ...	71·1	9·5
8/12	Do. Saugor Light-house, east	81·0	9·9
9/12	Do. Upper Gaspar Light-vessel or line east & west of J. buoy, Western Channel	90·1	9·1
10/12	Do. Lower Middle Ground buoy or L buoy, Western Channel	99·3	9·2
11/12	Do. Intermediate light-vessel ...	107·6	8·3
12/12 or full pilotage.	Do. Lower Reef buoy	115·8	8·2

* A vessel applying for a particular pilot and all foreign vessels, are bound to take a Government leadsman whenever one is available (*vide* Government of Bengal's order No. 4493, dated 31st July, 1876, and No. 21, dated 24th January, 1882).

† The vessel is also to bear expenses of pilot, and the cost of sending him back to the station. (*Vide* Government letter No. 4571, dated 28th October, 1884).

‡ 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. (*Vide* Government order No. 466, dated 23rd December, 1881).

Port Office, General Order No. 841, dated the 14th February 1891.
By Order of the Government of Bengal.

From the 1st April 1891 leadsmen shall be appointed to all ships alike, as they are available, and lead-money at the rate of Rs. 16 instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadsman is appointed.

Pilotage inward to within the port of Calcutta.

Twelfths.	Places.		Distance from Fort William.	Miles between each station.
1	2		3	4
$\frac{1}{12}$	From below Budge-Budge boundary pillars	...	13·6	10·7
$\frac{3}{12}$	Do.	Hog River obelisk	23·6	10·0
$\frac{5}{12}$	Do.	Anchoring Creek obelisk ...	33·2	9·6
$\frac{4}{12}$	Do.	Diamond Harbour Telegraph Station	43·4	10·2
$\frac{5}{12}$	Do.	Balari Tidal Semaphore ...	52·0	8·6
$\frac{6}{12}$	Do.	Mud Point Telegraph Station, east ...	61·6	9·6
$\frac{7}{12}$	Do.	Kaukhali Light-house, west ...	71·1	9·5
$\frac{8}{12}$	Do.	Saugor Light-house, east, ...	81·0	9·9
$\frac{9}{12}$	Do.	Upper Gaspar Light-vessel or line east and west of J buoy, Western Channel	90·1	9·1
$\frac{10}{12}$	Do.	Lower Middle Ground buoy or L buoy, Western Channel ...	99·3	9·2
$\frac{11}{12}$	Do.	Intermediate light-vessel ...	107·6	8·3
$\frac{12}{12}$ or full pilotage.	Do.	Lower Reef buoy	115·8	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 Hugidi 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	Rs.	18	0	0
(2) Vessels of over 3,000 tons gross	,,	31	8	0
(3) Vessels of over 5,000 tons gross	,,	54	0	0

* Came into force from the 1st March 1928, *vide* Government of Bengal Marine Department Notification No. 18-Marine dated the 27th February 1928 and were amended with effect from the 1st April 1932, *vide* Government of India, Commerce Department Notification No. 270—P-I., (10) 31 dated the 12th March 1932.

Appendix II.

Schedule A.—Wharf Toll.

	As.
1. (1) Animals :—	
Beasts of burden and wild animals ...	4 each.
Sheep, goats, calves 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 cocoanut shells ...	4 ,, 500
(6) Empties :—	
Barrels and casks	1 per 4
Buckets, canisters, cases, chests, drums, cast iron pans and similar small 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) Tea	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 (3)	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 20 cooly loads or one bullock cart load as equal to 1 ton, a two-wheeled buffalo 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 Chamber 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.

1. 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 baskets or less will constitute a stack.

2. 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.

3. On boats beached for repairs or other purposes on the hards opposite Seebpore College or elsewhere.—

   Bhurs ... ... Re. 1 per day per bhur.

   Boats ... ... Rs. 2 „ „ boat.

   Dinghees ... ... As. 8 per day per dinghee.

   Steamers, flats, 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 ... ... Re. 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 salved from the river ... ... Re. 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 8th.

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.			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 ...	20	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	Re. 1 0 0 per 40 c. ft.	...	...	5	0	0
River due	$\frac{3}{8}$ of landing charges	...	...	3	0	0
Differential toll	$\frac{3}{8}$ 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. Rs.	A.	P.
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″	...	949	11	0
Inward leadsmoney	...	16	0	0
Hospital dues 3 pies per ton nett	...	82	8	0
Inward night navigation fees ...	...	54	0	0
Port dues 4 annas per ton nett ...	...	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
„ Leadsmoney	16	0	0
„ Night navigation fees	54	0	0
TOTAL ...	12,279	0	0

THE COMMISSIONERS' DIGEST OF CHARGES.

DIGEST OF CHARGES ON IMPORT GOODS.

(N.B.—Charges under Section 1A have not been included.)

Schedule No.	Description of goods.	Basis of charge.	Charges recoverable on delivery challans.				Basis of charge.	Rent.			Removal.	Overside.		
								Jetties.		Docks.				
			Landing.	River Due.	Differential Toll.	Surcharge on River Due.		Per diem for first 3 days after free time.	Per diem thereafter.	Per diem after free time.		Basis of charge.	River Due.	Surcharge on overside River Due.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
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 3⅝	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
2	Sugar, Rice, Grain, Seeds, Sago flour and Tapioca flour ...	Per ton or part of a ton.	1 0 0	0 12 0	0 12 0*a*	...	...	Special rates.	Special rates.	...	0 12 0	Per ton or part of a ton.	1 4 0	...
3	Gold, Silver and Jewellery ...	Per pkg.	0 4 0	0 2 5	0 2 5	0 0 3⅝	...	...	...	...	...	Per pkg.	0 4 0	0 0 6
4	Animals not in cages ...	Each	2 0 0	1 3 2	1 3 2	0 2 4¾	...	...	...	...	...	Each	2 0 0	0 4 0
5	Horse-boxes	Do.	4 0 0	2 6 5	2 6 5	0 4 9½	Each	1 0 0	2 0 0	1 0 0	3 0 0	Do.	4 0 0	0 8 0
6	Motor cars and Aeroplanes not in cases	Per car or aeroplane.	10 0 0	15 0 0	...	1 14 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
7	Molasses in bulk	Per ton	0 12 0*b*	0 12 0	...	0 1 6	...	...	...	...	...	Per ton.	1 4 0	0 2 6
8	Petroleum not in bulk (*c*) ...	Do.	1 4 0*b*	0 0 1*d*	0 12 0	12½% of col. 4.	Per ton or part of a ton.	0 5 0*e*	0 10 0	0 5 0	0 15 0	Do.	0 0 1*d*	12½% of col. 13.
9	Ship's life-boats	Per boat.	4 0 0	4 0 0	...	0 8 0	Each	0 6 0	0 6 0	0 6 0	3 0 0	Per boat.	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 note (*i*)].	Per ton or part of a ton gross weight.	1 4 0	0 12 0	0 12 0	0 1 6 [See note (*ii*)].	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 (*ii*)].
11	Over 35 cwt. but not exceeding 30 tons.	Do.	3 12 0	0 12 0	0 12 0	0 1 6	Do.	0 15 0	1 14 0	0 15 0	2 13 0	Do.	1 4 0	0 2 6
12	Over 30 tons but not exceeding 100 tons.	Do.	10 0 0	0 12 0	0 12 0	0 1 6	Do.	0 15 0	1 14 0	0 15 0	7 8 0	Do.	1 4 0	0 2 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 2⅜	Per 40 c. ft. or part. thereof.	0 5 0 1 0 0†	0 10 0 2 0 0†	0 5 0 1 0 0†	0 12 0 ...	Per 40 c.ft or part thereof.	1 0 0	0 2 0
14	Over 100 c. ft. and up to 200 c. ft.	Do.	2 8 0	1 8 0	1 8 0	0 3 0	Do.	0 5 0 1 0 0†	1 4 0 2 0 0†	0 5 0 1 0 0†	1 14 0 ...	Do.	2 8 0	0 5 0
15	Over 200 c. ft.	Do.	3 12 0	2 4 0	2 4 0	0 4 6	Do.	0 5 0 1 0 0†	1 4 0 2 0 0†	0 5 0 1 0 0†	2 13 0 ...	Do.	3 12 0	0 7 6

NOTE (*i*)—At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning the landing and rent charges is 2 tons and not 35 cwts.

(*ii*) No surcharge is leviable on wheat and other cereals, pulses, flour, atta and bran.

(*a*) For exemptions see Section 2.

(*b*) As Wharfage. For petroleum and its products landing-charge is equivalent to wharfage and subject to a surcharge of 50 per cent.

(*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 3, Note III(*b*).

† If each package weighs over 35 cwts.

Digest of Charges on Export Goods.

(*N. B.*—Charges under Section 1A have not been included.)

Description of goods.	Basis of charge.	Shipping.	Unloading.	Shipment rent per week or part of a week.	Dock Removal.	Basis of charge.	River Due.	Surcharge.
1	2	3	4	5	6	7	8	9
		Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.		Rs. A. P.	Rs. A. P.
1. Coal	Per ton or part of a ton.	0 8 0	0 3 0	0 1 0*	0 6 0	Per ton or part of a ton	0 8 0‡ See note (*i*)	0 1 0
2. Cotton, Hemp, Jute and all fibres in bales.	Per bale ...	0 4 0*a*	0 1 4	0 1 0*b*	0 3 0†	Do.	1 4 0*c*	0 2 6
3. Grain and seeds excluding rice ...	Per ton or part of a ton.	0 8 0	0 2 8	Kantapukor rates of rent Section 27.	0 6 0	Do.	1 4 0	...
4. Hides and Skins	Per cwt. or part of a cwt	0 1 6	0 0 6	0 0 4½	0 1 1½	Do.	1 4 0	0 2 6
5. Manganese Ore, Chrome Ore and PeroxideOre shipped in bulk.	Per ton or part of a ton.	0 8 0	0 3 0	0 0 6*	0 3 0	Do.	0 10 0	...
6. Bauxite Ore	Do.	0 8 0	0 3 0	0 0 6*	0 2 0	Do.	0 8 0	0 1 0
7. Iron Ore	Do.	0 8 0	0 3 0	0 0 6*	0 3 0	Do.	0 4 0	0 0 6
8. All other Ores shipped in bulk ...	Do.	0 8 0	0 3 0	0 0 6*	0 6 0	Do.	1 4 0	0 2 6
9. Pig Iron and Scrap Iron ...	Do.	0 12 0	0 4 0	0 0 6*	0 9 0	Do.	1 0 0	0 2 0
10. Tea	Per 100 lbs.	0 1 0	0 0 4	0 0 3	0 0 9	Do.	1 4 0	...
11. Sheep and Goats (not in cages) ...	Per animal.	0 2 0	...	...	...	Per animal.	0 2 0	0 0 3
12. All other animals not in cages ...	Do.	2 0 0	...	...	...	Do.	2 0 0	0 4 0
13. All other goods on which freight is chargeable by weight and where 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	0 4 0	0 3 0	0 9 0	Per ton or part of a ton.	1 4 0*d*	0 2 6 [See note (*ii*)]
14. Over 35 cwt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks but not exceeding 30 tons.	Do.	3 12 0	1 4 0	0 15 0	2 13 0	Do.	1 4 0	0 2 6
15. Over 30 tons but not exceeding 100 tons.	Do.	10 0 0	3 5 4	2 8 0	7 8 0	Do.	1 4 0	0 2 6
16. All other goods on which freight is charged by measurement and where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 0-1-0 per package.	Per c. ft.	0 0 5	0 0 1⅜	0 0 1¼	0 0 3⅞	Per c. ft.	0 0 5	0 0 ⅜
17. Over 100 c. ft. and up to 200 c. ft. ...	Do.	0 1 0	0 0 4	0 0 3	0 0 9	Do.	0 1 0	0 0 1½
18. Over 200 c. ft.	Do.	0 1 6	0 0 6	0 0 4½	0 1 1½	Do.	0 1 6	0 0 2¼
19. Horse boxes	Each.	4 0 0	1 5 4	1 0 0	3 0 0	Each.	4 0 0	0 8 0
20. Motor cars or aeroplanes not in cases	Per car or aero plane.	10 0 0	...	2 8 0	...	Do.	15 0 0	1 14 0
21. Ship's life-boats	Each.	4 0 0	1 5 4	0 6 0*e*	3 0 0	Do.	4 0 0	0 8 0

NOTE (*i*).—A rebate of 50% of River Due is allowed on export coal in respect of which a certificate of shipment has been granted by the Coal Grading Board. Such coal is also exempt from surcharge.

(*ii*).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

(*a*) Rebate on baled jute, 1 anna 6 pies per bale, and on other fibres, 2 annas per bale.

(*b*) Cotton stored in the open at owner's risk 0 0-6 pies per bale per month or part of a month on the maximum stock held during the month.

(*c*) 0-5-0 per bale for jute.

(*d*) One pie per gallon for petroleum; Surcharge 12½% of River Due.

(*e*) Per day.

* Per month or part of a month payable on the maximum stock held during the month.

† 0-1-6 per bale for jute.

‡ River Due on Bunker coal 0-6-0 per ton; Surcharge 0-0-9 per ton.

TONNAGE SCALE FOR PILOTS, 1935.

The following procedure will be followed from midnight of the 21st July 1935 as regards the appointments of Pilots for draft and tonnage of vessels as a temporary measure.

Branch Pilot ...	... 5,351 tons and over	any draft.
Master Pilot ...	... 5,001 to 5,350 tons	Do.
Senior Mate ...	... 4,001 to 5,000 „	26'-6"
Junior Mate up to	... 4,000 tons	25'-0"

From 31st October 1935.

Branch Pilot ...	... 5,351 tons and over	any draft.
Master Pilot ...	... 5,126 to 5,350 tons	Do.
Senior Mate Pilot	... 4,251 to 5,125 „	26'-6"
Junior Mate Pilot	... 4,250 tons	25'-0"
Junior mate (under one year's service) ...	... 4,250 tons	22'-6"

STRENGTH OF THE BENGAL PILOT SERVICE, 1935.

Pilots	44
Leadsmen	11
	55

THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port.

Year.	Sailing Vessels.			Steamers.			
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Passed through the Suez Canal.	Gross Tonnage.	Average Tonnage.
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	4,195·41
1915 ...	1	375	375	1,233	250	5,256,585	4,263·24
1916 ...	2	4,015	2,007·5	1,124	Not obtainable	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	3,522,836	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	359	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
1935 ...	...	...	...	1,192	315	6,713,334	5,631·15

EXCHANGE, PRECIOUS METALS, &C.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935.

Date of Mail.	Telegraphic Transfers. (Selling rate).	Demand Drafts. (Selling rate).	Credits, four months. (Buying rate).	Credits, six months. (Buying rate).	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England, rate of discount.	Government Securities, 3½ per cent.	Government Securities, 3 per cent.
1935.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	Per cent.	Rs.	Rs.
3rd Jan.	1 $6\frac{1}{16}$	1 $6\frac{1}{16}$	1 $6\frac{1}{16}$	1 $6\frac{5}{32}$	1 $6\frac{9}{16}$	1 $6\frac{9}{32}$	$24\frac{5}{8}$	$3\frac{1}{2}$	2	$98\frac{1}{4}$	88-12-0
10th „	1 $6\frac{1}{16}$	1 $6\frac{1}{16}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{9}{16}$	1 $6\frac{9}{32}$	$24\frac{1}{16}$	$3\frac{1}{2}$	2	$98\frac{1}{16}$	89-4-0
17th „	1 $6\frac{3}{32}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{9}{16}$	1 $6\frac{1}{4}$	$24\frac{9}{16}$	$3\frac{1}{2}$	2	$97\frac{15}{16}$	89-8-0
24th „	1 $6\frac{3}{32}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{1}{4}$	1 $6\frac{5}{32}$	$24\frac{5}{8}$	$3\frac{1}{2}$	2	$98\frac{7}{16}$	90-0-0
31st „	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{3}{32}$	1 $6\frac{1}{4}$	1 $6\frac{5}{32}$	$24\frac{9}{16}$	$3\frac{1}{2}$	2	$98\frac{1}{16}$	90-0-0
7th Feb.	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{3}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	$24\frac{9}{16}$	$3\frac{1}{2}$	2	$98\frac{1}{16}$	90-0-0
14th „	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{1}{4}$	1 $6\frac{9}{32}$	1 $6\frac{1}{4}$	1 $6\frac{9}{32}$	$24\frac{7}{16}$	$3\frac{1}{2}$	2	97	90-0-0
21st „	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{1}{4}$	1 $6\frac{9}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	$25\frac{1}{8}$	$3\frac{1}{2}$	2	$97\frac{1}{2}$	90-0-0
28th „	1 $6\frac{1}{8}$	1 $6\frac{1}{8}$	1 $6\frac{1}{4}$	1 $6\frac{3}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	$25\frac{3}{8}$	$3\frac{1}{2}$	2	$97\frac{1}{4}$	89-10-0
7th Mar.	1 $6\frac{3}{16}$	1 $6\frac{3}{16}$	1 $6\frac{3}{32}$	1 $6\frac{1}{4}$	1 $6\frac{3}{16}$	1 $6\frac{9}{16}$	$26\frac{1}{4}$	$3\frac{1}{2}$	2	$96\frac{1}{16}$	89-0-0
14th „	1 $6\frac{3}{16}$	1 $6\frac{3}{16}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{11}{16}$	$26\frac{1}{4}$	$3\frac{1}{2}$	2	$96\frac{1}{2}$	88-8-0
21st „	1 $6\frac{3}{16}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{11}{16}$	$27\frac{1}{16}$	$3\frac{1}{2}$	2	$96\frac{1}{2}$	88-0-0
28th „	1 $6\frac{3}{16}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{11}{16}$	$27\frac{1}{8}$	$3\frac{1}{2}$	2	$96\frac{1}{2}$	88-0-0
4th April	1 $6\frac{3}{16}$	1 $6\frac{7}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{13}{16}$	$28\frac{1}{16}$	$3\frac{1}{2}$	2	91	80-0-0
11th „	1 $6\frac{3}{32}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{13}{16}$	$28\frac{13}{16}$	$3\frac{1}{2}$	2	$91\frac{1}{16}$	81-0-0N.
18th „	1 $6\frac{3}{32}$	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{1}{4}$	1 $6\frac{7}{32}$	1 $6\frac{13}{16}$	$30\frac{3}{8}$	$3\frac{1}{2}$	2	$91\frac{1}{16}$	82-0-0N.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935.—(*Contd.*)

Date of Mail.	Telegraphic Transfers. (Selling rate).	Demand Drafts. (Selling rate).	Credites, four months. (Buying rates).	Credits, six months. (Buying rate).	Documents for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England, rate of discount.	Government Securities, 3½ per cent.	Government Securities, 3 per cent.
1935.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
25th April	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6 3/16	1 6 9/16	32 11/16	3½	2	92½	83-0-0N.
2nd May	1 6 3/8	1 6 3/8	1 6 7/32	1 6¼	1 6 7/16	1 6 7/8	34½	3½	2	92¾	85-0-0N.
9th ,,	1 6 3/8	1 6 3/8	1 6 7/32	1 6¼	1 6¼	1 6 21/32	32 13/16	3½	2	93¾	85-0-0N.
16th ,,	1 6 3/8	1 6 3/8	1 6 7/32	1 6¼	1 6 5/32	1 6 7/8	35¼	3½	2	94	85-8-0
23rd ,,	1 6 3/8	1 6 3/32	1 6 7/32	1 6¼	1 6¼	1 6 7/32	34 11/16	3½	2	94⅞	86-0-0
30th ,,	1 6 3/32	1 6 3/8	1 6 7/8	1 6¼	1 6¼	1 6 5/32	32 11/16	3½	2	93¾	86-0-0
6th June	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6¼	1 6 7/32	33 7/16	3½	2	94 13/16	86-0-0
13th ,,	1 6 5/32	1 6 3/32	1 6 7/32	1 6¼	1 6¼	1 6 7/32	32 11/16	3½	2	94 7/16	86-0-0
20th ,,	1 6 3/32	1 6 3/32	1 6 7/8	1 6¼	1 6¼	1 6 7/8	32 9/16	3½	2	94 13/16	86-0-0
27th ,,	1 6 3/32	1 6 3/8	1 6 7/8	1 6¼	1 6¼	1 6 5/32	31	3½	2	94½	86-0-0
4th July	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6 7/32	1 6 7/32	31	3½	2	95 3/16	86 4-0
11th ,,	1 6 3/32	1 6 3/32	1 6 3/32	1 6¼	1 6 7/32	1 6 7/16	31 9/16	3½	2	95 5/16	86-4-0
18th ,,	1 6 3/8	1 6 3/8	1 6 5/8	1 6¼	1 6 5/16	1 6 7/16	30 13/16	3½	2	95⅝	86-4-0
25th ,,	1 6 3/32	1 6 3/8	1 6 7/16	1 6¼	1 6 5/32	1 6 7/16	30 15/16	3½	2	94¾	86-4-0
1st Aug.	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6 7/16	1 6 7/16	30 13/16	3½	2	94 27/32	86-7-0
8th ,,	1 6 3/16	1 6 3/32	1 6 7/32	1 6¼	1 6 7/32	1 6 7/8	30 15/16	3½	2	94 15/16	86-12-0
15th ,,	1 6 3/32	1 6 3/32	1 6 3/32	1 6¼	1 6 7/8	1 6 9/16	29 7/8	3½	2	94 15/16	86-14-0
22nd ,,	1 6 3/32	1 6 3/32	1 6 7/32	1 6¼	1 6 5/32	1 6 9/16	29	3½	2	89	84-0-0N.

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935.—(*Concld.*)

Date of Mail.	Telegraphic Transfers. (Selling rate).	Demand Drafts. (Selling rate).	Credites, four months. (Buying rate).	Credites, six months. (Buying rate).	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England rate of discount.	Government Securities, 3½ per cent.	Government Securities 3 per cent.
1935	s. d	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
29th Aug.	1 6 3/32	1 6 3/32	1 6 7/32	1 6¼	1 6¼	1 6 7/32	29	3½	2	88 5/16	82-0-0
5th Sept.	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6¼	1 6 7/8	29½	3½	2	89	81-8-0
12th ,,	1 6 3/32	1 6 3/8	1 6 7/32	1 6¼	1 6¼	1 6 7/32	29 7/16	3½	2	89 5/16	81-4-0
19th ,,	1 6 3/32	1 6 3/32	1 6 7/32	1 6¼	1 6¼	1 6 7/32	29 7/16	3½	2	88 13/16	81-12-0
26th ,,	1 6 3/32	1 6 3/32	1 6 3/16	1 6¼	1 6¼	1 6 7/8	29 7/16	3½	2	89⅜	80-8-0
3rd Oct.	1 6 3/32	1 6 3/32	1 6 7/16	1 6¼	1 6¼	1 6 7/32	29⅜	3½	2	88¾	80-12-0
10th ,,	1 6 3/32	1 6 3/8	1 6¼	1 6¼	1 6 9/16	...	...	29⅜	3½	2	... ...
17th ,,	1 6 3/32	1 6 3/8	1 6¼	1 6¼	1 6 9/16	1 6¼	1 6 7/8	29⅜	3½	2	89½ 81-4-0
24th ,,	1 6 3/32	1 6 3/32	1 6¼	1 6¼	1 6 9/16	1 6¼	1 6 7/8	29 5/16	3½	2	91 3/16 82-12-0N
31st ,,	1 6 3/32	1 6 3/32	1 6¼	1 6¼	1 6 9/32	1 6¼	1 6 7/32	29 1/16	3½	2	92 11/16 82-8-0
7th Nov.	1 6 3/32	1 6 3/32	1 6¼	1 6¼	1 6 9/32	1 6¼	1 6 7/8	29 3/16	3½	2	94 83 8-0
14th ,,	1 6 3/32	1 6 3/32	1 6¼	1 6¼	1 6 9/32	1 6¼	1 6 7/32	29 5/16	3½	2	94 1/32 84-0-0
21st ,,	1 6 3/32	1 6 3/32	1 6¼	1 6¼	1 6¼	1 5¾	1 6 7/32	29 1/16	3½	2	95⅜ 85-4-0
28th ,,	1 6 3/32	1 6 3/32	1 6 7/32	1 6¼	1 6¼	1 6¼	1 6 7/32	29 3/16	3½	2	96¾ 85-8-0
4th Dec.	1 6 3/32	1 6 3/8	1 6 9/32	1 6¼	1 6 9/32	1 6 3/32	1 6 3/16	29 5/16	3½	2	96½ 85-14-0
12th ,,	1 6 3/32	1 6 3/32	1 6 5/8	1 6¼	1 6¼	1 6 7/16	1 6 5/16	27½	3½	2	96 1/16 86-0-0
19th ,,	1 6 3/32	1 6 3/32	1 6 7/32	1 6¼	1 6 7/32	1 6 7/32	1 6 5/16	23	3½	2	96 1/16 86-6-0
26th ,,	H	O	L	I	D	A	Y.				

Purchase of Sterling by Reserve Bank of India from 1st April 1935 to 31st December 1935 at the centres noted below :—

	£
Calcutta	8,284,500
Bombay	10,171,000
Madras	2,479,000
Karachi	1,131,000
Delhi	30,000
Rangoon	1,283,500
TOTAL ...	23,385,000

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1934.

Date of Mail.	Telegraphic Transfers, (Selling rate).	Demand Drafts. (Selling rate).	Credits, four months. (Buying rate).	Credits, six months. (Buying rate).	Document for payment, three months.	Document for acceptances, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England rate of discount.	Government Securities, 3 per cent.	Government Securities, 3 per cent.
1934.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
4th Jan.	1 6 3/32	1 6 3/32	1 6 5/32	1 6 7/32	1 6 5/8	1 6 5/8	19 15/16	3½	2	82 15/16	71-0-0
11th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 7/16	1 6 5/32	19½	3½	2	83 9/16	71-2-0
18th „	H	O	L	I	D	A	Y.				
25th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 7/16	1 6 5/32	19½	3½	2	83 9/16	71-12-0
1st Feb.	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 5/16	1 6 7/32	19½	3½	2	83 11/16	71-13-0
8th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 5/16	1 6 7/32	19 13/16	3½	2	85 3/16	73-3-0
15th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 5/16	1 6 7/32	20 1/16	3½	2	85	72-14-0
22nd „	1 6 7/16	1 6 7/16	1 6 7/32	1 6 3/8	1 6 7/16	1 6 5/32	20 3/8	3½	2	85 7/16	73-2-0
1st Mar.	H	O	L	I	D	A	Y.				
8th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 7/16	1 6 7/16	20 3/8	3½	2	87 5/8	74-11-0
15th „	1 6 7/16	1 6 7/16	1 6 7/32	1 6¼	1 6 5/16	1 6 7/16	20 5/8	3½	2	87 7/8	74-13-0
22nd „	1 6 7/16	1 6 7/16	1 6 7/16	1 6 5/32	1 6 5/16	1 6 7/16	19 31/32	3½	2	88 1/8	75-13-0
29th „	1 6 7/16	1 6 7/16	1 6 7/16	1 6 3/16	1 6 5/32	1 6 3/16	19 7/8	3½	2	88 3/8	75-11-0
5th April	1 6 7/16	1 6 7/16	1 6 7/16	1 6¼	1 6 5/32	1 6 3/8	19 7/8	3½	2	89 5/8	76-11-0
12th „	1 6 9/16	1 6 9/16	1 6 7/16	1 6 5/32	1 6 3/8	1 6 3/8	20 1/8	3½	2	89 11/16	76-4-0
19th „	1 6 9/16	1 6 7/16	1 6 7/16	1 6 5/32	1 6 5/16	1 6 7/16	20 3/16	3½	2	89 9/16	76-1-0
26th „	1 6 7/16	1 6 7/16	1 6 7/16	1 6 3/8	1 6 5/32	1 6 5/16	18 1/8	3½	2	89 5/8	76-4-0
3rd May	1 6 7/16	1 6 7/16	1 6 7/16	1 6 5/32	1 6 7/32	1 6 7/16	18 11/16	3½	2	89 7/16	75-14-0
10th „	1 6 3/8	1 6 3/8	1 6 7/16	1 6 7/32	1 6 15/16	1 6 5/32	19 3/16	3½	2	89 3/8	76-3-0

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1934.—(*Contd.*)

Date of Mail.	Telegraphic Transfers (Selling rate).	Demand Drafts. (Selling rate).	Credits, four months. (Buying rate).	Credits, six months. (Buying rate).	Document for payment, three months.	Document for acceptances, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England rate of discount.	Government Securities, 3½ per cent.	Government Securities, 3 per cent.
1934.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
12th May	1 6	1 6	1 6 9/16	1 6 1/32	1 6 7/16	1 6 5/16	19 3/8	3½	2	89 1/4	76-8-0
24th „	1 6	1 6	1 6 1/8	1 6 5/32	1 6 5/16	1 6 5/16	19 11/16	3½	2	89 1/4	76-5-0
31st „	1 6	1 6	1 6 1/8	1 6 5/32	1 6 1/8	1 6 3/32	19 9/16	3½	2	88 11/16	76-3-0
5th June	1 6	1 6	1 6 1/8	1 6 5/32	1 6 5/32	1 6 1/8	19 11/16	3½	2	88 3/4	75-15-0
12th „	1 6	1 6	1 6 5/32	1 6 5/32 (to 5/16)	1 6 5/32	1 6 1/8	19 15/16	3½	2	87 15/16	75-9-0
21st „	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/16	1 6 3/16	1 6 3/16	19 7/8	3½	2	87 5/16	74-15-0
5th „	1 6 3/16	1 6 3/16	1 6 5/32	1 6 3/32	1 6 3/32	1 6 1/8	20 5/16	3½	2	88 1/16	75-15-0
4th July	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	1 6 3/32	20 11/16	3½	2	88 3/8	75-12-0
12th „	1 6 3/16	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 1/8	20 13/16	3½	2	89 3/16	76-12-0
19th „	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	1 6 1/8	20 9/16	3½	2	89 1/2	76-10-0
26th „	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	1 6 3/32	20 1/4	3½	2	89 1/2	76-12-0
2nd Aug.	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	1 6 1/8	20 7/16	3½	2	89 1/8	76-5-0
9th „	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	1 6 3/32	20 13/16	3½	2	89 1/2	76-11-0
16th „	1 6 3/16	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	21 3/8	3½	2	89 9/16	76-12-0
23rd „	1 6 3/16	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 5/32	21 5/16	3½	2	90 5/8	77-10-0
30th „	1 6 3/16	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 1/8	21 9/16	3½	2	90 11/16	77-13-0
6th Sept.	1 6 3/16	1 6 3/16	1 6 3/16	1 6 3/32	1 6 3/32	1 6 3/32	21 11/16	3½	2	90 15/16	77-15-0

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1934.—(*Concld.*)

Date of Mail.	Telegraphic Transfer. (Selling rate.)	Demand Drafts. (Selling rate.)	Credits, four months. (Buying rate)	Credits, six months. (Buying rate)	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England rate of discount.	Government Securities, 3½ per cent.	Government Securities, 4½ per cent.
1934.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
13th Sept.	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	1 $6\frac{7}{32}$	1 $6\frac{5}{32}$	$21\frac{13}{16}$	$3\frac{1}{2}$	2	$90\frac{1}{32}$	79-80
20th ,,	1 $6\frac{1}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{3}{32}$	$21\frac{13}{16}$	$3\frac{1}{2}$	2	$91\frac{3}{16}$	79-80
27th ,,	1 $6\frac{1}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{3}{8}$	1 $6\frac{3}{16}$	1 $6\frac{3}{32}$	$22\frac{1}{16}$	$3\frac{1}{2}$	2	$91\frac{13}{16}$	80-84
4th Oct.	1 $6\frac{1}{32}$	1 $6\frac{1}{32}$	1 $6\frac{5}{16}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{3}{32}$	$22\frac{3}{8}$	$3\frac{1}{2}$	2	$91\frac{3}{8}$	80-85
11th ,,	1 $6\frac{1}{32}$	1 $6\frac{1}{32}$	1 $6\frac{7}{16}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	$23\frac{3}{8}$	$3\frac{1}{2}$	2	$91\frac{3}{8}$	86-40
18th ,,	H	O	L	I	D	A	Y.				
25th ,,	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	$23\frac{3}{8}$	$3\frac{1}{2}$	2	$91\frac{13}{16}$	83-86
1st Nov.	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{5}{8}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	1 $6\frac{1}{8}$	$23\frac{3}{8}$	$3\frac{1}{2}$	2	$91\frac{13}{16}$	83-86
8th ,,	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{5}{8}$	1 $6\frac{7}{16}$	1 $6\frac{5}{32}$	1 $6\frac{1}{8}$	$23\frac{7}{32}$	$3\frac{1}{2}$	2	$91\frac{13}{16}$	83-84
15th ,,	H	O	L	I	D	A	Y.				
22nd ,,	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{5}{8}$	1 $6\frac{7}{16}$	1 $6\frac{3}{32}$	1 $6\frac{1}{8}$	$24\frac{1}{16}$	$3\frac{1}{2}$	2	95	86-44
29th ,,	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{32}$	1 $6\frac{7}{16}$	1 $6\frac{3}{16}$	1 $6\frac{1}{8}$	$24\frac{1}{8}$	$3\frac{1}{2}$	2	$94\frac{7}{8}$	86-88
6th Dec.	1 $6\frac{3}{32}$	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{32}$	1 $6\frac{1}{8}$	$24\frac{1}{8}$	$3\frac{1}{2}$	2	96	87-14
13th ,,	1 $6\frac{3}{32}$	1 $6\frac{7}{32}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{3}{16}$	1 $6\frac{1}{8}$	$24\frac{1}{16}$	$3\frac{1}{2}$	2	$97\frac{1}{16}$	88-14
20th ,,	1 $6\frac{3}{32}$ to $\frac{1}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{5}{16}$	$24\frac{1}{16}$	$3\frac{1}{2}$	2	$97\frac{1}{8}$	87-14
27th ,,	1 $6\frac{1}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{7}{32}$	1 $6\frac{7}{16}$	1 $6\frac{7}{32}$	$23\frac{13}{16}$	$3\frac{1}{2}$	2	...	...

TOTAL AMOUNT OF STERLING PURCHASED IN INDIA DURING THE YEAR 1934.

	£	Rs.
In Calcutta	... 17,630,000	23,41,50,225
,, Bombay (including Karachi) ...	... 22,083,000	29,32,58,287
,, Madras	... 4,541,000	6,03,26,492
,, Rangoon	... 3,175,000	4,21,79,737
Total	.. 47,429,000	62,99,14,741

Comparative Statement of the Prices of Rupee Paper ruling in each month in London, Calcutta and Bombay from 1933 to 1935.

Months.	Highest and Lowest.	London 3½%. 1933.	London 3½%. 1934.	London 3½%. 1935.	Calcutta 3½%. 1933.	Calcutta 3½%. 1934.	Calcutta 3½%. 1935.	Bombay 3½%. 1933.	Bombay 3½%. 1934.	Bombay 3½%. 1935.
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January ...	Highest...	58	$61\frac{1}{2}$	$72\frac{1}{2}$	$80\frac{1}{2}$	$83\frac{13}{16}$	$98\frac{3}{8}$	81	$83\frac{15}{16}$	$98\frac{13}{16}$
	Lowest ...	54	61	$71\frac{1}{8}$	$74\frac{11}{16}$	$82\frac{5}{8}$	$97\frac{1}{8}$	$74\frac{1}{2}$	$82\frac{7}{16}$	$97\frac{3}{8}$
February ...	Highest...	61	$63\frac{1}{2}$	$72\frac{1}{2}$	$83\frac{7}{16}$	$86\frac{11}{16}$	$98\frac{1}{8}$	$83\frac{3}{8}$	$86\frac{3}{8}$	$98\frac{3}{8}$
	Lowest ...	58	$61\frac{1}{2}$	$71\frac{1}{2}$	$80\frac{13}{16}$	$84\frac{7}{16}$	$96\frac{3}{8}$	$80\frac{1}{2}$	$83\frac{13}{16}$	$96\frac{3}{8}$
March ...	Highest...	63	$65\frac{1}{2}$	$71\frac{1}{2}$	$88\frac{7}{16}$	$88\frac{11}{16}$	$97\frac{3}{8}$	$87\frac{1}{8}$	88	$97\frac{1}{16}$
	Lowest ...	61	$63\frac{1}{2}$	69	$81\frac{7}{16}$	$86\frac{15}{16}$	90	$81\frac{7}{16}$	$86\frac{11}{16}$	90
April ...	Highest...	64	66	$69\frac{1}{2}$	$88\frac{3}{8}$	$89\frac{1}{8}$	$94\frac{3}{8}$	$89\frac{1}{8}$	$89\frac{7}{16}$	94
	Lowest ...	64	$65\frac{1}{2}$	67	$86\frac{3}{8}$	$87\frac{7}{16}$	88	$86\frac{3}{8}$	$87\frac{11}{16}$	$88\frac{13}{16}$
May ...	Highest...	64	66	70	88	$89\frac{7}{16}$	$95\frac{1}{2}$	$88\frac{7}{16}$	$89\frac{7}{16}$	$95\frac{7}{16}$
	Lowest ...	60	$65\frac{1}{2}$	69	$70\frac{1}{2}$	$87\frac{13}{16}$	$92\frac{3}{8}$	$70\frac{1}{2}$	$88\frac{1}{8}$	$92\frac{1}{8}$
June ...	Highest...	60	66	70	$81\frac{1}{2}$	$88\frac{3}{8}$	$95\frac{1}{8}$	$81\frac{7}{16}$	$88\frac{3}{8}$	95
	Lowest ...	$59\frac{1}{2}$	65	70	$79\frac{7}{16}$	$87\frac{1}{2}$	$94\frac{7}{16}$	$79\frac{1}{2}$	$87\frac{1}{4}$	94
July ...	Highest...	62	66	$70\frac{1}{2}$	$85\frac{7}{16}$	$89\frac{7}{16}$	$95\frac{1}{2}$	$86\frac{1}{8}$	$89\frac{3}{8}$	$95\frac{7}{16}$
	Lowest ...	$59\frac{1}{2}$	65	$70\frac{1}{2}$	$81\frac{3}{8}$	$88\frac{1}{2}$	$94\frac{3}{8}$	$80\frac{3}{8}$	$88\frac{7}{16}$	$94\frac{3}{8}$
August ...	Highest...	62	67	$70\frac{1}{2}$	$85\frac{3}{8}$	$90\frac{1}{8}$	$95\frac{1}{4}$	$85\frac{7}{8}$	$90\frac{13}{16}$	$95\frac{7}{16}$
	Lowest ...	62	66	$66\frac{1}{2}$	$84\frac{1}{2}$	$88\frac{7}{8}$	$88\frac{7}{16}$	$84\frac{7}{16}$	89	$88\frac{7}{16}$
September	Highest...	62	68	$67\frac{1}{2}$	$85\frac{11}{16}$	$91\frac{13}{16}$	$90\frac{3}{8}$	$85\frac{7}{8}$	92	$90\frac{3}{8}$
	Lowest ...	$61\frac{1}{2}$	$67\frac{1}{2}$	66	$83\frac{3}{8}$	$90\frac{3}{8}$	$87\frac{13}{16}$	$83\frac{3}{8}$	$90\frac{1}{8}$	88
October ...	Highest...	$61\frac{1}{2}$	68	68	$83\frac{3}{8}$	$91\frac{15}{16}$	$93\frac{7}{16}$	$83\frac{13}{16}$	$92\frac{7}{16}$	$93\frac{1}{2}$
	Lowest ...	61	68	66	$81\frac{13}{16}$	$91\frac{7}{16}$	$88\frac{3}{8}$	$82\frac{3}{8}$	$91\frac{7}{16}$	$87\frac{3}{8}$
November	Highest...	61	70	$71\frac{1}{2}$	$83\frac{3}{8}$	$95\frac{11}{16}$	$96\frac{3}{8}$	$83\frac{7}{8}$	$95\frac{11}{16}$	$96\frac{13}{16}$
	Lowest ...	60	68	$68\frac{1}{2}$	$81\frac{1}{2}$	$91\frac{1}{2}$	$93\frac{7}{16}$	$81\frac{3}{8}$	$91\frac{1}{2}$	$93\frac{15}{16}$
December	Highest...	60	$71\frac{1}{2}$	$71\frac{1}{2}$	$82\frac{1}{2}$	$98\frac{1}{2}$	$96\frac{13}{16}$	$82\frac{5}{8}$	$98\frac{1}{4}$	$96\frac{7}{8}$
	Lowest ...	60	70	$71\frac{1}{2}$	$80\frac{13}{16}$	$95\frac{3}{8}$	$95\frac{7}{16}$	$80\frac{5}{8}$	$95\frac{13}{16}$	$95\frac{3}{8}$
During the year	Highest...	64	$71\frac{1}{2}$	$72\frac{1}{2}$	$88\frac{3}{8}$	$98\frac{1}{2}$	$98\frac{3}{8}$	$89\frac{1}{8}$	$98\frac{1}{4}$	$98\frac{3}{8}$
	Lowest ...	54	61	66	$74\frac{11}{16}$	$82\frac{3}{8}$	$87\frac{13}{16}$	$74\frac{1}{2}$	$82\frac{7}{16}$	$87\frac{3}{8}$

GOVERNMENT OF INDIA LOANS.

(A) RUPEE LOANS.

Amount outstanding.	Interest per cent.	Year of Issue.	Repayable at Government option.	Market quotation on 22nd August 1936.	Interest due.
Rs.				Rs.	
Non-Terminable Loans.					
3,16,06,000	3	1896-97	3 months' notice.	90¼	Jan. 22 & July 22
23,77,77,000	3½	1842-43		99 7/16	Feb. 1 & Aug. 1
21,24,73,000	3½	1854-55		99 3/16	June 30 & Dec. 31
6,41,000	3½	Do.		99 3/16	Do. do.
37,84,04,000	3½	Coupon (a) 1865 Reduced		99 3/16	May 1 & Nov. 1
2,76,43,000	3½	1879		99 3/16	Jan. 16 & July 16
36,33,42,000	3½	1900-01		99 7/16	June 30 & Dec. 31
Terminable Loans.					
New Loan	2¾	1936	1948-52	100 11/32	.....
15,12,85,000	3	1935	1951-54	104	Mar. 15 & Sept. 15
10,67,32,000	3	1934	1941	104¼	March & Sept.
55,94,37,000	3½	1933	1947-50	108 3/16	May 15 & Nov. 15
63,30,26,000	4	1926	1960-70	115 3/16	Mar. 15 & Sept. 15
14,97,18,000	4	1933	1943	111¼	Feb. 1 & Aug. 1
9,05,70,000	4½	1928	1955-60	110¾	Mar. 15 & Sept. 15
27,78,12,000	5	1929	1939-44	108¾	Jan. 15 & July 15
25,18,48,000	5	1932	1940-43	111¾	April 1 & Oct. 1
56,74,94,000	5	1919	1945-55	120¼ ¾	April 15 & Oct. 15
19,15,90,000	5½	1932	1938-40	107¾	April 1 & Oct. 1

(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 22nd August 1936.	Interest due.
£				£	
11,539,986	2½	.....	One year's notice.	85½	.....
77,024,185	3	.....	.....	87½	.....
88,067,884	3½	.....	.....	99¾	Jan. 5 & April 5
37,500,000	4½	1927	1958-68	118½	.....
19,852,418	4½	1922	1950-55	116½	May 15 & Nov. 15
16,858,059	5½	1931	1936-38	.....	Jan. 15 & July 15
10,000,000	5	1932	1942-47	115	June 15 & Dec. 15
12,000,000	4	1933	1948-53	110½	Do. do.
10,000,000	3½	1933	1954-59	107¾	Do. do.
10,000,000	3	1935	1949-52	101¾	Feb. 1 to Aug. 15

Total Amount of Registered Debt in India and England; the Net Amount borrowed and paid off; the Cash Balances on the last day of each year, and the interest payable annually in India and England during 30 years from 1915-16 to 1934-35.

REGISTERED DEBT.

Year.	+NET AMOUNT BORROWED, -NET AMOUNT PAID OFF. In India.	In England.	TOTAL REGISTERED DEBT. In India.	In England.	CASH BALANCES ON THE LAST DAY OF EACH YEAR. In India.	In England.	INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND. In India.	In England.
	Rs.*	£	Rs.*	£	Rs.*	£	Rs.*	£
1915-16 ...	+4,993,250	-1,018,329	125,459,770	175,171,329	18,234,084	12,863,318	5,402,800	5,803,359
1916-17 ...	+7,400,537	-1,667,105	132,860,307	174,144,724	22,320,234	11,201,993	5,475,373	5,447,461
1917-18 ...	+7,218,573	-62,852,851	170,078,879	236,057,875	22,897,760	16,625,416	5,135,819	8,837,162
1918-19 ...	+25,858,470	-34,429,095	199,065,849	209,628,570	25,050,387	14,715,857	8,003,356	7,130,059
1919-20 ...	+20,950,749	-3,977,489	219,946,598	192,631,081	26,475,996	11,697,393	9,059,995	6,632,195
1920-21 ...	+37,600,738	-1,390,835	257,136,884	191,329,246	13,833,606	7,209,832	11,311,439	6,990,145
1921-22(a) ...	+24,852,869	+15,784,313	417,040,015	205,113,561	25,601,317	8,602,832	19,051,748(b)	7,478,818
1922-23 ...	-5,838,990	+37,817,026	411,871,025	242,931,407	25,858,042	9,831,969	17,005,331(b)	9,133,671
1923-24 ...	-483,114	+21,169,153	410,482,911	263,380,652	31,136,229	10,384,247	20,105,277(b)	9,957,328
1924-25 ...	+5,444,208	+17,144,392	409,627,119	341,040,439	31,726,016	13,146,835	20,301,887(b)	12,850,478
1925-26 ...	-3,057,778	+1,159,055	417,209,341	342,199,485	25,148,934	15,046,206	20,902,697(b)	10,625,188
1926-27 ...	-2,625,316	-8,115,622	415,911,125	339,686,453	27,877,507	3,259,498	19,875,054(b)	10,577,137
1927-28 ...	-4,137,133	+5,200,066	411,773,992	344,555,510	29,161,009	5,661,525	19,609,877(b)	10,515,625
1928-29 ...	+22,110,103	+8,295,996	433,884,095	353,391,512	9,264,019	5,846,550	20,586,819(b)	13,182,097
1929-30 ...	+8,148,938	+10,230,265	470,301,700	363,612,859	25,252,368	6,826,826	21,230,640(b)	13,109,259
1930-31 ...	+26,877,701	+24,287,294	478,508,584	387,899,575	17,283,275	5,652,284	21,899,214(b)	12,238,943
1931-32 ...	+20,576,484	-8,364,744	499,385,038	379,535,131	12,691,074	15,564,942	23,766,037(b)	14,341,850
1932-33 ...	-20,230,760	-910,138	508,462,388	378,119,842	14,893,901	9,894,092	23,469,039(b)	14,719,658
1933-34 ...	+15,794,520	+4,993,860	494,688,017	383,084,753	15,652,258	15,652,258	20,675,216(b)	13,531,487
1934-35 ...	-2,917,282	+602,572	492,650,755	383,687,013	16,185,119	16,785,479	20,424,250(b)	12,331,433

(a) From 1921-22 the figures are for Public Debt and include those for Railway Debt.
(b) Excludes Rs. 6,000 each in Central and Rs. 3,000 each in Provincial Registered Debt.
(c) Excludes Rs. 65,000 each in Central and in N. W. F. Province.

*In terms of Rupees.
(1) Amount of interest until during the year.
(2) Amount of interest paid during the year.
(3) Amount of interest payable during the year.
(4) Amount of interest payable during the year.
(5) Amount of interest payable during the year.
(6) Amount of interest payable during the year.
(7) Amount of interest payable during the year.
(8) Amount of interest payable during the year.
(9) Amount of interest payable during the year.
(10) Amount of interest payable during the year.
(11) Amount of interest payable during the year.
(12) Amount of interest payable during the year.
(13) Amount of interest payable during the year.
(14) Amount of interest payable during the year.
(15) Amount of interest payable during the year.
(16) Amount of interest payable during the year.
(17) Amount of interest payable during the year.
(18) Amount of interest payable during the year.
(19) Amount of interest payable during the year.
(20) Amount of interest payable during the year.
(21) Amount of interest payable during the year.
(22) Amount of interest payable during the year.
(23) Amount of interest payable during the year.
(24) Amount of interest payable during the year.
(25) Amount of interest payable during the year.
(26) Amount of interest payable during the year.
(27) Amount of interest payable during the year.
(28) Amount of interest payable during the year.
(29) Amount of interest payable during the year.
(30) Amount of interest payable during the year.

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.'s sold in London.		Sterling purchased in India.		Total.		Average Rate.	
		Rs.	Sums received in respect of bills drawn £	£	Amount paid Rs.	Rs.	£	Council Bills.	Sterling purchases
								s. d.	s. d.
April	1934 ...	...	...	5,632,000	6,68,38,000	6,68,38,000	5,632,000	...	1 0·03
May	,, ..	...	...	2,350,000	3,12,26,000	3,12,26,000	2,350,000	...	1 0·03
June	,, ..	...	...	430,000	57,13,000	57,13,000	430,000	...	1 0·03
July	,, ..	...	...	1,050,000	1,39,51,000	1,39,51,000	1,050,000	...	1 0·03
August	,, ..	...	...	3,330,000	4,42,46,000	4,42,46,000	3,330,000	...	1 0·03
September	,, ..	...	...	3,832,000	5,08,37,000	5,08,37,000	3,832,000	...	1 0·03
October	,, ..	...	...	3,129,000	4,15,76,000	4,15,76,000	3,129,000	...	1 0·03
November	,, ..	...	...	1,232,000	1,63,27,000	1,63,27,000	1,232,000	...	1 0·03
December	,, ..	...	...	3,640,000	4,83,52,000	4,83,52,000	3,640,000	...	1 0·03
January	1935 ..	...	...	7,650,000	10,14,03,000	10,14,03,000	7,650,000	...	1 0·02
February	,, ..	...	...	3,160,000	4,19,44,000	4,19,44,000	3,160,000	...	1 0·02
March	,, ..	...	...	2,775,000	3,67,32,000	3,67,32,000	2,775,000	...	1 0·031
Total,	1934-35 ..	...	...	37,542,000	49,81,91,000	49,81,91,000	37,542,000	...	1 0·03
1933-34	...	...	...	45,158,000	59,07,30,000	59,07,30,000	45,158,000	...	1 0·021
1932-33	...	...	...	35,233,000	47,53,35,000	47,53,35,000	35,233,000	...	1 0·159
1931-32	...	...	...	40,010,000	53,03,66,000	53,03,66,000	40,010,000	...	1 0·131
1930-31	...	...	...	5,385,000	7,25,79,000	7,25,79,000	5,385,000	...	1 0·41
1929-30	...	...	...	15,215,000	20,08,12,000	20,08,12,000	15,215,000	...	1 0·02
1928-29	...	...	...	30,810,000	41,02,18,000	41,02,18,000	30,810,000	...	1 0·02
1927-28	...	...	...	28,325,000	37,77,30,000	37,77,30,000	28,325,000	...	1 0·09
1926-27	...	...	...	2,115,000	2,81,70,000	2,81,70,000	2,115,000	...	1 0·02
1925-26	...	...	...	46,317,000	61,25,87,000	61,25,87,000	46,317,000	...	1 0·71
1924-25	...	10,09,00,000	7,575,162	33,101,000	45,29,98,000	55,38,98,000	40,770,162	1 0·02	1 0·03

STERLING BILLS and TELEGRAPHIC TRANSFERS DRAWN on LONDON and the AMOUNT OF STERLING SOLD by the GOVERNMENT OF INDIA.

—		Amount sold.	Sums received in exchange.	Average rate obtained.
		£	Rs.	s. d.
April	1934	.....	.....	.....
May	,,	.....	.....	.....
June	,,	.....	.....	.....
July	,,	.....	.....	.....
August	,,	.....	.....	.....
September	,,	.....	.....	.....
October	,,	.....	.....	.....
November	,,	.....	.....	.....
December	,,	.....	.....	.....
January	1935	.....	.....	.....
February	,,	.....	.....	.....
March	,,	.....	.....	.....
Total,	1934-35*	.....	.....	.....
1933-34*	...	.....	.....	.....
1932-33*	...	.....	.....	.....
1931-32	...	14,016,000	19,22,75,000	1 0·77
1930-31	...	5,731,000	7,74,67,000	1 0·77
1929-30*	...	.....	.....	.....
1928-29*	...	.....	.....	.....
1927-28*	...	.....	.....	.....
1926-27	...	.....	.....	.....
1925-26*	...	1,425,000	1,92,88,000	1 0·75
1924-25*	...	.....	.....	.....

* No sale.

GOLD—EXCHANGE.

Table of Gold for 25 years, from 1911 *to* 1935.

YEAR.	WORLD'S PRODUCTION.‡		NET INDIAN IMPORTS. (PRIVATE AND GOVERNMENT). (FINANCIAL YEAR).		Rate, first sale Jan. 1st, London Banks, Cabletti.	Average demand T. T. of Exchange.	Amount received in exchange Profits variance Profits Expenditure (Financial Year.)
	Quantity Fine.	Value.	Quantity.	Value.			
	oz.	$	oz.	Rupees.	s. d.	s. d.	£
1911	22,397,136	462,989,761	6,224,026	37,75,97,760	1 $4\frac{3}{32}$	1 $4\frac{5}{8}$	27,067,839
1912	22,695,068	467,288,203	5,562,071	34,00,12,125	1 $4\frac{3}{32}$	1 $4\frac{5}{8}$	25,743,710
1913	22,928,579	473,975,794	3,749,437	23,32,38,000	1 $4\frac{3}{32}$	1 $4\frac{7}{16}$	31,200,827
1914	21,875,618	452,209,154	1,177,983	7,64 74,155	1 $3\frac{15}{16}$	1 $3\frac{11}{32}$	7,748,111
1915	23,010,348	475,666,106	—261,147	—1,10,91,195	1 $3\frac{15}{16}$	1 $3\frac{13}{32}$	20,354,517
1916	22,400,370	463,056,748	2,265,400	13,23,53,490	1 $4\frac{1}{16}$	1 $4\frac{3}{8}$	32,998,095
1917	20,457,475	422,893,501	4,207,069	25,17,85,905	1 $4\frac{19}{32}$	1 $4\frac{11}{32}$	34,880,081
1918	18,701,294	386,590,027	—955,649	—5,56,38,180	1 5	1 $5\frac{1}{16}$	20,946,314
1919	17,376,201	359,197,954	5,606,706	52,99,53,540	2 $4\frac{1}{4}$	1 $8\frac{29}{64}$	(a)31,226,219
1920	16,130,273	333,442,345	820,557	2,10,82,410	(b)	2 $0\frac{1}{16}$	(b)
1921	16,006,695	330,857,771	—250,356	—2,86,44,427	(b)	1 $4\frac{3}{16}$	(b)
1922	15,576,270	321,990,089	5,858,298	41,19,08,546	(b)	1 $3\frac{5}{8}$	2,570,026
1923	17,977,867	371,634,253	4,319,356	29,18,64,015	1 $4\frac{3}{16}$	1 $3\frac{21}{32}$	8,738,705
1924	18,667,063	385,882,387	11,955,221	73,92,65,866	1 $5\frac{5}{16}$	1 $5\frac{5}{16}$	7,579,162
1925	18,734,102	387,208,260	6,135,581	34,85,45,874	(b)	1 $6\frac{1}{16}$	(b)
1926	19,251,794	397,960,883	3,385,529	19,40,05,448	(b)	1 $5\frac{15}{16}$	(b)
1927	19,180,231	396,490,561	3,181,759	18,09,99,956	(b)	1 $5\frac{15}{16}$	(b)
1928	19,399,124	400,995,484	3,785,441	21,19,98,689	(b)	1 6	(b)
1929	19,585,536	404,968,955	2,523,562	14,22,08,396	(b)	1 $5\frac{29}{32}$	(b)
1930	20,836,318	430,724,934	2,242,653	12,75,18,115	(b)	1 $5\frac{13}{16}$	(b)
1931	22,229,525	461,592,277	—7,730,682	—57,98,29,791	(b)	1 $5\frac{31}{32}$	(b)
1932	24,150,761	499,240,663	—8,353,829	—65,52,27,956	(b)	1 $6\frac{7}{16}$	(b)
1933	25,367,595	524,360,432	—6,695,298	—57,05,35,961	(b)	1 $6\frac{1}{8}$	(b)
1934	27,930,463	977,566,205	—5,694,820	—52,53,74,607	(b)	1 $6\frac{1}{32}$	(b)
1935	Not yet	available.	—4,019,292	—37,35,59,955	(b)	1 $6\frac{3}{16}$	(b)

‡ Compiled from the Report of the Director of the Mint, U. S. A. Revised from 1913 due to revision of data on gold production by Russia including Siberia. Par rate, £ 1 = $ 4·867.

(a) Approximate.

(b) No sale of Council Bills.

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, Gold Coinage in the Mints, and the ruling prices in Calcutta for 20 years, from 1916-17 to 1935-36.

Year.	Private and Government.						Received into the Mints.			Value of Coinage.	Price, China Leaf 100 Touch, per Tolah in Calcutta.	
	Imports.		Exports.		Net Imports.		From Individuals.	From Government.	Total.	Single Mohurs.	Highest.	Lowest.
	oz.	Rx.	oz.	Rx.	oz.	Rx.	Rx.	Rx.	Rx.	Rx.	Rs.	Rs.
1916-17 ...	2,382,923	8,891,913	17,923	68,347	2,365,000	8,823,566	.....	736	736	.....	28-5-0	24-12-0
1917-18 ...	4,963,243	19,396,620	690,174	2,610,893	4,207,069	16,785,727	.....	128	128	15,376†	30-6-0	26-1-0
1918-19 ...	399,996	1,517,544	1,345,645	5,226,756	−945,649	−3,709,212	.....	353	353	.....	33-10-0	29-0-0
1919-20 ...	7,829,436	48,251,557	2,222,730	12,921,321	5,606,706	35,330,236	.....	63	63	5,107,612(a)	34-14-0	22-0-0
1920-21 ...	3,737,389	23,573,313	2,607,632	21,465,572	829 557	2,108,241	17	198	215	.....	30-4-0	29-8-0
1921-22 ...	1,738,636	13,820,442	2,049,292	16,684,885	−220,356	−2,864,443	.....	31,031	31,031	.....	33-0-0	28-4-0
1922-23 ...	5,877,753	41,323,918	19,455	133,063	5,858,298	41,190,855	.....	2,100	2,100	.....	29-8-0	25-0-0
1923-24 ...	4,329,248	29,223,133	9,892	66,732	4,319,356	29,156,401	.....	366	366	.....	28-12-0	23-8-0
1924-25 ...	12,024,913	74,289,799	58,792	363,212	11,965,221	73,926,587	.....	14	14	.....	26-8-0	20-5-0
1925-26 ...	6,201,515	33,229,944	65,934	375,356	6,135,581	34,854,588	.....	221	221	.....	24-0-0	20-6-0
1926-27 ..	3,403,096	19,501,200	17,477	100,655	3,385,529	19,400,545	.....	39	39	.....	23-8-0	20-2-0
1927-28 ...	3,188,026	18,134,406	6,267	34,411	3,181,759	18,099,995	.....	12	12	.....	23-8-0	20-1-0
1928-29 ...	3,788,585	21,218,969	3,144	19,100	3,785,441	21,199,869	.....	65	65	.....	22-12-0	22-1-0
1929-30 ...	2,535,247	14,231,148	1,685	10,308	2,533,562	14,220,840	.....	93	93	.....	23-0-0	21-10-0
1930-31 ...	2,329,626	13,245,215	86,973	493,434	2,242,653	12,751,811	.....	.....	.....	.....	22-12-0	21-7-0
1931-32 ...	450,050	2,799,537	8,180,732	60,782,516	−7,730,682	−57,982,979	.....	.....	.....	.....	31-0-0	21-13-0
1932-33 ...	172,412	1,318,139	8,226,241	66,840,935	−8,353,829	−65,522,796	.....	.....	.....	.....	32-0-0	27-8-0
1933-34 ...	134,901	1,099,429	6,830,199	58,153,025	−6,695,298	−57,053,596	.....	.....	.....	.....	33-0-0	32-0-0
1934-35 ...	79,992	719,310	3,774,812	53,256,771	−5,694,820	−52,537,461	.....	.....	.....	.....	37-0-0	35-0-0
1935-36* ...	103,461	949,541	4,122,723	38,305,536	−4,019,262	−37,355,995	.....	.....	.....	.....	36-4-0	35-0-0

† 100 Piastres for Egyptian Government.
(a) Includes sovereigns coined by Royal Mint, Bombay.

* Subject to revision.

Rx. (*tens of rupees*).

THE GOLD TRADE.—(*Concld.*)

Descriptions of Gold imported into, and exported from, British India during 20 years, from 1916-17 to 1935-36.

Year.	Imports (Private and Government.)						Exports (Private and Government.)					
	Bullion. (Bars, ingots and other uncoined gold.)		Coin. (Sovereigns, &c., including other coined gold.)		Total.		Bullion. (Bars, ingots and other uncoined gold.)		Coin. (Sovereigns, &c., including other coined gold.)		Total.	
	oz.	Rx.†	oz.	Rx.†	oz.	Rx.†	oz.	Rx.†	oz.	Rx. †	oz.	Rx.†
1916-17 ...	1,932,959	7,561,749	330,875	1,330,164	2,282,923	8,891,913	2,336	10,883	14,687	57,464	17,023	68,347
1917-18 ...	1,026,580	6,677,322	3,276,663	12,719,298	4,003,243	19,396,620	665,558	2,491,362	30,516	119,531	696,174	2,610,893
1918-19 ...	3,637	13,155	396,359	1,504,389	399,996	1,517,544	808,357	3,173,313	537,388	2,053,443	1,345,645	5,226,756
1919-20 ...	6,204,602	39,408,744	1,624,774	8,844,813	7,829,436	48,251,557	1,710,812	9,931,377	511,918	2,989,944	2,222,730	12,921,321
1920-21 ...	2,679,742	16,715,983	1,057,647	6,857,330	3,737,389	23,573,313	2,508,604	18,237,109	398,428	2,728,463	2,907,032	21,465,572
1921-22 ...	776,108	5,849,396	1,022,528	7,971,235	1,798,636	13,820 441	1,084,777	13,731,071	354,515	2,953,814	2,049,292	16,684,885
1922-23 ..	4,258,551	29,945,300	1,619,202	11,378,618	5,877,753	41,323,918	787	5,646	18,668	127,417	19,455	133,063
1923-24 ...	3,140,509	21,293,416	1,188 739	8,049,737	4,329,248	29,253,153	154	996	9,738	65,736	9,892	66,732
1924-25 ...	9,629,269	59,430,795	2,394,744	14,859,004	12,024,013	74,289,799	1,598	9,696	57,194	353,516	58,792	363,212
1925-26 ...	4,240,623	24,096,651	1,960,892	11,133,293	6,201,515	35,229,944	16,743	95,407	49,191	279,949	65,934	375,356
1926-27 ...	2,300,631	13,176,035	1,102,975	6,325,165	3,403,096	19,501,200	635	3,640	16,842	97,015	17,477	100,655
1927-28 ...	1,916,676	10,847,576	1,271,350	7,186,830	3,188,026	18,134,406	176	1,222	6,091	33,189	6,267	34,411
1928-29 ...	1,999,537	11,412,170	1,789,048	9,806,799	3,788,585	21,218,969	16	99	3,128	19,010	3,144	19,100
1929-30 ...	1,103,877	6,316,052	1,431,370	7,915,095	2,535,247	14,231,148	62	355	1,633	9,953	1,685	10,308
1930-31 ...	1,069,284	1,477,421	1,260,342	7,103,218	2,329,626	13,245,245	86,881	422,916	92	518	86,973	493,434
1931-32 ...	227,225	1,477,421	222,825	1,322,116	450,050	2,799,537	7,858,330	58,437,953	322,402	2,344,552	8,180,732	60,782,515
1932-33 ...	116,134	883,969	56,278	434,170	172,412	1,318,139	8,099,634	63,441,701	126,607	3,399,234	8,226,241	66,840,935
1933-34 ...	102,456	830,501	32,445	268,928	134,901	1,099,429	6,644,857	56,397,356	185,342	1,755,669	6,830,199	58,153,025
1934-35 ...	60,532	549,243	19,460	170,067	79,992	719,310	5,723,366	52,738,024	51,446	498,747	5,774,812	53,256,771
1935-36* ...	55,569	501,332	47,892	448,209	103,461	949,541	4,072,473	37,831,469	50,250	474,067	4,122,723	38,305,536

† In tens of rupees.
* Subject to revision.

THE SILVER TRADE.

Table of Silver for 20 years from 1916-17 to 1935-36.

Year.	World's Production. (Figures for Calendar Year).*		Imports. Coin and Bullion. (Private & Government).		Exports. Coin and Bullion. (Private & Government).		Net Indian Imports. (Private & Government).		Average price in London per oz. Standard (Calendar year) Pence.
	Quantity. oz.	Value. $	Quantity. oz.	Value. † Rx.	Quantity. oz.	Value. † Rx.	Quantity. oz.	Value. † Rx.	
1916-17 ...	180,801,919	124,011,387	116,959,115	16,743,200	24,765,309	4,209,701	92,193,806	12,533,409	31 1/16
1917-18 ...	186,125,017	166,240,536	88,814,458	15,112,924	14,282,960	2,418,386	74,531,498	12,694,538	40¾
1918-19 ...	202,159,431	200,062,335	241,747,894	46,059,461	4,719,187	780,149	237,028,617	45,279,312	47 7/16
1919-20 ...	179,849,940	201,588,402	101,051,961	29,987,298	4,110,179	758,451	96,941,782	29,228,847	57 7/16
1920-21 ...	174,423,975	176,658,331	43,221,213	11,189,683	20,981,757	4,705,692	22,239,446	6,483,991	61¼
1921-22 ...	171,285,542	168,110,265	73,838,216	17,478,611	9,703,900	2,382,430	64,134,316	15,096,181	36¾
1922-23 ...	209,815,448	142,536,023	95,500,149	20,943,287	10,443,066	2,588,621	85,057,143	18,354,666	34 7/16
1923-24 ...	246,009,534	172,275,552	107,836,545	22,102,728	14,378,488	3,404,719	93,258,057	18,698,009	34 5/16
1924-25 ...	239,484,703	178,310,725	122,238,833	24,380,734	19,975,321	4,206,067	102,354,159	20,074,067	34
1925-26 ...	245,213,993	172,498,232	108,346,651	19,897,050	14,982,897	2,772,935	93,363,754	17,124,115	32¾
1926-27 ...	253,795 166	159,568,628	134,006,039	21,763,416	9,763,694	1,895,382	124,242,345	19,868,034	28 15/16
1927-28 ...	253,981,085	144,947,0·7	107,651,689	16,473 742	14 829,876	2 637,279	92,821,813	13,836 463	29 5/16
1928-29 ...	257,923,154	151,213,780	103,680,619	15,921,831	39,859,710	6,151,138	63,820,909	9,770,693	26¾
1929-30 ...	269,970,029	139,960,839	97,487,088	13 419,083	34,976,431	4,797,863	62,511,257	8,621,220	24 7/16
1930-31 ...	248,708,426	96,309,849	111,259 416	13,405,272	30,689,481	3 386,966	80,535,935	10,079,306	17 13/16
1931-32 ..	195,919,987	56,842,265	32,309,139	4,426,306	43,540,420	4,848,105	—11,141,281	—421,799	14 13/16
1932-33 ...	164,852,892	46,906,363	8,429,432	1,629,516	32,946,724	3,642,011	—24,517,292	—2,013,095	17 5/16
1933-34 ...	169,169,064	59,290,666	4,872,386	817,259	57,861,476	7,174,402	—52,989,090	—6,357,143	18 3/16
1934-35 ...	190,859,421	92,153,803	29,618,116	4,451,004	68,262,004	9,857,484	—38,643,884	—5,406,480	21 3/16
1935-36‡ ...	Not yet	available.	49,831,842	6,456,862	48,320,892	7,030,948	1,511,040	—574,086	29

*Compiled from the Report of the Director of Mint, U. S. A. £ 1 = $ 4·863.
† In tens of rupees.
‡ Subject to revision.

THE SILVER TRADE—(*Concld.*)

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 1916-17 to 1935-36.

Year.	Private and Government.						Received into the Mints.			Value of Coinage.	† Price of Silver in London per Standard oz.	
	Imported.		Exported.		Net Imports.		From Individuals.	From Government.	Total.		Highest.	Lowest.
	oz.	Rx.*	oz.	Rx.*	oz.	Rx.*	Rx.*	Rx.*	Rx.*	Rx.*	s. d.	s. d.
1916-17 ...	116,959,115	16,743,200	24,765,309	4,209,701	92,193,806	12,533,409	87,269	29,457,386	29,544,655	32,327,927	3 0 13/16	2 2 9/16
1917-18 ...	88,814,458	15,112,924	14,282,960	2,418,386	74,531,498	12,694,538	.....	22,517,403	22,517,403	24,816,234	4 7	2 11 13/16
1918-19 ...	241,747,894	46,059,461	4,719,187	780,149	237,028,617	45,279,312	1,388,491	53,237,602	54,626,093	52,211,062	4 1½	3 6½
1919-20 ...	101,051,961	29,987,298	4,110,179	758,451	96,941,782	29,228,847	.....	39,742,797	39,742,797	38,007,776	6 7½	3 11¾
1920-21 ...	43,221,213	11,189,683	20,981,757	4,705,692	22,239,446	6,483,991	66,335	7,854,732	7,921,067	4,519,536	7 5½	3 9¾
1921-22 ...	73,838,216	17,478,611	9,703,900	2,382,430	64,134,316	15,096,181	54,200	1,206,100	1,260,300	1,662,536	3 7½	2 6¾
1922-23 ...	95,500,149	20,943,287	10,443,066	2,588,621	85,057,143	18,354,666	49,700	1,071,000	1,120,700	627,545	3 1¼	2 6½
1923-24 ...	107,836,545	22,102,728	14,378,488	3,404,719	93,258,057	18,698,009	.....	1,407,200	1,407,200	509,079	2 9¾	2 6¼
1924-25 ...	122,238,833	24,380,734	19,975,324	4,206,067	102,354,159	20,074,067	.....	1,227,000	1,227,000	453,620	3 0 7/16	2 7¼
1925-26 ...	108,346,651	19,897,050	14,982,897	2,772,935	93,363,754	17,124,115	327,218	1,463,255	1,790,473	613,351	2 9 9/16	2 7 1/16
1926-27 ...	134,006,039	21,763,416	9,763,694	1,895,382	124,242,345	19,868,034	.. ...	1,572,271	1,572,271	504,843	2 7 13/16	2 6¼
1927-28 ...	107,651,689	16,473,742	14,829,876	2,637,279	92,821,813	13,836,463	.....	(a)2,448,480	(a)2,448,480	101,392	2 4	2 0¾
1928-29 ...	103,680,619	15,921,831	39,859,710	6,151,138	63,820,909	9,770,693	.....	6,020,230	6,020,230	(b)327,657	2 4¾	2 2 5/16
1929-30 ...	97,487,088	13,419,083	34,976,431	4,797,863	62 511,257	8,621,220	.....	6,546,100	6,546,100	(b)19,500	2 2 9/16	1 9 3/16
1930-31 ...	111,259,416	13,466,272	30,689,481	3,386,966	80,535,935	10,079,306	478,522	10,441,852	10,920,404	(c)422,353	1 8¾	1 5 7/16
1931-32 ...	32,309,139	4,426,306	43,540,420	4,848,105	—11,141,281	—421,799	88,584	8,139,562	8,226,146	(c)420,0 0	1 9 9/16	1 0
1932-33 ...	8,429,432	1,629,516	32,946,724	3,642,011	—24,517,292	—2,013,095	.....	9,604,968	9,604 968	(d)774,320	1 8 9/16	1 4¾
1933-34 ...	4,872,386	817,259	57,861,476	7,174,402	—52,989,090	—6,357,143	.....	6,486,457	6,486 457	202,828	1 8¾	1 4¾
1934-35 ...	29,618,116	4,451,004	68,262,004	9,857,484	—38,643,884	—5,406,480	2,424,289	9,930,768	12,274,157	2 662,039	2 1¾	1 6 9/16
1935-36‡ ...	49,831,842	6,456,862	48,320,892	7,030,948	1,511,040	—574,086	.....	5,194,328	5,194,328	199,048	3 0¾	2 0 9/16

* In tens of rupees.
(a) Includes Rx. 98,57,110 being the value of fine Silver received into the Bombay Mint from the Calcutta Mint for sale.
(b) Includes Rx. 1,000 in 1928-29 and Rx. 1,500 in 1929-30 being the value of Bhutan Government I. Re size coins.
(c) Includes Rx. 310,000 in 1930-31 and the whole amount of 1931-32 being the value of Udaipur Darbar (Mewar) Sarupshahi Rs.
(d) Represents the value of Sarupshahi coins.
‡ Subject to revision.

† For calendar year.

INDIAN COINAGE.

Table showing the value of Gold, Silver and Copper Moneys coined at the Calcutta and Bombay Mints, respectively, during 20 years in TENS of RUPEES, from 1915-16 to 1934-35.

Year.	Calcutta.				Bombay.				Total for British India.			
	Gold.	Silver	Copper.	Total.	Gold.	Silver	Copper.	Total	Gold.	Silver.	Copper.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1915-16 ..	...	1,040,214	18,3008	1,058,004	...	380,006	47,939(a)	627,945	...	1,620,220	18,3008 47,939(a)	1,686,549
1916-17 ...	...	16,280,200	(d) 4,375 70,655§	16,355,230	(e) 15,376	16,047,727	303,320 a	16,366,623	15,376	32,327,927	4,375(d) 70,655§ 303,320(a)	32,721,853
1917-18 ...	...	9,986,522	(f) 2,000 (n) 35,000 § 321,303	10,239,382	...	14,829,712	433,175(a	15,262,887	...	24,816,234	2,000(f) 308,303§ 466,075(a)	25,493,269
1918-19 ...	...	27,476,065	218,558§ 274,050(a)	28,969,670	5,107613	24,735,297	611,265(a	30,454,175	5,107,613	52 211,962	218,558§ 1,185,315(a)	59,123,815
1919-20 ...	...	16,803,383	1,473,195(a) 325,629§ 250(p)	18,606,461	...	21,204,392	1,029,263(a)	22,233,658	...	38,007,775	2,502,463(a) 325,629§ 250(a)	40,840,119
1920-21 ...	...	1,440,000	492,941(a) 152,982§ 2,000(f)	1,997,923	...	3,079,536	179,539(h)	3,259,075	...	4,519,536	685,882(a) 152,982§ 2,000(f)	5,256,998
1921-22 ...	...	920,180	154,831(a) 14,043	1,089,054	...	732,356	30,477(a)	762,833	..	1,662,536	185,411(a) 14,043	1,842,887
1922-23 ...	...	627,545(b)	37,900(a) 9,340§ 5,000(i) 250(p)	679,465	...	...	15,036(a)	15,036	...	627,545	52,336(a) 9,340§ 5,000(i) 250(p)	694,471
1923-24 ...	...	396,263	85,350(a) 9,350§ 5,000(i)	496,003	...	103,816	129,836(a) 4,240§	238,292	...	500,079	215,186(a) 13,590§ 5,000(i)	734 255
1924-25 ...	...	321,425	222,558(a) 7,590 12,530(i)	543,593	...	132,195	178,354(a) 18,948§	329,497	...	453,620	399,912(a) 26,538§ 12,530(i)	873,092
1925-26 ...	...	266,857	297,150(a) 38,576§ 250(p)	602 827	...	376,494	154,158(a) 26,727§	557,379	...	643,351	451,308(a) 65,273§ 250(p)	1,160,206
1926-27 ...	...	354,300	178,100(a) 37,878§	570,378	...	150,643	111,335(a) 34,213§	295,989	...	504,943	289,435(a) 72,091§	866,367
1927-28 ...	...	101,592	128,330(a) 19,932§	249,062	...	...	111,065(a) 16,025§	157,057	...	101,592	239,395(a) 35,172§	406,119
1928-29 ...	...	303,798(l)	259,400(a) 56,816§ 466,200(e)	623,038(l)	...	223,860	61,137(a) 15,769§	300,716	...	527,658 l	321,537(a) 72,585§ 466,350(e)	923,754
1929-30 ...	...	19,300(m)	113,890§	599,710(m)	...	2,163,894	...	2,163,894	...	2,183,394(m)	113,890§	2,763,604
1930-31 ...	...	402,353(n)	194,400(a) 64,968§ (p) 266	751,379(n)	...	506,635	15,671§	521,106	...	908,988(n)	194,400(a) 80,639§ (p) 266	1,273,085
1931-32 ...	...	490,000(q)	18,970§	508,970(n)	...	...	...	...	...	490,000(q)	18,970§	508,970
1932-33 ...	...	774,320(r)	8,500(a) 24,010§	806,830(s)	...	...	...	...	...	774 320(r)	8,500(a) 24,010§	806,830
1933-34 ...	...	202,826	180,800(a) 101,770§ 152(p) 1,000(t)	486,548	...	...	...	...	...	202,826	180,800 a) 101,770§ 152(p) 1,000(t)	486,548
1934-35 ...	...	212,816 (u)	98 (p) 290 000(a) 151,170§	654,084	...	5,479,223 (u)	...	5,479,223	...	5,692,039	98 (p) 290,000(a) 151,170§	6,133,307

§ Bronze. (a) Nickel. Rx. (tens of rupees.)

(c) Includes Rx. 350 representing value of coins for the Sailana State. (e) Represents value of Egyptian 100 Piastres.
(d) Represents value of copper ½ cents and ¼ cents for the Straits. (f) Represents value of copper cents and ½ cents for Ceylon.
(g) Represents the value of Aman Cash for Pudukottai Durbar.
(h) Represents the value of nickel coinage excluding the value of 4,000,000 Straits Five cents.
(i) Represents value of copper Ceylon one cent pieces. (j) In addition to these, Straits Nickel 5 cent pieces and Bronze one
(k) Excluding nominal value of Ceylon cents not being known. cent pieces were struck, the values of which are not known.
(l) Includes Rx. 1,600 being the value of Bhutan Government ¼ Re. size coin.
(m) Includes Rx. 1 500 being the value of Bhutan Government ¼ Re. size coin.
(n) Includes Rx. 310,000 in 1930-31 and Rx. 400,000 in 1931-32 being the value of Udaipur Durbar (Merwar) Sarupshahi Rs.
(p) Represents the value of Aman Cash for Pudukottai Durbar and single pice for Bhutan Government.
(q) Represents the bank of Udaipur Durbar (Merwar) Sarupshahi Rs.
(r) Represents the Sarupshahi coins. (t) Includes Rs. 774,320 being the value of Sarupshahi coins.
(s) Represents the value of Tank Raj Pice (Bronze). (u) Represents value of British Dollars.
(a) Includes Rx. 10,014 representing value of Udaipur ¼ Rupees.

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 official year in totals for all India for 20 years from 1916 to 1935.

Years.	Notes in circulation (including notes issued in other circles.)	Reserve held in India.				
		Gold.	Silver.	Government Securities in Calcutta.	Currency Notes in Government Treasuries.
	Rx.	Rx.	Rx.	Rx.	
1916 ...	67,733,164	12,242,714	23,055,302	9,900,995	7,106,768
1917 ...	85,375,173	11,060,193	19,071,380	9,900,995	7,426,003
1918 ...	96,793,760	26,340,625	10,790,362	9,900,995	5,526,958
1919 ...	153,464,779	17,360,912	23,382,338	15,673,995	7,776,142
1920 ...	174,324,696	44,360,344	20,881,766	19,258,495	5,716,564
1921 ...	166,156,975	24,171,203*	65,656,691	68,071,595	3,059,276
1922 ...	174,761,725	24,310,104*	77,318,847	65,079,357(a)	3,073,602
1923 ...	174,701,478	24,418,987*	87,654,122	57,890,757	3,429,928
1924 ...	185,850,722	22,319,235*	80,004,413	57,927,495(b)	2,906,884
1925 ...	184,194,023	22,317,271*	76,754,339	67,198,295(c)	2,704,642
1926 ...	156,340 070	22,318,558*	84,912,277	57,111,495	2,775,140
1927 ...	184,132,171	22,320,000*	101,474,039	48,765,894(d)	1,882,536
1928 ...	188,874,455	19,763,388†	106,380,338	37,950,161(e)	1,920,854
1929 ...	188 062,271	22,216,679†	99,936,401	43,298,476(d)	1,025,032
1930 ...	177,290,620	32,273,584†	110,655,047	33,819,604	2,042,039
1931 ...	169,843,573	26,347,409†	124,800,102	10,190,621	2,075,881
1932 ...	178,126,726	5,060,806†	111,180,620	57,009,270(f)	2,911,084
1933 ...	176,895,119	26,004,639†	111,857,135	30,044,631	2,132,915
1934 ...	177 214,068	41,254,438†	97,690,378	29,447,692	2,657,680
1935 ...	186,102,828	41,651,019†	90,377,728	35,897,112	1,823,895

*Converted at Rx. 10 per £1, or Rs. 1 for 1 1.3804d.
† Converted at Rx. 10 per £1, or Rs. 1 for 1 3.4d.
‡ Converted at Rx. 10 per £1, or Rs. 1 for 8 4512 ,, ,, ,,
(a) Excludes 2,000,000 being Internal Bills of Exchange held on account of Government under Sec. 24-A of the Paper Currency Act 1930, against which Notes were issued.
(b) Excludes 8,000,000 being Internal Bills of Exchange held on account of Government under Sec. 20 of the Indian Paper Currency Act (X of 1923) which Notes were issued.
(c) Excludes 3,000,000 Do. Do. Do. Do.
(d) Excludes 7,000,000 Do. Do. Do. Do.
(e) Excludes 7,000,000 Do. Do. Do. Do.
(f) Excludes 3,700,000 Do. Do. Do. 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 1915-16 to 1934-35.

Year.	Bengal.		Bihar and Orissa.		Punjab.		United Prov. of Agra and Oudh.		Madras.		Bombay and Sind. (including Khairpur State).		Total.		Price per Fy. md. of Bengal and Tirhoot middling to fine. (c)	
	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Area. acres.	Yield. cwts.	Highest Rs.	Lowest Rs.
1915-16	1,600	200	60,800	7,100	21,400	2,700	43,200	4,000	222,000	40,500	4,100	600	353,100	55,100	700 0	650 0
1916-17	2,200	200	80,600	10,900	60,300	10,000	159,300	14,100	450,700	59,100	7,900	1,400	770,000	95,700	650 0	650 0
1917-18	7,000	500	86,700	10,200	90,700	16,300	190,200	17,400	324,400	80,600	11,600	1,800	710,600	127,000	500 0	400 0
1918-19	10,100	800	64,200	6,300	17,000	3,200	49,100	3,800	144,400	33,400	7,200	1,100	292,000	48,600	400 0	275 0
1919-20	11,700	900	57,100	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	9,700	700	44,400	5,000	27,000	4,700	45,300	4,300	112,100	27,800	7,300	1,200	245,800	43,700	370 0	345 0†
1921-22	10,600	500	39,900	5,400	33,000	6,300	44,900	5,000	197,300	48,600	9,400	1,500	334,800	67,300	370 0	275 0†
1922-23	7,300	200	35,400	4,100	50,300	9,300	39,100	4,600	141,300	32,600	11,000	1,900	284,400	52,100	295 0	220 0†
1923-24	900	(b)	24,800	4,200	36,400	6,700	20,600	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	70,200	17,100	6,600	1,100	111,900	21,700	255 0‡	
1925-26	(d)	(d)	18,900	2,700	20,500	4,400	14,800	1,600	77,600	19,100	3,500	400	135,300	28,200	3 12 0 per unit (e) 3 8 0 new pool rate B grade (f)	
1926-27	(d)	(d)	13,100	1,600	23,300	4,500	12,100	1,400	53,600	11,100	2,700	400	104,800	19,000	3 8 0 B grade	
1927-28	(d)	(d)	12,600	1,400	5,800	1,000	7,300	800	32,900	7,400	2,000	300	60,600	10,900	3 0 0 to 3 4 0 per unit	
1928-29	(d)	(d)	5,900	700	19,300	2,700	5,700	600	48,600	10,900	1,500	200	81,000	15,100	3 0 0 per unit 5 4 0 ,, (g)	
1929-30	(d)	(d)	5,900	1,200	6,800	1,200	4,000	400	52,800	11,500	500	100	70,000	14,400	3 0 0 ,, ,, 2 12 0 to 3 0 0 per unit (h)	
1930-31	(d)	(d)	4,800	800	9,000	1,600	3,000	400	46,900	10,200	100	(b)	63,800	13,000	3 0 0 per unit.	
1931-32	(d)	(d)	4,000	600	9,000	1,200	2,200	300	37,200	7,800	100	(b)	52,500	9,900	2 8 0 to 3 0 0 per unit.	
1932-33	(d)	(d)	3,000	400	9,400	1,800	1,100	100	46,100	8,800	200	(b)	59,800	11,100	2 0 0 to 2 8 0 per unit.	
1933-34	(d)	(d)	500	100	9,600	2,100	1,700	200	30,100	5,100	(a)	(b)	41,900	7,500	1 8 0 to 2 0 0 per unit.	
1934-35	(d)	(d)	1,000	200	3,000	500	1,300	200	54,000	9,300	300	(b)	59,600	10,200	1 8 0 to 2 0 0 per unit.	

(a) Below 100 acres.
(b) Less than 50 cwts.
(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 "middling to fine" quality not available.
‡ Relates to price for two months July and August 1924. Quotations for other months not available.
(g) On 1st February 1929 only.
(h) 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* 1932-33 *to* 1934-35.

Countries to which exported.	Quantity in cwt.			Value in rupees.		
	1932-33.	1933-34.	1934-35.	1932-33.	1933-34.	1934-35.
United Kingdom	42	73	67	8,640	12,820	14,600
Other Native States in Arabia	.....	.....	3	.....	.....	560
Syria	.....	.....	.....	.....	.....	.....
France	.....	.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....	.....	.....
Holland	.....	.....	.....	.....	.....	.....
Italy	.....	.....	.....	.....	.....	.....
Tripoli	.....	.....	.....	.....	.....	.....
Turkey (Asiatic)	.....	.....	.....	.....	.....	.....
Ports in the Levant and Black Sea	.....	.....	.....	.....	.....	.....
Ports in the Persian Gulf	.....	.....	.....	.....	.....	.....
Tunis	.....	.....	22	.....	.....	3,966
Georgia	.....	.....	.....	.....	.....	.....
Turkey in Europe	14	3	7	3,180	550	1,890
Greece (including Crete)	98	272	179	27,038	53,893	38,075
Egypt	.....	.....	.....	.....	.....	.....
Iraq	.....	.....	.....	.....	.....	.....
Armenia	.....	.....	.....	.....	.....	.....
United States— Atlantic ports	.....	.....	.....	.....	.....	.....
United States— Pacific ports	.....	.....	.....	.....	.....	.....
Smyrna	.....	.....	.....	.....	.....	.....
Hong-kong	.....	.....	.....	.....	.....	.....
Australia	.....	.....	.....	.....	.....	.....
China (ex. Hong-kong and Macao)	.....	.....	.....	.....	460	.....
Japan	.....	3	.....	.....	.....	.....
Persia	.....	.....	.....	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	.....	.....
Cyprus	.....	.....	.....	.....	.....	.....
Ceylon	.....	.....	.....	.....	.....	.....
Palestine	.....	.....	.....	.....	.....	.....
Indo-China	.....	.....	.....	.....	.....	.....
Other British possessions	.....	.....	.....	.....	.....	.....
Other Foreign countries	.....	.....	.....	.....	.....	.....
TOTAL ...	154	351	278	38,858	67,723	59,061

CULTIVATION AND PRODUCTION OF JUTE.

Cultivation and production of Jute in bales (400 lbs.) for 20 years from 1917 to 1936.

YEARS.	BENGAL (a)		BIHAR AND ORISSA.		ASSAM.		COOCH BIHAR STATE.		Nepal (b)	TOTAL.	
	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Bales.	Acres.	Bales.
1917	2,376,200	7,854,000	223,300	669,800	100,500	248,400	36,200	95,000	41,000	2,736,200	8,867,200
1918	2,219,200	6,348,800	149,300	335,300	102,100	228,300	29,800	43,300	73,000	2,500,400	6,955,700
1919	2,459,000	7,567,800	203,400	512,500	137,300	331,200	39,200	69,800	66,000	2,838,900	8,481,300
1920	2,169,000	5,247,000	179,000	335,000	125,900	275,000	36,000	58,000	93,000	2,509,000	5,915,000
1921	1,316,000	3,595,000	108,000	225,000	81,000	154,000	13,000	11,000	75,000	1,518,000	3,985,000
1922	1,528,000	4,746,000	160,000	343,000	90,000	267,000	22,000	52,000	57,000	1,800,000	5,408,000
1923	2,410,000	7,463,000	223,000	528,000	120,000	339,000	35,000	71,000	58,000	2,788,000	8,401,000
1924	2,358,000	7,166,000	246,000	489,000	134,000	333,000	32,000	74,000	70,000	2,770,000	8,062,000
1925	2,685,000	7,951,000	233,000	640,000	136,000	279,000	31,000	70,000	41,000	3,115,000	8,940,000
1926	3,321,000	10,652,000	207,000	764,000	186,000	599,000	43,000	117,000	40,000	3,847,000	12,132,000 (c)
1927	2,933,000	9,004,000	241,000	667,000	171,000	466,000	29,000	51,000	82,000	3,374,000	10,188,000
1928	2,670,000	8,519,000	247,000	693,000	193,000	624,000	32,000	70,000	72,000	3,144,000	9,906,000
1929	2,989,000	9,190,000	238,000	719,000	157,000	352,000	31,000	74,000	64,000	3,415,000	10,335,000
1930	3,031,000	9,886,000	238,000	620,000	192,000	619,000	31,000	80,000	65,000	3,492,000	11,205,000
1931	1,598,000	4,986,000	149,000	342,000	99,000	197,000	16,000	17,000	64,000	1,862,000	5,542,000
1932	1,823,000	6,169,000	170,000	519,000	127,000	340,000	23,000	44,000	49,000	2,143,000	7,072,000
1933	2,143,000	7,048,000	192,000	448,000	157,000	447,000	25,000	44,000	57,000	2,517,000	7,987,000
1934	2,322,000	7,677,000	174,000	447,000	149,000	304,000	25,000	72,000	55,000	2,670,000	8,500,000
1935	1,900,000	6,488,000	146,000	364,000	118,000	313,000	18,000	50,000	25,000	2,182,000	7,215,000
1936	2,156,000	7,698,000	225,000	524,000	140,000	412,000	25,000	77,000	25,000	2,546,000	8,711,000

(a) Includes Tripura State from 1925.
(b) Represents the imports from Nepal into British India.
(c) Excluding the figures for Nepal.

N.B.—Figures for 1936 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* 1932-33 *to* 1934-35.

Exported to—	Quantity in tons.			Value in rupees.		
	1932-33.	1933-34.	1934-35.	1932-33.	1933-34.	1934-35.
United Kingdom	128,677	175,412	166,129	2,22,88,962	2,52,38,494	2,34,07,543
Netherlands	21,879	31,341	21,757	37,20,854	45,66,469	30,78,558
France	68,789	83,466	87,058	1,15,38,627	1,24,62,522	1,21,73,249
Belgium	40,678	54,000	60,844	70,71,726	79,65,041	86,16,777
Germany	121,321	1,66,453	135,590	2,11,12,655	2,44,04,741	1,97,46,593
Russia { Northern	...		...	...		
Russia { Southern	112	399	3,861	18,879	53,592	5,38,082
Italy	37,465	65,041	87,077	66,03,697	95,55,910	1,27,12,268
Norway	1,091	900	1,325	1,79,486	1,41,518	1,84,532
Denmark	488	917	949	63,730	106,671	1,18,230
Sweden	3,180	5,435	6,506	5,47,784	8,28,784	9,88,856
Roumania	...	2,116	1,635	...	3,05,841	2,41,617
Spain	42,311	35,625	42,995	71,84,514	50,77,695	60,98,367
Portugal	2,735	1,027	4,650	4,14,340	1,47,448	6,73,399
United States *via* { Atlantic coast	33,704	49,952	49,324	64,30,363	72,50,500	72,19,988
United States *via* { Pacific coast	2,385	1,749	2,231	4,39,330	2,94,090	3,89,925
Other British Possessions ...	...	..	233	..	...	23,782
Cuba	54	89	345	12,000	10,500	43,054
Brazil	13,287	19,033	17,791	26,42,299	32,87,341	32,54,102
Chile	...	440	2,636	...	71,130	2,37,097
Mexico	134	285	617	25,760	46,506	88,470
Argentine Republic (including Atlantic coast of Patagonia)	7,141	8,511	9,049	10,21,116	10,73,745	12,27,779
Siam	...	9	...	...	1,440	...
Japan	14,492	17,345	23,423	22,73,474	23,53,434	31,82,798
Straits Settlements	...	...	...	28	...	...
Hongkong	3,444	3,454	3,810	5,54,885	4,53,638	5,47,401
Victoria	1,435	840	1,270	2,82,295	1,46,345	2,24,245
New South Wales	7	...	...	1,454	...	...
New Zealand	29	7	14	5,020	1,095	2,484
China (ex Hongkong and Macao)... ...	6,787	7,063	8,236	9,97,571	9,81,442	11,18,203
Greece	1,595	1,684	1,888	2,67,890	2,72,085	3,03,162
Egypt	5,401	8,499	8,206	8,76,709	12,18,010	12,25,190
Formosa	307	315	448	49,200	42,050	67,500
Uruguay	703	621	610	1,03,955	71,111	72,986
Other Foreign Countries	2,098	1,854	5,208	3,53,827	2,67,199	7,66,980
TOTAL ...	561,669	744,103	751,695	9,70,81,810	10,86,95,796	10,86,75,217

THE JUTE TRADE—*(Contd.)*

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1931-32 *to* 1935-36.

Years, July to June.	London.	Dundee.	Other ports in U. K.	Continental ports.	Total, Europe.
	JUTE—(A BALE=400 lbs.)				
	Bales.	Bales.	Bales.	Bales.	Bales.
1935-36	7,842	805,509	17,016	2,280,343	3,110,710
1934-35	9,869	891,220	14,609	2,615,302	3,531,061
1933-34	6,862	862,867	13,418	2,490,365	3,385,262
1932-33	1,894	743,000	10,930	2,196,878	2,951,702
1931-32	12,501	715,464	2,831	1,687,121	2,417,677
	REJECTIONS—(A BALE=400 lbs.)				
1935-36		2,820		8,762	11,582
1934-35		13,194		18,545	31,739
1933-34		34,554		18,386	52,940
1932-33		16,059		13,986	30,045
1931-32		29,329		30,023	59,352
	CUTTINGS—(A BALE=400 lbs.)				
1935-36		49,948		65,732	115,680
1934-35		47,854		76,621	124,475
1933-34		49,102		66,892	115,994
1932-33		40,999		42,307	83,306
1931-32		30,644		49,518	80,162

THE JUTE TRADE—*(Contd.)*

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1931-32 to 1935-36.

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.
1935-36	3,119,710	497,695	7,269	7,992	204,653	3,836,719
1934-35	3,531,051	379,403	2,699	7,131	164,370	4,084,654
1933-34	3,385,392	390,913	53	5,570	141,184	3,923,112
1932-33	2,951,792	394,532	160	7,831	135,228	3,399,543
1931-32	2,417,977	306,581	175	5,499	97,533	2,827,765
	Rejections—(A bale = 400 lbs.)					
1935-36	11,582	6,598	1,484	...	...	19,664
1934-35	31,739	6,005	429	...	...	38,173
1933-34	52,890	11,214	25	...	...	64,129
1932-33	30,045	6,594	250	...	...	36,889
1931-32	59,362	15,042	781	...	...	75,185
	Cuttings—(A bale = 400 lbs.)					
1935-36	115,680	121,112	47,366	...	...	284,158
1934-35	124,475	66,167	38,552	...	...	229,194
1933-34	116,994	98,271	22,979	...	...	238,244
1932-33	83,396	38,248	21,143	...	...	142,787
1931-32	89,182	48,525	13,013	...	...	150,720

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 1911-1912 to 1935-36.

Years, July to June.	Jute.	Rejections.	Cuttings.	Total Bales.
	Bales.	Bales.	Bales.	
1911-12	4,166,048	95,648	364,554	4,626,250
1912-13	4,402,802	146,429	392,930	4,942,161
1913-14	3,637,755	117,224	437,739	4,192,718
1914-15	2,606,700	77,278	283,084	2,967,062
1915-16	2,747,016	82,504	277,242	3,106,762
1916-17	2,494,110	88,926	227,391	2,810,427
1917-18	Not 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	2,607,564	157,105	203,284	2,967,953
1922-23	2,550,145	153,425	197,993	2,901,563
1923-24	3,327,417	171,399	272,422	3,771,238
1924-25	3,438,852	180,915	202,285	3,822,052
1925-26	3,095,075	191,722	229,995	3,516,792
1926-27	3,969,509	206,439	273,078	4,449,026
1927-28	4,451,041	160,619	274,920	4,886,580
1928-29	4,428,885	139,512	259,718	4,828,115
1929-30	3,955,072	210,619	280,791	4,446,482
1930-31	3,126,263	98,722	201,440	3,426,425
1931-32	2,827,765	75,185	150,720	3,053,670
1932-33	3,399,463	36,889	142,787	3,579,139
1933-34	3,923,112	64,129	238,244	4,225,485
1934-35	4,084,654	38,173	229,194	4,352,021
1935-36	3,836,719	19,664	284,158	4,140,541

* From 1st January to 30th June 1919.

TEA CULTIVATION IN INDIA

Statement showing the progress of Tea Cultivation in the Tea-growing Districts during 20 years from 1915 to 1934.

Years.	Burma.	Assam. Brahmaputra Valley.	Assam. Cachar and Sylhet.	Bihar and Orissa	Bengal.	United Provinces.	Punjab.	Madras	Coorg.	Travancore.	Mysore	Cochin.	Total India.
	Acres.	Acres	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres	Acres.	Acres.	Acres.
1915 ...	2,836	236,489	146,335	2,133	161,313	7,946	9,875	27,103	...	40,890	...	...	634,940
1916 ...	2,828	242,636	146,702	2,178	166,340	7,968	7,495	30,468	...	42,415	...	...	649,030
1917 ...	2,799	249,764	149,926	2,178	167,713	7,854	7,498	35,000	...	43,756	...	...	667,088
1918 ...	2,815	254,754	151,197	2,178	169,168	7,987	7,508	38,528	...	44,458	...	...	678,533
1919 ...	1,700	239,184	152,715	2,113	173,148	7,778	9,764	39,725	...	45,641	...	...	691,768
1920 ...	1,700	266,022	154,133	2,068	(b)175,311	6,656	9,737	41,297	...	47,105	...	...	704,059
1921 ...	(a)	268,665	148,535	2,156	(b)182,152	6,533	9,770	42,496	...	48,699	...	...	709,096
1922 ...	(a)	266,346	145,791	2,116	(b)185,311	6,016	9,762	44,549	...	48,308	...	...	708,199
1923 ...	(a)	266,871	144,991	2,068	(b)185,694	6,031	9,720	46,411	...	49,393	...	...	711,269
1924 ...	(a)	268,134	145,131	1,873	(b)186,626	6,210	9,705	46,945	316	49,770	...	...	714,710
1925 ...	(a)	270,812	145,664	2,146	(b)192,998	6,453	9,591	48,783	364	50,852	...	...	727,663
1926 ...	(a)	274,083	146,361	2,146	(b)194,681	6,174	9,693	51,864	364	54,057	...	...	739,423
1927 ...	(a)	277,203	146,809	1,848	(b)196,704	5,971	9,718	58,114	416	57,338	1,882	...	755,594
1928 ...	(a)	280,139	147,059	3,821	(b)201,380	6,020	9,712	63,601	415	61,364	2,357	...	775,898
1191 ...	(a)	284,711	144,774	4,074	(b)203,045	6,060	9,702	66,276	415	65,384	3,264	296	788,001
9929 ...	(a)	285,333	147,107	3,691	(b)207,507	6,277	9,699	69,910	415	68,583	3,989	521	803,532
3031 ...	(a)	286,617	144,336	3,659	(b)206,978	6,254	9,693	72,436	415	71,886	4,034	521	806,829
1932 ...	(a)	286,888	141,540	3,424	(b)207,851	6,286	9,637	74,015	415	74,637	4,239	523	809,455
1933 ...	(a)	289,259	141,158	3,884	(b)209,749	6,226	9,628	75,753	415	76,296	4,070	1,627	818,065
1934 ...	(a)	293,165	138,617	3,936	(b)209,860	6,246	9,624	75,502	415	77,243	4,449	1,627	820,684

(a) Discontinued.
(b) Includes Tripura State.

TEA PRODUCTION IN INDIA.

Statement showing the progress of Tea Production in the Tea-growing Districts during 20 years, from 1915 to 1934.

Years.	Burma.	Assam. Brahmaputra Valley.	Assam. Cachar and Sylhet.	Bihar and Orissa.	Bengal.	United Provinces.	Punjab.	Madras.	Coorg.	Travancore.	Mysore.	Cochin.	Total India.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
1915 ...	145,534	163,213,204	82,538,722	293,207	89,526,057	2,903,945	1,969,638	11,361,589	...	20 248 787	...	...	372,202,674
1916 ...	142,356	163,000,184	81,072,947	246,002	92,644,490	2,352,732	1,559,161	11 364,146	...	17,559,891	...	...	370,313,559
1917 ...	109,624	161,475,018	84,148,898	309,208	91,832,856	2,260,057	1,050,215	10,385,212	...	19 665,246	...	...	371,296,338
1918 ...	110,345	171,685,750	81,584,343	323,864	89,683,561	2,234,760	1,388 729	10,518,373	..	22,629,250	...	...	380,458,975
1919 ..	138,495	163,962 010	75,170,563	412,511	99,511 403	2,123,834	1,731,218	10,469 358	...	23,535,942	...	...	377,055,639
1920 ...	134,122	154,181 566	80,132,495	384,514	71,626,567	1 491,887	1,663,547	12,255,755	...	23,399,123	...	...	345,339,576
1921 ...	(a)	131,193 736	80,309,038	172,553	(b 58,777,876	1,006,259	1,405,960	11,521,836	...	19,876,762	...	...	274,263,771
1922 ...	(a)	137,304,660	62,600,658	200,163	(b 71,534,533	1,542,351	1,548,418	14,240,322	...	22,307,431	...	...	311,638,936
1923 ...	(a)	160,281,815	77,318,636	216,423	(b 88,176,654	1 961,459	1,721,731	18,695,755	...	27,583,216	...	...	375 355,689
1924 ...	(a)	165,731,842	71,371,268	213,513	(b 87,459,477	1,741,316	1,936,762	19,696 357	...	27,055,339	...	...	375,255,874
1925 ...	(a)	132,371,999	72,813,018	237,413	(b)85,279,396	1,659 173	1,810,976	21,113,091	116,506	28,075,119	...	...	363,506,571
1926 ...	(a)	167,671,433	74,310,240	278,402	(b)85,829,925	1,720,336	1,675,198	22,483,481	133,068	28,531,699	...	...	392,933,182
1927 ...	(a)	163,359,276	72,337,555	306,651	(b 97,942,054	1,597,625	2,076 400	24,132,189	151,819	28,825,276	...	...	390,919,845
1928 ...	(a)	173,785,894	72,231,814	719,496	(b)96,105,654	2,133,764	1,904,866	26,785,363	216,265	30,188,329	81,763	...	404,153,169
1929 ...	(a)	185,156,297	73,784,417	853,216	(b) 111,355,903	1,488,842	1,930,109	27,422,488	169,022	30,513,697	112,925	55,074	432,841,981
1930 ...	(a)	164,057,327	69,353,756	809,202	(b)98,240,513	1,822,664	1,896,286	26,439,620	167,537	28,028,260	199,004	61,719	291,080,788
1931 ...	(a)	172,973,059	71,156,279	885,471	(b)99,096,271	1,366,574	1,992,185	27,508,514	174,362	28,673,094	187,463	59,233	304,083,505
1932 ...	(a)	176,341,711	80,716,222	672,006	(a) 110,552,55	1,299 798	1,368,563	29,660,764	219,767	32,640,970	153,842	88,791	433,669,289
1933 ...	(a)	135,032,132	64,368,994	1,094,048	(b)93,441,711	1,732,943	2,111,089	29,295,253	209,425	30,735,043	198,339	515,446	283,674,443
1934 ...	(a)	164,825,060	68,010,388	1,032,792	(b 100,32,950	1,753,917	2,339,755	29 312 014	198,829	31,112,653	192,571	553,163	400,005,614

(a) Discontinued
(b) 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 1932-33 to 1934-35.

Exported to—	Quantity in lbs.			Value in rupees.		
	1932-33.	1933-34.	1934-35.	1932-33.	1933-34.	1934-35.
United Kingdom ...	279,770,678	233,132,578	243,038,918	10,45,20,525	13,81,57,760	14,14,25,648
Gibraltar ...	480	...	8,980	282	...	4,230
Malta and Gozo ...	...	2,500	...	...	1,328	...
Cape of Good Hope ...	462,830	*542,067	*448,551	2,20,504	*3,31,745	*2,33,324
Natal ...	62,999			24,030		
Zanzibar and Pemba ...	39,520	6,640	6,900	20,963	5,735	4,252
Kenya Colony ...	2,492	4,980	6,918	1,101	2,490	3,244
Transvaal ...	...	...	...	...	...	...
Somaliland Protectorate ...	2,740	118,892	117,844	31,029	56,776	63,248
Mauritius & Dependencies ...	5,000	4,675	3,925	1,250	1,797	1,717
Aden & Dependencies ...	301,054	320,755	345,265	1,14,140	1,59,155	1,93,363
Bahrein Island ...	711,868	209,535	281,155	2,33,856	1,01,819	1,56,827
Straits Settlements ...	220,284	117,067	10,542	1,10,066	38,592	6,065
Ceylon ...	1,238	2,614	40	697	1,553	32
Hong-Kong ...	4,247	1,042	20	1,594	442	30
West Australia ...	107,925			55,890		
South Australia (including N. Territory) ...	474,575			2,14,867		
Victoria ...	129,158	1,976,592	1,581,275	66,355	10,66,200	8,10,058
New South Wales ...	925,397			4,61,367		
Queensland ...	2,000			2,198		
New Zealand ...	1,138,498	2,493,558	1,113,688	5,71,028	13,10,221	6,53,720
Fiji Islands ...	16,185	18,875	14,316	5,129	10,266	7,007
Canada { Atlantic coast	9,473,915	9,502,182	9,177,988	45,70,246	49,69,036	46,73,843
Canada { Pacific coast	7,592,172	5,431,414	3,606,523	34,43,775	27,42,064	18,30,797
British Guiana ...	22,590	12,874	21,550	10,219	6,959	11,064
Federated Malay States ...	895	5,365	3,769	337	3,496	2,249
Iraq ...	451,216	501,509	434,739	1,99,999	2,60,557	2,28,845
Egypt ...	1,999,343	1,199,058	669,301	8,43,964	6,85,337	3,09,420
Seychelles ...	7,877	7,102	10,335	3,128	2,999	6,007
Roumania ...	11,000	38,150	30,500	5,500	21,560	15,230
Sweden ...	20,226	15,849	8,941	11,287	7,883	6,460
Norway ...	4,180	5,810	6,000	1,394	4,059	3,750
Denmark ...	3,839	1,620	5,155	1,498	1,085	2,964
Germany ...	102,312	160,196	108,663	61,762	1,01,721	63,687
U. S. S. R.—						
Southern ...	2,761,350	646,657	4,528	13,18,558	3,31,054	2,259
Northern ...	...	61,449	...	...	30,724	...
Pacific ports ...	93,874	...	35,904	46,205	...	17,918
Georgia ...	614,326	...	...	2,84,262	...	...
Irish Free State ...	...	2,148,182	1,807,166	...	1,560,424	10,66,463
Finland ...	...	571	...	...	640	...
Cyprus ...	...	...	1,250	...	...	729

*Union of South Africa.

TEA EXPORTS FROM BENGAL—*(concld.)*

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1932-33 to 1934-35.

Exported to—	Quantity in lbs.			Value in rupees.		
	1932-33.	1933-34.	1934-35.	1932-33.	1933-34.	1934-35.
British Honduras ...	...	...	500	...	...	250
Tanganyika Territory ...	450	...	...	1,320	...	...
Syria ...	185,410	106,414	143,355	77,988	50,170	82,438
Tunis ...	3,600	...	...	1,525	...	...
Smyrna ...	...	...	63,822	...	...	31,011
Netherlands ...	115,071	78,192	103,455	59,450	43,160	54,095
Poland ...	...	8,612	4,572	...	6,052	2,978
Belgium ...	4,454	1,241	915	2,205	879	753
France ...	186,279	236,651	77,125	1,03,375	1,32,313	43,473
Spain ...	790	1,250	6,500	415	625	3,250
Italy ...	11,237	6,273	4,260	5,734	4,120	2,925
Algeria ...	...	...	11,103	...	...	5,628
Sumatra ...	8,400	3,600	...	5,872	2,166	...
Java ...	90	...	30	149	...	39
Turkey, European (including Crete or Candia) ...	97,750	420,750	201,177	62,781	2,74,921	1,51,509
" Asiatic { Levant and Black Sea	426,013	302,212	177,638	2,00,459	1,73,499	1,11,292
" Asiatic { Persian Gulf ...						
" Asiatic { Red Sea						
British West India Islands ...	174,604	66,550	114,150	74,514	36,743	64,933
Greece ...	30	11,600	1,500	30	8,437	937
Tripoli ...	...	3,700	2,250	...	4,427	1,123
Italian East Africa ...	352,902	320,095	514,776	1,22,541	1,57,979	3,00,054
Madagascar ...	1,100	...	...	556	...	...
Portuguese East Africa ...	36,194	21,376	19,881	12,150	10,694	10,527
West Africa ...	...	...	...	...	...	...
French Somaliland ...	50,872	49,010	48,517	18,992	23,980	28,026
Mount Territory and Trucial Oman ...	124,077	116,887	162,875	34,724	60,411	76,634
Other Native States in Arabia ...	1,396,413	437,807	875,214	4,20,375	2,00,145	4,81,999
Persia ...	1,428,027	973,873	305,531	6,18,539	4,92,356	1,75,467
Abyssinia ...	...	...	...	...	...	...
China (ex Hongkong & Macao) ...	...	...	...	...	...	...
Siam ...	1,405	992	1,100	1,249	718	776
Japan ...	8,969	6,100	12,202	6,709	2,885	14,472
U. S. A. { Atlantic coast	10,691,796	7,026,398	7,218,474	53,51,628	42,75,479	37,46,014
U. S. A. { Pacific coast	365,002	299,820	348,014	1,84,080	1,63,839	2,07,753
Chile ...	386,817	2,230	1,489,574	2,50,579	1,123	7,56,824
Peru ...	56,856	22,211	15,991	41,016	11,758	7,995
Argentine Republic (including Atlantic coast of Patagonia) ...	110,005	103,910	49,020	59,284	52,635	24,885
Brazil ...	...	...	...	160	...	...
Anglo-Egyptian Sudan ...	92,074	385,559	489,869	42,588	2,17,732	2,65,013
Palestine ...	164,205	154,396	148,758	76,476	74,491	75,517
Uruguay ...	5,000	7,000	21,000	3,750	3,750	10,750
Other Countries ...	19,560	...	...	14,594	...	...
TOTAL ...	323,824,706	270,822,026	276,452,977	12,53,20,158	15,83,83,948	15,86,13,727

TEA EXPORTS FROM INDIA.

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1910-1911 *to* 1934-35.

Year.		Quantity in lbs.					
		Bengal.	Bombay.	Madras.	Sind.	Burma.	Total.
1910-11 ...	Black ...	233,722,490	1,449 463	18,035,962	1,626	8,651	253,218,192
	Green ...	1,082,567	...	...	...	420	1,082,987
1911-12 ...	Black ...	239,004,610	1,496,522	17,638,173	2,138	13,610	258,635,093
	Green ...	1,371,500	...	749,715	...	2,080	2,123,295
1912-13 ...	Black ...	255,992 237	1,975,545	19,128,730	2,985	13,865	277,093,361
	Green ...	725,275	...	768,795	...	790	1,493,860
1913-14 ...	Black ...	265,374,503	2,601,197	20,917,980	20,998	7,830	288,923,508
	Green ...	35,899	...	511,065	...	1,628	547,592
1914-15 ...	Black ...	274,491,324	4,039,149	21,613 736	38,318	2,797	300,185,324
	Green ...	165,824	...	381,726	...	560	548,110
1915-16 ...	Black ...	301,775,583	11,195,037	25,775,616	26,767	6,060	338,779,063
	Green ...	127,049	...	64,150	...	...	191,199
1916-17 ...	Black ...	262,452,389	3,721,750	24,997,996	45,659	34,223	291 162,117
	Green ...	210,491	...	...	...	...	210,491
1917-18 ...	Black ...	324,824,260	9,054,340	24,891,951	393,045	3,378	359,170,974
	Green ...	4,258	...	...	...	...	4,258
1918-19 ...	Black ...	279,709,808	14,296,543	27,065,941	2,538,873	940	323,648,105
	Green ...	50,482	6,443	...	180	...	57,105
1919-20 ...	Black ...	341,146,129	7,445,111	29,453,234	1,108,451	8,167	379,161,133
	Green ...	500	2,820	...	360	...	3,680
1920-21 ...	Black ...	250,094,918	3,600,363	30,637,678	1,274,798	5,507	285,613,264
	Green ...	528,111	...	...	504	...	528,615
1921-22 ...	Black ...	283,720,022	2,250,582	27,233,356	292,483	6,606	313,501,049
	Green ...	356,900	...	...	...	...	356,900
1922-23 ...	Black ...	253,915,523	3,960,203	30,386,551	194,591	9,895	287,515,763
	Green ...	780,257	...	...	290	...	780,547
1923-24 ...	Black ...	295,523,579	3,318,870	38,559,737	93,069	5,181	338,500,216
	Green ...	255,141	...	...	...	...	255,141
1924-25 ...	Black ...	299,068,573	2,574,728	37,486,634	62,644	5,232	339,227,811
	Green ...	648,212	...	230,882	...	...	879,094
1925-26 ...	Black ...	275,965,777	2,551,169	42,745,780	40,597	3,937	324,429,260
	Green ...	920,758	...	386,902	65	...	1,307,725
1926-27 ...	Black ...	303,908,747	1,332,777	42,672,500	18,441	21,832	348,043,097
	Green ...	958,126	...	262,195	...	...	1,220,331
1927-28 ...	Black ...	314,323,746	693,461	45,384,505	15,211	52,034	360,568,959
	Green ...	585,569	...	360,050	...	...	945,619
1928-29 ...	Black ...	306,331,129	407,928	49,195,433	13,522	14,770	359,163,073
	Green ...	313,719	60	125 345	...	...	439,124
1929-30 ...	Black ...	325,897,293	554,178	49,671,327	16,094	30,033	376,168 945
	Green ...	465,244	...	...	...	...	465,244
1930-31 ...	Black ...	306,208,104	485,872	48,574,402	15,517	14,890	355,300,777
	Green ...	938,046	128	...	...	...	938,168
1931-32 ...	Black ...	291,686,022	296 285	45,961,455	11,975	12,393	340,910,130
	Green ...	698,174	...	...	...	...	698,174
1932-33 ...	Black ...	323,824,706	161,497	54,836,734	5,489	8,140	378,836,566
	Green ...	...	...	...	...	...	...
1933-34 ...	Black ...	270,822,026	184,530	46,798,554	2,696	8,305	317,816,111
	Green ...	...	...	...	24	...	24
1934-35 ...	Black ...	276,452,077	150,547	48,138,633	66,572	24,409	324,833,138
	Green ...	...	...	...	...	...	...

TEA MOVEMENTS IN LONDON

Comparative Statement of Movements of Tea (Black and Green) in London during the calendar years 1934 *and* 1935.

Year.		Imports.						Deliveries.					
		Indian.	Ceylon.	Java & Sumatra.	China, etc.	Total.		Indian.	Ceylon.	Java & Sumatra.	China, etc.	Total.
		lb.	lb.	lb.	lb.	lb.		lb.	lb.	lb.	lb.	lb.
January	1934	31,799,468	8,359,012	3,748,139	691,893	43,732,013		31,393,170	8,395,658	3,591,918	465,315	43,746,061
	1935	34,293,495	8,875,493	3,748,139	691,893	47,608,020		32,000,000	8,000,000	3,000,000	1,000,000	44,000,000
February	1934	12,838,320	8,473,162	3,629,609	692,168	24,811,277		30,820,139	7,693,226	4,258,810	692,722	43,464,897
	1935	13,270,627	6,988,013	4,679,574	692,168	25,630,382		19,968,888	9,075,111	2,238,455	1,317,200	32,599,657
March	1934	12,871,610	7,263,164	2,327,609	385,357	23,847,740		23,307,250	10,812,285	3,893,469	1,149,209	39,162,215
	1935	13,270,627	6,988,013	4,679,574	385,357	25,323,571		21,000,000	9,000,000	3,000,000	1,000,000	34,000,000
April	1934	8,905,067	11,873,620	4,321,300	84,858	25,187,753		21,953,199	7,714,516	4,308,009	1,053,388	35,029,610
	1935	6,386,306	10,051,546	4,068,468	877,284	21,383,604		21,000,000	9,000,000	3,477,221	1,725,219	34,271,442
May	1934	5,810,16	18,787,419	4,353,561	693,009	29,644,111		29,701,387	8,749,068	5,716,351	1,116,534	37,307,643
	1935	4,000,000	12,000,000	3,000,000	1,000,000	20,000,000		21,000,000	9,000,000	3,000,000	1,000,000	34,000,000
June	1934	6,722,471	13,117,127	3,479,450	819,720	24,138,768		31,174,162	9,447,782	4,420,499	1,133,155	45,175,598
	1935	4,000,000	11,000,000	3,162,276	857,092	19,019,368		25,834,970	9,008,009	3,289,816	1,581,459	39,694,254
July	1934	11,739,697	11,976,893	5,049,119	3,394,976	32,162,685		30,797,802	9,004,040	4,449,516	1,219,253	45,470,611
	1935	11,176,966	9,944,437	3,729,836	2,272,693	27,123,932		25,000,000	9,000,000	3,000,000	1,000,000	38,000,000
August	1934	12,978,752	9,259,432	5,205,177	2,461,040	29,904,401		32,127,260	9,127,260	4,417,260	1,153,462	46,825,241
	1935	12,978,752	9,259,432	5,205,177	2,461,040	30,078,781		32,000,000	9,000,000	3,000,000	1,000,000	45,000,000
September	1934	10,850,621	8,801,116	2,744,013	4,088,269	26,483,019		17,071,266	10,016,009	9,328,258	3,948,209	40,363,742
	1935	8,000,000	8,000,000	2,000,000	4,000,000	22,000,000		20,000,000	9,000,000	3,000,000	1,000,000	33,000,000
October	1934	12,000,000	8,811,326	1,248,993	5,014,019	27,074,338		29,398,159	10,178,849	5,370,832	1,159,721	46,107,561
	1935	12,000,000	8,000,000	1,000,000	5,000,000	26,000,000		29,000,000	9,000,000	3,000,000	1,000,000	42,000,000
November	1934	20,249,900	8,118,344	3,033,743	3,004,198	34,406,185		22,743,012	9,135,295	3,438,422	1,117,212	36,433,941
	1935	18,398,309	7,693,286	1,816,649	1,316,649	29,225,893		24,000,000	10,000,000	3,000,000	1,000,000	38,000,000
December	1934	19,621,648	8,600,792	2,846,272	1,137,799	32,206,511		20,645,381	10,095,370	3,344,803	1,137,799	35,223,353
	1935	20,000,000	8,000,000	2,000,000	1,000,000	31,000,000		19,000,000	9,000,000	2,000,000	1,000,000	31,000,000
Totals	1934	321,075,945	118,440,756	48,305,538	26,000,000	513,822,239		328,433,277	116,196,530	49,609,023	15,845,376	510,084,208
	1935	321,075,945	118,440,756	48,305,538	26,000,000	513,822,239		328,433,277	116,196,530	49,609,023	15,845,376	510,084,208

BENARES OPIUM.

Statement showing the quantity, average price, and gross proceeds of Benares Opium sold during 25 years, from 1911 to 1935.

Year.	Quantity.	Average price per chest.			Gross proceeds.		
	Chests.	Rs.	As.	P.	Rs.	As.	P.
1911 ...	29,440	2,811	9	1	8,27,72,374	6	0
1912 ...	19,900	2,970	10	10	5,91,16,564	3	6
1913 ...	9,000	2,379	4	3	2,14,13,400	0	0
1914 ...	11,848	1,598	14	0	1,89,43,520	2	11
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	3,13,34,050	0	0
1924 ...	7,391	4,665	8	4	2,80,54,775	0	0
1925 ...	6,119	4,616	15	1	2,54,35,350	0	0
1926 ...	7,950	4,109	2	1	3,19,31,325	0	0
1927 ...	7,330	4,000	0	0	2,93,20,000	0	0
1928 ...	6,516	4,000	0	0	2,60,64,000	0	0
1929 ...	5,701	4,000	0	0	2,28,04,000	0	0
1930 ...	4,882	4,000	0	0	1,95,28,000	0	0
1931 ...	4,036	4,000	0	0	1,61,44,000	0	0
1932 ...	2,052	4,000	0	0	82,08,000	0	0
1933 ..	2,094	4,000	0	0	83,76,000	0	0
1934 ...	1,356	4,000	0	0	54,24,000	0	0
1935 ...	292	4,000	0	0	11,68,000	0	0

BENARES OPIUM—*(contd.)*

Statement showing the quantity, average price and gross proceeds of Benares Opium sold each month during 1934 and 1935.

1934	Quantity in chests.	Average price per chest Rs. As. P.	Gross proceeds. Rs.	As.	P.
January	200	4,000 0 0	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		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

1935	Quantity in chests.	Average price per chest Rs. As. P.	Gross proceeds. Rs.	As.	P.
January	35	4,000 0 0	1,40,000	0	0
February	...		...		
March	...		...		
April	...		...		
May	...		...		
June	127		5,08,000	0	0
July	...		...		
August	...		...		
September	...		...		
October	130		5,20,000	0	0
November	...		...		
December	...		...		
Total ...	292	4,000 0 0	11,68,000	0	0

THE SALT TRADE.

Statement showing the quantity (in maunds of 82⅔ lbs.) of salt imported into Bengal, and the annual average price, during 25 years from 1911-1912 to 1935-36.

Year.	From United Kingdom.	From Germany.	From other Europe Countries.	From Aden.	From Red Sea Ports.	From Bombay and Sind.	From Madras and other Indian Ports.	Total Imports.	Annual average Calcutta price per 100 lbs. of Liverpool daily.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Rs. As. P.
1911-12	...	1,040,644	1,878,288	1,905,204	1,054,379	2,042,315	831,784	14,317,055	64 6 9
1912-13	...	1,275,318	1,879,201	2,475,700	2,249,929	2,721,487	1,250,968	17,160,010	64 6 4
1913-14	...	3,251,373	799,146	2,205,388	3,571,871	2,230,686	938,017	15,008,436	64 6 1
1914-15	...	2,303,249	406,027	892,413	1,600,081	1,658,151	875,700	11,006,504	77 4 0
1915-16	...	2,483,058	8,060	2,755,327	1,603,514	2,694,896	1,217,000	12,757,857	77 10 0
1916-17	...	2,483,058	...	1,012,344	2,211,654	1,053,514	360,767	10,628,401	145 8 5
1917-18	...	1,930,102	...	900,475	2,321,208	1,325,075	28,981	8,572,142	273 6 4
1918-19	...	1,934,047	...	...	419,30	3,301,406	1,142,901	10,898,262	173 0 0
1919-20	...	1,934,047	...	1,118,681	3,480,491	1,467,744	423,488	11,391,893	125 0 0
1920-21	...	1,934,047	2,032,717	1,003,032	1,008,314	1,462,853	490,974	14,978	16,071,248	130 0 0
1921-22	...	1,603,209	1,098,341	1,444,033	1,400,734	2,326,317	1,000,157	85,040	17,010,154	130 0 0
1922-23	...	2,192,107	1,173,305	1,038,902	1,640,216	2,308,239	762,737	438,224	14,881,433	122 0 0
1923-24	...	2,192,107	1,173,305	1,494,314	1,405,382	2,717,881	262,306	...	13,092,292	64 7 11
1924-25	...	2,649,881	562,062	2,135,671	1,575,172	3,216,571	1,189,531	6,856	10,576,355	90 6 4
1925-26	...	2,720,335	628,040	2,135,671	1,575,172	3,216,571	1,189,531	10,000	11,177,000	64 7 11
1926-27	...	2,720,335	628,040	1,109,844	2,340,110	2,717,881	262,306	...	13,092,292	64 7 11
1927-28	...	2,693,348	714,094	1,811,024	1,471,483	3,216,571	962,813	...	13,231,197	116 8 0
1928-29	...	1,770,323	697,910	1,816,485	3,771,620	3,206,229	934,965	...	13,673,142	96 12 0
1929-30	...	1,770,323	697,910	1,816,485	3,771,620	3,206,229	934,965	750,194	12,201,289	96 12 0
1930-31	...	1,770,323	697,910	1,816,485	3,771,620	3,206,229	934,965	2,626,311	14,246,777	83 0 0
1931-32	...	988,634	1,441,711	4,358,832	4,305,461	1,958,183	1,324,894	...	16,606,318	63 0 0
1932-33	...	488,658	310,000	1,153,839	8,232,781	903,243	1,675,703	1,198,251	13,509,118	63 0 0
1933-34	...	488,658	310,000	584,165	7,788,268	1,232,340	1,811,494	1,641,494	13,825,044	62 0 0
1934-35	...	19	1,060,964	...	7,683,657	...	1,871,032	1,378,093	13,993,822	62 0 0
1935-36	...	19	1,023,399	...	7,231,657	...	2,545,093	2,467,883	14,005,881	55 5 0
	...	19	1,023,399	...	7,231,658	...	2,545,093	2,467,297	15,822,601	55 5 0

N.B.—Figures for Chittagong Port are included from 1913-14.

† Amowrah salt which was in previous statements shown under 'From other Countries' is now under 'From Red Sea Ports.'

WHEAT AND LINSEED 1934 and 1935.

Wheat.		1934. May.	1934. June.	1934. July.	1934. August.	1935. May.	1935. June.	1935. July.	1935. August.
Exchange	D/Payment 4 M/S s.	1 $6\frac{3}{16}$	1 $6\frac{5}{16}$	1 $6\frac{3}{16}$	1 $6\frac{3}{8}$	1 $6\frac{5}{16}$	1 $6\frac{3}{8}$	1 $6\frac{1}{4}$	1 $6\frac{1}{4}$
	D/Payment 3 M/S s.	1 $6\frac{3}{16}$	1 $6\frac{3}{8}$	1 $6\frac{3}{8}$	1 $6\frac{5}{16}$	1 $6\frac{3}{8}$	1 $6\frac{1}{4}$	1 $6\frac{5}{16}$	1 $6\frac{3}{8}$
Price ...	Calcutta, per B. Md. Club No. 2 (ready) .... Rs. (including bag)	3-2-0	3-2-0	3-2-0	3-4-0	3-6-0	3-4-0	3-4-3	3-4-0
Freight ...	Current rate per Md. by Rail, Cawnpore to Howrah Rs. P. Ton, Steamer, Calcutta to London .. ... £	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0	0-8-11 (a) 1-10-0
Shipping Charges (boating) per ton. Calcutta.		Average Rs. 1-10-0 per ton 1933-34				Average Rs. 1-8-0 per ton. 1934-35			
Exports ...	Bengal ... Tons.		74			142			
	Bombay ... ,,		1,235			1,289			
	Sind ... ,,		739			9,510			
	Madras, etc. ... ,,		...			.....			
	Burma ... ,,		12			30			
	TOTAL ... ,,		2,060			10,992			

Linseed.		1934. May.	1934. June.	1934. July.	1934. August.	1935. May.	1935. June.	1935. July.	1935. August.
Exchange	D/Payment 4 M/S s.	1 $6\frac{3}{8}$	1 $6\frac{7}{16}$	1 $6\frac{7}{16}$	1 $6\frac{3}{8}$	1 $6\frac{7}{8}$	1 $6\frac{3}{8}$	1 $6\frac{1}{4}$	1 $6\frac{1}{4}$
	D/Payment 3 M/S s.	1 $6\frac{7}{16}$	1 $6\frac{3}{8}$	1 $6\frac{5}{8}$	1 $6\frac{7}{8}$	1 $6\frac{3}{8}$	1 $6\frac{1}{4}$	1 $6\frac{3}{8}$	1 $6\frac{1}{2}$
Price ...	Calcutta, per B. Md. Small grain (ready) Basis 5% refraction ... Rs.	5-2-0	5 2-6	4-13-0	5-2-0	‡4-12-0	‡4-10-0	‡4-9-0	‡4-11-0
Freight ...	Current rate per Md. by Rail, Cawnpore to Howrah Rs. P. Ton, Steamer, Calcutta to London ... ... £	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9	0-8-11 (a) 1-8-9
Shipping Charges (boating) per ton. Calcutta.		Average Rs. 1-10-0 per ton. 1933-34				Average Rs. 1-8-0 per ton. 1934-35			
Exports ...	Bengal ... Tons.		188,627			66,605			
	Bombay ... ,,		184,718			120,317			
	Sind ... ,,		.....			.....			
	Madras, etc. ... ,,		5,523			11,443			
	Burma ... ,,		.....			.....			
	TOTAL ... ,,		378,868			238,365			

(a) Subject to rebate of 10% not exceeding 5s. per ton.

‡ (With new single bag, delivery at Kantapaker.)

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 Cawnpore to Howrah for 20 years from 1916 *to* 1935.

Year.	May.		June.		July.		August.	
	Wheat.	Linseed.	Wheat.	Linseed.	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.
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
1935 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11

(a) Including surcharge.
(b) Excluding surcharge which is Rs. -/2/6 per rupee in case of linseed only.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1935.

1st QUARTER.

Staples.		To London. Steamers. Highest.	To London. Steamers. Lowest.	To London. Sailing Vessels. Highest.	To London. Sailing Vessels. Lowest.	To Liverpool. Steamers. Highest.	To Liverpool. Steamers. 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 ...	,,	1 10 0	1 10 0				
Linseed ...	,,	1 8 9	1 8 9				
Rapeseed ...	,,	1 11 3	1 11 3				
Tiloseed ...	,,	1 16 3	1 16 3				
Poppyseed ...	,,	1 16 3	1 16 3				
Jute ...	,,	1 17 6	1 17 6				
Cotton ...	,,	1 17 6	1 17 6				
Catch ...	,,	2 1 3	2 1 3				
Hides ...	,,	2 1 3	2 1 3	*Nil.*	*Nil.*	Same as London.	Same as London.
Tea ...	,,	2 5 0	2 5 0				
Shellac ...	,,	2 2 6	2 2 6				
Silk ...	,,	3 6 3	2 12 6				
Talc ...	,,	1 10 0	1 10 0				
Castor oil ...	,,	2 1 3	2 1 3				
Turmeric ...	,,	1 17 6	1 17 6				
Gunnies ...	,,	2 1 3	2 1 3				

2nd QUARTER.

Staples.		To London. Steamers. Highest.	To London. Steamers. Lowest.	To London. Sailing Vessels. Highest.	To London. Sailing Vessels. Lowest.	To Liverpool. Steamers. Highest.	To Liverpool. Steamers. 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 ...	,,	1 10 0	1 10 0				
Linseed ...	,,	1 8 9	1 8 9				
Rapeseed ...	,,	1 11 3	1 11 3				
Tiloseed ...	,,	1 16 3	1 16 3				
Poppyseed ...	,,	1 16 3	1 16 3				
Jute ...	,,	1 17 6	1 17 6				
Cotton ...	,,	1 17 6	1 17 6				
Catch ...	,,	2 1 3	2 1 3				
Hides ...	,,	2 1 3	2 1 3	*Nil.*	*Nil.*	Same as London.	Same as London.
Tea ...	,,	2 5 0	2 5 0				
Shellac ...	,,	2 2 6	2 2 6				
Silk ...	,,	2 12 6	2 12 6				
Talc ...	,,	1 10 0	1 10 0				
Castor oil ...	,,	2 1 3	2 1 3				
Turmeric ...	,,	1 17 6	1 17 6				
Gunnies ...	,,	2 1 3	2 1 3				

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1935—*(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	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				
Tilseed ...	,,	1 16 3	1 16 3				
Poppyseed ...	,,	1 16 3	1 16 3				
Jute ...	,,	1 17 6	1 17 6				
Cotton ...	,,	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Catch ...	,,	2 1 3	2 1 3				
Hides ...	,,	2 1 3	2 1 3				
Tea ...	,,	2 5 0	2 5 0				
Shellac ...	,,	2 2 6	2 2 6				
Silk ...	,,	2 12 6	2 12 6				
Talc ...	,,	1 10 0	1 10 0				
Castor oil ...	,,	2 1 3	2 1 3				
Turmeric ...	,,	1 17 6	1 17 6				
Gunnies ...	,,	2 1 3	2 1 3				

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	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				
Tilseed ...	,,	1 16 3	1 16 3				
Poppyseed ...	,,	1 16 3	1 16 3				
Jute ...	,,	1 17 6	1 17 6				
Cotton ...	,,	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Catch ...	,,	2 1 3	2 1 3				
Hides ...	,,	2 1 3	2 1 3				
Tea ...	,,	2 5 0	2 5 0				
Shellac ...	,,	2 2 6	2 2 6				
Silk ...	,,	2 12 6	2 12 6				
Talc ...	,,	1 10 0	1 10 0				
Castor oil ...	,,	2 1 3	2 1 3				
Turmeric ...	,,	1 17 6	1 17 6				
Gunnies ...	,,	2 1 3	2 1 3				

N.B.—Subject to rebate of 10% not exceeding 5*s.* 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 ...	1 12 6	1 12 6				
Rice and Wheat ...	,, ...	1 8 9	1 8 9				
Linseed ...	,, ...	1 7 6	1 7 6				
Rapeseed ...	,, ...	1 10 0	1 10 0				
Tilseed ...	,, ...	1 13 9	1 13 9				
Poppyseed ...	,, ...	1 15 0	1 15 0				
Jute ...	,, ...	1 17 6	1 17 6				
Cotton ...	,, ...	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Catch ...	,, ...	2 1 3	2 1 3				
Hides ...	,, ...	2 1 3	2 1 3				
Tea ...	,, ...	2 0 0	2 0 0				
Shellac ...	,, ...	2 2 6	2 2 6				
Silk ...	,, ...	3 6 3	3 6 3				
Talc ...	,, ...	1 10 0	1 10 0				
Castor Oil ...	,, ...	2 1 3	2 1 3				
Turmeric ...	,, ...	1 17 6	1 17 6				
Gunnies ...	,, ...	2 1 3	2 1 3				

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 ...	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				
Tilseed ...	,, ...	1 16 3	1 16 3				
Poppyseed ...	,, ...	1 16 3	1 16 3				
Jute ...	,, ...	1 17 6	1 17 6				
Cotton ...	,, ...	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Catch ...	,, ...	2 1 3	2 1 3				
Hides ...	,, ...	2 1 3	2 1 3				
Tea ...	,, ...	2 0 0	2 0 0				
Shellac ...	,, ...	2 2 6	2 2 6				
Silk ...	,, ...	3 6 3	3 6 3				
Talc ...	,, ...	1 10 0	1 10 0				
Castor Oil ...	,, ...	2 1 3	2 1 3				
Turmeric ...	,, ...	1 17 6	1 17 6				
Gunnies ...	,, ...	2 1 3	2 1 3				

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1934.—*(concld.)*

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 ...	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				
Tilseed ... ... ,, ...	1 16 3	1 16 3				
Poppyseed ... ... ,, ...	1 16 3	1 16 2				
Jute ... ... ,, ...	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Cotton ... ... ,, ...	1 17 6	1 17 6				
Catch ... ... ,, ...	2 1 3	2 1 3				
Hides ... ... ,, ...	2 1 3	2 1 3				
Tea ... ... ,, ...	2 5 0	2 0 0				
Shellac ... ... ,, ...	2 2 6	2 2 6				
Silk ... ... ,, ...	3 6 3	3 6 3				
Talc ... ... ,, ...	1 10 0	1 10 0				
Castor Oil ... ... ,, ...	2 1 3	2 1 3				
Turmeric ... ... ,, ...	1 17 6	1 17 6				
Gunnies ... ... ,, ...	2 1 3	2 1 3				

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 ...	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				
Tilseed ... ... ,, ...	1 16 3	1 16 3				
Poppyseed ... ... ,, ...	1 16 3	1 16 3				
Jute ... ... ,, ...	1 17 6	1 17 6	*Nil.*	*Nil.*	Same as London.	Same as London.
Cotton ... ... ,, ...	1 17 6	1 17 6				
Catch ... ... ,, ...	2 1 3	2 1 3				
Hides ... ... ,, ...	2 1 3	2 1 3				
Tea ... ... ,, ...	2 5 0	2 5 0				
Shellac ... ... ,, ...	2 2 6	2 2 6				
Silk ... ... ,, ...	3 6 3	3 6 3				
Talc ... ... ,, ...	1 10 0	1 10 0				
Castor Oil ... ... ,, ...	2 1 3	2 1 3				
Turmeric ... ... ,, ...	1 17 6	1 17 6				
Gunnies ... ... ,, ...	2 1 3	2 1 3				

N.B.—Subject to rebate of 10% not exceeding 5s. per ton.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupees) of total **Imports and Exports** *of* MERCHANDISE *and* TREASURE *(exclusive of Government Stores and Treasure) from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from* 1930-31 *to* 1934-35.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1930-31.	1931-32.	1932-33.	1933-34.	1934-35*.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
MERCHANDISE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imports	51,209,629	34,609,818	35,433,647	32,826,525	36,151,187	49,891,745	33,810,701	34,710,461	32,128,227	35,323,514
Exports { Indian ...	86,317,828	64,935,388	55,734,184	62,166,816	62,384,428	86,786,928	67,817,412	54,923,757	58,115,641	56,961,782
Exports { Foreign ...	431,760	524,098	323,559	351,754	344,361	423,882	329,950	323,483	344,037	335,898
Total ..	86,749,587	65,459,986	56,057,743	63,518,570	62,722,789	87,149,916	68,147,362	55,247,240	58,459,678	57,297,680
Net exports ...	35,539,958	29,849,168	20,619,096	30,693,045	26,568,602	37,258,171	34,409,905	17,536,779	26,331,451	21,974,166
TREASURE.										
Imports	4,194,511	1,227,568	295,172	94,523	130,750	4,194,511	1,227,568	295,172	94,523	130,750
Exports	250	188,624	1,391,888	83,616	1,855,074	250	188,624	1,391,888	83,616	1,855,074
Net imports ...	4,194,261	1,038,944	*1,125,716*	10,907	*1,724,324*	4,194,261	1,038,944	1,125,716*	10,907	*1,724,324*
Grand total of net exports ...	31,345,697	28,860,224	21,745,412	30,682,138	28,292,926	37,003,906	33,461,051	18,662,495	26,320,744	23,698,490

*Net Exports.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupees) of total **Imports and Exports** *of* GOVERNMENT STORES *and* TREASURE *from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from* 1930-31 *to* 1934-35.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
GOVERNMENT STORES—										
IMPORTS—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
For Other Depts. of State ...	816,319	823,982	409,068	457,692	469,369	816,319	823,982	409,068	457,645	469,369
For State Rys. ...	916,248					916,248				
Total Imports ...	1,732,567	823,982	409,068	457,692	469,369	1,732,567	823,982	409,068	457,645	469,369
EXPORTS—										
Indian ...	714,696	583,303	378,020	432,596	227,770	714,696	583,303	378,020	432,596	227,770
Foreign ...	2,892	3,027	3,573	1,591	5,149	2,892	3,027	3,573	1,591	5,149
Total exports ...	717,588	586,330	381,593	434,187	232,919	717,588	586,330	381,593	434,187	232,919
Net imports of Stores	1,015,469	235,652	17,875	23,505	229,450	1,015,469	235,652	17,875	23,458	229,450
TREASURE.										
Imports	385,512	1,519,581	1,412,919	1,897,839	1,657,376	385,512	1,519,581	1,412,919	1,897,839	1,657,376
Exports										
Net exports of Treasure	385,512	1,519,581	1,412,919	1,897,839	1,657,376	385,512	1,519,581	1,412,919	1,897,839	1,657,376
Grand total of net imports ...	629,957	1,284,929*	1,395,044*	1,874,334*	1,427,926*	629,957	1,284,929*	1,395,044*	1,874,394*	1,427,926*

Rx. (tens of rupees.) *Net 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* 1925-26 *to* 1934-35.

STEAMERS.

Year.	Entered.						Cleared.					
	With cargoes.		In ballast.		Total.		With cargoes.		In ballast.		Total.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1925-26 ...	304	1,116,463	109	365,452	413	1,481,915	525	1,963,382	62	197 493	587	2,160,875
1926-27 ...	368	1,144,983	135	468,103	443	1,613,086	558	2,077,299	52	178,968	610	2,256,267
1927-28 ..	312	1,139,119	150	513,462	462	1,652,571	473	1,737,168	60	198,218	533	1,935,386
1928-29 ...	365	1,304,674	121	338,014	486	1,642,688	535	1,911,693	75	245,147	610	2,156,840
1929-30 ...	393	1,608,038	162	538,396	465	1,636,334	530	1,900,922	54	188,036	584	2,088,958
1930-31 ...	278	998,230	106	369,141	384	1,367,371	398	1,455,792	67	228,380	465	1,684,172
1931-32 ...	212	865,970	112	460,585	324	1,326,555	363	1,298,450	41	162,326	404	1,460,776
1932-33 ...	180	652,405	110	375,839	290	1,028,244	368	1,307,509	36	131,649	404	1,439,158
1933-34 ...	166	618,570	106	393,046	272	1,011,616	375	1,380,554	25	91,695	400	1,472,249
1934-35 ...	169	619,619	78	273,792	247	893,411	364	1,323,954	32	118,342	396	1,442,296

SAILING VESSELS.

Year.	Entered.						Cleared.					
	With cargoes.		In ballast.		Total.		With cargoes.		In ballast.		Total.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
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
1934-35 ...	3	468	...	...	3	468	3	466	...	...	3	466

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* 1925-26 *to* 1934-35.

STEAMERS.

Year.	Entered.						Cleared.					
	With cargoes.		In ballast.		Total.		With cargoes.		In ballast.		Total.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1925-26...	293	1,088,660	103	345,048	396	1,433,708	524	1,959,743	60	191,643	584	7,156,391
1926-27...	300	1,121,626	130	450,250	430	1,571,776	555	2,068,061	50	173,993	605	2,242,054
1927-28...	300	1,107,573	149	510,949	449	1,618,522	473	1,737,168	57	191,952	530	1,929,120
1928-29...	355	1,277,421	114	360,982	469	1,638,403	533	1,905,130	75	238,087	606	2,143,217
1929-30...	293	1,067,818	161	535,263	454	1,603,086	528	1,893,023	52	180,762	580	2,073,785
1930-31...	270	976,736	106	369,141	376	1,345,877	395	1,448,698	63	214,284	458	1,662,982
1931-32...	207	790,462	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	1,002,355	368	1,307,509	32	117,765	400	1,425,274
1933-34...	160	601,905	105	389,139	265	991,044	374	1,377,322	23	84,225	397	1,461,547
1934-35...	163	601,161	77	270,694	240	871,855	364	1,323,954	31	115,225	395	1,439,179

SAILING VESSELS.

Year.	Entered.						Cleared.					
	With cargoes.		In ballast.		Total.		With cargoes.		In ballast.		Total.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1925-26...	7	1,134	...	...	7	1,134	6	969	...	...	6	969
1926-27...	5	876	...	...	5	876	5	882	...	...	5	882
1927-28...	5	793	...	...	5	793	6	917	...	...	6	917
1928-29...	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
1934-35...	3	468	...	...	3	468	3	466	...	...	3	466

MINERAL PRODUCTION IN BRITISH INDIA.

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1915 to 1934.

Year.	Coal. *		Gold.		Manganese Ore.		Mica.		Petroleum.		Salt. ‡		Tin Ore.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rs. †	Ozs.	Rs. †	Tons.	Rs. †	Cwts.	Rs. †	Gallons.	Rs. †	Tons.	Rs. †	Cwts.	Rs. †
1915	17,103,932	5,671,503	27,659	174,147	426,925	1,336,536	27,131	111,169	287,093,576	2,672,024	1,745,522	990,383	2,015	14,452
1916	17,254,309	5,817,846	25,412	160,075	617,461	2,172,313	42,157	163,162	297,189,787	4,586,649	1,488,570	1,662,486	4,431	33,506
1917	18,212,918	6,757,468	24,267	153,502	546,736	2,142,003	40,881	212,989	282,750,323	4,323,879	1,427,600	1,494,030	5,283	39,139
1918	20,722,493	9,023,822	20,283	117,646	472,201	2,068,240	54,118	235,913	286,585,011	4,570,454	1,836,026	2,467,793	7,998	82,726
1919	22,028,037	10,119,256	11,365	58,638	477,118	1,398,973	45,777	219,803	305,749,138	6,045,221	1,801,138	1,823,222	20,847	157,311
1920	17,962,214	9,207,833	13,720	88,882	664,287	3,248,791	46,723	224,412	295,116,834	7,054,633	1,630,123	1,446,409	54,243	100,638
1921	19,362,947	13,010,095	10,189	72,825	614,336	2,093,179	32,269	158,779	305,683,227	8,405,963	1,533,679	1,113,220	33,836	197,944
1922	19,016,984	14,623,014	8,456	61,858	423,498	1,226,769	31,434	118,705	298,504,125	10,803,741	1,653,898	1,117,430	37,494	290,104
1923	19,656,883	14,095,975	1,638	10,081	591,662	2,884,197	33,166	136,797	294,215,053	10,931,874	1,781,156	1,124,074	40,140	278,461
1924	21,174,284	14,965,342	3,773	24,637	668,920	3,190,518	40,538	204,372	294,571,692	10,550,334	1,623,473	973,997	37,656	289,269
1925	20,604,377	12,640,091	362	2,127	711,247	2,968,142	45,391	217,281	289,606,549	10,295,167	1,293,144	764,253	46,160	356,348
1926	20,999,167	10,146,962	1,212	7,313	838,604	2,916,832	41,451	219,932	280,369,326	9,789,383	1,638,749	1,121,352	51,520	443,022
1927	22,082,336	9,487,001	2,502	14,419	879,137	3,654,334	42,481	242,736	281,113,905	5,924,757	1,611,943	1,138,015	53,180	503,922
1928	22,542,872	8,849,503	117	777	716,928	2,382,425	44,629	239,355	305,043,711	5,781,659	1,915,349	999,502	55,660	454,139
1929	23,418,734	8,953,912	72	433	751,066	1,788,156	53,063	265,129	306,148,093	6,432,601	1,734,660	1,145,288	68,264	540,900
1930	22,803,048	9,262,532	98	642	623,678	1,390,153	52,519	266,068	311,030,108	5,249,781	1,571,206	1,047,502	60,418	322,165
1931	21,716,435	8,269,836	51	281	347,573	766,323	38,863	203,263	305,018,751	5,913,523	1,874,054	1,382,558	51,204	211,070
1932	20,158,387	6,809,660	107	799	88,119	120,163	32,643	143,100	308,606,631	5,079,104	1,658,843	1,218,794	69,354	295,787
1933	19,789,163	6,117,774	334	2,430	53,240	70,859	41,003	167,964	305,009,022	6,261,586	1,763,561	1,168,598	64,440	460,868
1934	22,057,447	6,306,095	1,016	7,206	221,282	372,171	55,555	206,747	322,025,280 (a)	6,004,138	1,063,702	1,167,368	78,144	684,979

† In tens of rupees.
‡ Including Indian States and Aden.
* Including Indian States.
(a) Estimated.

MINERAL PRODUCTION IN BRITISH INDIA.—*(contd.)*

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1915 to 1934.

Year.	Iron Ore. (a)		Saltpetre. †		Chromite		Graphite.		Magnesite.		Jadestone.*		Copper Ore.		Rubies, Sapphires and Spinels.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rs. ‡	Cwts.	Rs. ‡	Tons.	Rs. ‡	Tons.	Rs. ‡	Tons.	Rs. ‡	Cwts.	Rs. ‡	Tons.	Rs. ‡	Carats.	Rs. ‡
1915	399,339	43,515	369,373	569,324	2,726	3,604	216	16	7,450	5,960	5,202	69,571	...	...	251,449	54,448
1916	411,809	51,148	508,053	925,512	10,357	15,172	52	252	17,540	21,048	6,136	122,488	...	...	209,724	56,269
1917	413,336	50,364	438,373	819,506	18,925	28,154	61	362	18,192	21,830	3,609	128,917	...	...	198,200	77,747
1918	492,659	61,657	504,848	910,238	24,029	36,883	180	480	5,772	6,928	3,339	137,183	...	...	164,115	60,465
1919	503,750	45,887	356,009	485,589	14,067	44,248	22	731	13,012	15,614	3,821	96,334	...	...	158,577	108,087
1920	558,005	118,163	303,701	554,769	23,123	72,614	83	413	11,200	13,560	5,094	180,728	...	...	185,604	61,982
1921	912,084	210,833	319,204	539,710	27,727	42,944	25	78	17,152	20,582	5,374	139,803	...	...	193,913	75,246
1922	625,574	136,643	233,633	357,632	19,695	30,389	...	...	18,417	22,100	5,792	187,217	...	...	231,160	72,731
1923	821,053	200,389	173,062	228,880	25,233	35,779	...	...	19,336	22,203	3,471	91,637	...	...	187,010	73,019
1924	1,445,513	388,685	170,096	252,407	27,830	40,145	...	...	24,427	29,312	2,978	76,245	...	...	161,097	48,334
1925	1,544,478	447,910	126,973c	192,330c	21,836	33,341	...	...	29,620	41,468	973	16,275	...	...	149,037	36,314
1926	1,659,295	468,567	98,830c	132,454	16,455	25,474	...	...	28,676	34,192	2,235	47,022	...	...	105,571	46,677
1927	1,846,735	510,185	125,018c	152,267	17,086	26,744	...	...	16,966	20,266	2,018	30,244	...	...	39,590	27,983
1928	2,055,992	553,501	89,570c	100,003	17,167	27,398	...	...	22,542	14,174	2,817	38,247	...	...	49,380	17,731
1929	2,428,555	649,124	91,708c	96,105	21,054	33,520	39	116	22,131	10,872	2,226	48,616	73,519	176,842	43,630	18,176
1930	1,849,625	487,253	76,538c	72,150	30,488	47,720	...	...	15,963	6,798	1,572	21,832	119,787	259,971	30,090	13,115
1931	1,624,883	413,874	123,117c	99,109	14,933	21,836	7	§	4 978	2,134	2,531	35,295(e)	144,296	229,203	§	4,288(d)
1932	1,760,901	391,977	165,782c	122,732	7,866	11,339	5	§	13,492	6,448	3,455	44,669(e)	165,977	266,037	§	§
1933	1,228,025	249,791	189,546c	155,782	9,770	14,243	...	...	11,131	6,736	2,112	12,770(e)	181,997	242,004	1,103	53
1934	1,916,918	297,189	166,282c	133,817	9,350	12,743	99	5	11,820	7,121	2,209	14,586(e)	230,433	331,096	21,772	3,634

* These figures represent exports by sea and land in each official year. § Not available.
† These figures for Calcutta and Madras relate to official years from 1914. The figures of value from that year have been calculated on the wholesale price of Saltpetre at Calcutta.
‡ In tens of rupees.
(a) Including figures for Indian States from 1915.
(b) Including the output of *Kuthes* Saltpetre 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 20 years, from 1916 to 1935.

Year.	Assam.	Bengal.	Bihar and Orissa.	Punjab.	Central Provinces.	Central India.	Nizam's Territory. (Hyderabad).	Rajputana. (Bikaneer.)	N. W. F. Province.	Baluchistan.	Burma.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1916	287,315	4,992,376	10,767,683	47,449	287,832	200,283	615,299	13,841	75	42,163	...	17,254,309
1917	301,480	4,631,571	11,632,419	49,869	371,498	198,467	680,629	16,945	215	46,735	...	18,212,918
1918	294,484	5,302,295	13,680,030	50,418	481,470	199,975	659,122	11,334	240	43,125	...	20,722,493
1919	291,724	5,777,632	15,119,812	46,893	497,621	182,141	662,196	14,799	20	34,328	1,500	22,628,637
1920	325,535	4,207,482	11,975,656	58,078	491,205	158,651	694,680	18,216	...	33,941	...	17,962,214
1921	312,465	4,259,642	12,990,481	67,242	712,914	192,034	688,721	21,521	...	54,657	300	19,302,947
1922	348,103	4,828,986	13,711,328	67,180	675,916	161,931	642,889	15,055	...	60,138	172	19,010,086
1924	326,149	4,621,578	13,212,930	63,501	548,074	175,550	635,429	17,119	...	42,562	1,271	19,636,883
1925	334,842	5,031,655	14,103,529	80,422	679,081	235,208	644,775	21,870	...	40,557	235	21,174,284
1926	318,842	4,913,883	13,938,509	74,662	708,554	219,106	667,877	28,153	...	34,797	25	20,904,377
1927	301,061	5,137,688	13,955,775	68,043	633,292	216,708	637,779	31,275	...	15,586	...	20,999,167
1928	323,342	5,354,900	14,317,366	62,704	666,758	217,661	707,213	17,358	...	14,444	...	22,082,336
1929	298,059	5,039,993	14,827,453	46,152	732,353	218,750	734,765	27,336	...	17,931	...	22,542,372
1930	322,515	5,965,104	15,133,144	43,136	882,331	205,132	815,575	35,275	...	16,222	...	23,418,734
1931	339,040	6,316,428	15,064,425	50,619	955,888	193,233	812,298	35,123	...	15,894	...	23,802,048
1932	275,021	5,810,184	13,352,794	54,840	1,004,391	226,938	797,575	38,148	...	16,554	...	21,716,435
1933	210,035	5,782,603	11,847,216	72,837	1,163,096	240,488	781,121	37,042	...	18,928	...	20,153,387
1934	194,154	5,601,189	11,257,984	94,099	1,509,911	252,768	753,402	33,194	...	11,462	...	19,789,163
1935	189,527	6,169,486	12,690,409	155,266	1,842,492	289,381	769,636	36,340	...	14,740	...	22,057,447.
	220,737	6,082,752	12,747,340	144,423	2,118,677	229,369	729,414	34,425	...	9,559	...	23,016,695

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 20 years from 1915-16 to 1934-35.

Year.	Coal. Imported into—						Coke & Patent Fuel. Imported into—						Total Coal and Coke, &c.
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1915-16	687	95,721	12	1,720	16,325	114,465	51	987	7,749	152	8,321	13,199	131,725
1916-17	4,369	33,205	881	250	9,660	48,465	1	1	177	45	425	17,260	49,114
1917-18	4,982	11,249	155	92	7,195	23,673	3	1	2	51	1,059	646	24,789
1918-19	1,057	53,140	25	...	12,412	66,634	...	...	...	...	1,174	1,116	67,808
1919-20	7,241	24,252	136	...	6,531	38,180	...	...	256	58	958	1,174	39,452
1920-21	4,579	43,065	...	257	38,062	85,963	...	188	111	85	619	1,272	86,606
1921-22	14,209	1,116,198	86,197	63,947	208,731	1,489,282	103	5,034	1,254	205	*5,309	1,003	1,501,187
1922-23	26,247	620,925	57,564	91,235	85,819	881,810	441	10,389	1,032	921	13,174	11,805	908,837
1923-24	3,016	375,092	67,353	89,188	57,469	591,068	50	965	1,974	372	*18,579	27,957	614,308
1924-25	1,850	288,809	31,232	106,880	19,161	448,032	112	1,608	1,367	632	30,913	22,340	482,664
1925-26	3,325	222,606	19,911	83,452	33,010	372,304	...	2,213	1,193	507	25,830	34,632	402,147
1926-27	5,300	118,027	10	14,303	4,091	141,733	...	319	1,090	342	10,847	12,788	154,521
1927-28	7,378	207,099	7,249	30,823	10,448	262,997	91	792	1,925	52	7,961	10,821	273,818
1928-29	3,689	133,470	1,651	25,305	6,533	170,557	67	1,088	3,009	61	15,728	19,953	190,347
1929-30	2,749	182,030	1,941	30,173	9,689	224,582	...	1,634	993	198	10,473	12,798	236,994
1930-31	1,417	103,532	13,568	31,660	5,511	155,688	...	1,005	1,572	166	20,173	22,866	178,554
1931-32	1,395	37,848	8,036	13,170	5,161	55,610	...	904	752	23	10,463	12,144	67,762
1932-33	689	11,810	2,342	12,230	8,129	34,800	...	626	660	...	11,392	12,678	47,478
1933-34	472	14,411	4,082	23,643	11,743	56,351	...	710	740	...	18,341	19,791	76,142
1934-35	1,666	20,336	1,015	26,925	6,812	55,754	...	451	887	...	12,830	14,168	70,922

* of which 11 and 8 tons are patent fuel for 1921-22 and 1922-24 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 1915-16 to 1934-35.

Year.	Exported from—(Indian Merchandise).						Exported from—(Foreign Merchandise.) ‡						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.	Tons.
1915-16 ...	*1,301 †803,303	*30 †654	...	*1 †1	...	*1,332 †803,958	...	513	...	1	...	514	805,804
1916-17 ...	*2,917 †825,124	*30 †610	...	...	...	*2,970 †829,142	...	14	...	...	...	214	832,332
1917-18 ...	†254,503 *389	†242 *99	†5,408 †890	...	...	†255,903 *488	...	121	...	...	200	1,005	257,408
1918-19 ...	†142,942 *17	†685 *63	...	...	...	†143,627 *80	...	...	...	...	974	...	143,712
1919-20 ...	†672,778 *1,429	†6,091 *199	...	...	...	†679,769 *1,628	...	208	...	...	...	208	681,605
1920-21 ...	†1,133,722 *1,558	†3,330 *203	...	†3,556 *52	...	†1,142,608 *1,803	...	711	...	...	...	711	1,145,122
1921-22 ...	†111,537 *1,026	†1,680 *336	...	†152	...	†113,370 *1,362	...	30,105	...	...	...	30,105	144,837
1922-23 ...	†97,611 *262	†... *306	...	†3	†1	†97,624 *568	...	50,780	...	140	...	50,920	149,112
1923-24 ...	†131,559 *29	†800 *2	...	†48	†10	†132,517 *31	...	41,072	...	15,192	...	56,264	188,812
1924-25 ...	†228,117 *1,163	†... *10	...	†10	†110	†228,127 *1,173	...	42,342	...	22,622	...	65,004	294,304
1925-26 ...	†240,224 *615	†21 *102	...	...	...	†240,245 *717	...	39,992	...	7,050	40	46,652	287,614
1926-27 ...	†640,827 *1,611	†2,795 *87	...	...	...	†643,322 *1,698	...	33,892	...	4,476	...	38,278	683,298
1927-28 ...	†631,115 *3,021	†25 *15	†12 *...	†21 ...	...	†631,471 *3,036	...	47,811	...	4,252	...	52,063	686,570
1928-29 ...	†638,774 *2,472	†3 *17	...	...	†298 ...	†638,777 *2,489	...	31,784	...	4,211	...	35,995	677,261
1929-30 ...	†655,063 *2,262	†60 *106	†9 *...	†127 *4	...	†655,259 *2,372	...	43,561	...	6,505	...	50,066	737,697
1930-31 ...	†427,911 *1,427	†1 *53	...	†298 *40	...	†428,170 *1,530	...	26,100	...	6,501	...	32,607	462,297
1931-32 ...	†514,945 *1,828	†100 *38	†1 ...	†73 *4	...	†515,117 *1,870	...	4,580	...	228	...	4,814	521,801
1932-33 ...	†451,364 *2,074	†173 *37	†30	†306 *5	...	†452,073 *2,136	...	1,970	1	1,075	...	3,046	457,955
1933-34 ...	†372,698 *757	†74 *47	...	†222 *23	...	†372,994 *827	...	1,296	...	257	...	1,553	375,274
1934-35 ...	†308,420 *2,478	†... *32	...	†268 *104	...	†308,688 *2,614	...	...	...	32	...	32	311,355

* Coke. ‡ 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 25 years in Thousands of Rupees, from 1911-12 to 1935-36.

Year.	*Total miles of railway open for traffic.	Merchandise.		Net exports of 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).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1911-12	32,839	1,38,67,48	2,27,84,41	89,26,93	53,42,20	10,36,16	43,06,04	46,20,89
1912-13	33,484	1,60,99,87	2,46,08,90	85,09,03	51,19,30	7,04,57	44,15,23	40,93,80
1913-14	34,656	1,83,24,79	2,48,87,88	65,63,09	36,62,04	7,05,20	29,56,84	36,06,25
1914-15	35,285	1,37,62,90	1,81,59,16	43,66,26	21,77,03	3,30,33	18,46,70	25,19,57
1915-16	35,833	1,31,98,62	1,97,46,24	65,47,62	11,85,52	7,42,88	4,42,94	61,04,68
1916-17	36,286	1,49,63,53	2,45,21,71	95,58,18	14,89,74	4,94,16	9,95,38	85,62,60
1917-18	36,332	1,50 42,51	2,42,56,45	92,13,94	26,05,48	5,43,11	20,62,37	71,51,57
1918-19	36,616	1,69,03,41	2,53,88,14	84,84,73	1,22,10	2,68,83	1,46,73†	86,31,46
1919-20	36,735	2,07,97,24	3,30,05,69	1,22,08,45	11,12,32	7,51,96	3,60,36	1,18,48,09
1920-21	37,029	3,35,39,88	2,58,16,97	77,42,91‡	23,41,65	25,80,15	2,38,50†	75,04,41(a)
1921-22	37,266	2,66 34,63	2,45,44,35	20,90,287	31,14,97	18,99,32	12,15,65	33,05,93
1922-23	37,618	2,32,70,77	3,14,32,53	81,61,76	63,04,40	2,75,13	60,26,27	21,35,49
1923-24	38,039	2,27,61,23	3,61,91,09	1,34,29,86	52,20,27	3,55,40	48,64,87	85,65,09
1924-25	38,270	2,46,62 54	3,98,17,44	1,51,54,90	99,17,79	4,91,37	94,26,42	57,28,48
1925-26	38,579	2,26,17,78	3,85,32,69	1,59,14,91	55,40,31	3,81,68	51,88,63	1,07,26,28
1926-27	39,049	2,21,22,08	3,60,44,56	78,22,48	41,31,46	2,09,35	39,31,11	38,91,37
1927-28	39,712	2,49,83,64	3,28,69,13	78,85 49	34,81,60	2,62,30	32,19,10	46 66,39
1928-29	40,950	2,53,30,60	3,37,98,12	84,65,52	37,29,41	2,93,11	34,36,30	50,29,22
1929-30	41,724	2,40,79,69	3,17,93,24	77,13,55	27,76,76	1,56,87	26,19,89	50,93,66
1930-31	42,281	1,64,79 37	2,23,65,67	60,81,48	26,88,51	2,42,72	24,42,79	36,38,69
1931-32	42,813	1,26,37,14	1,60,54,72	34,17,58	7,25,90	62,90,64	55,64,74†	89,82,32
1932-33	42,944	1,32,68,43	1,35,49,14	2,80,71	2,99,05	67,91,92	64,92,87†	67,83,58
1933-34	42,933	1,15,35,70	1,49,73,23	34,37,53	1,95,58	59,18,98	57,23,40†	91,60,93
1934-35	43,021	1,32,29,10	1,54,76,61	22,46,91	5,19,16	57,72,62	52,53,46†	75,00,37
1935-36**	Not available	1,44,39,11	1,64,26,32	29,86,21	5,45,36	41,82,63	36,37,27†	66,23,48

* Figures for Calendar year. From 1913-14 the figures are for the financial year

† Net exports. ‡ Net imports. (a) 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 1911-12 to 1935-36.

Year.	Stores. Imports.	Stores. Exports. (Foreign and Country.)	Net imports of Stores.	Treasure. Imports	Treasure. Exports	Net — exports + imports of Treasure.	Surplus imports and exports of Govt. Stores and Treasure.
	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1911-12	5,48,05	14,40	5,33,65	4,87	1,22	+ 3,65	5,37,30
1912-13	5,63,09	12,93	5,50,16	10,63,37	3,58,59	+ 7,04,78	12,54,94
1913-14	8,06,00	12,86	7,93,14	6,81,02	3,08	+ 6,78,84	14,71,98
1914-15	7,09,17	58,43	6,41,74	3,79	1,98,61	— 1,94,82	4,46,92
1915-16	6,18,31	2,10,01	4,08,30	9,10	79,99	— 70,89	3,37,41
1916-17	10,61,37	2,16,04	8,45,33	23,55,52	1,47,55	+ 22,07,97	30,53,30
1917-18	13,92,97	2,33,94	11,59,03	25,70,95	2,11,28	+ 23,59,67	35,18,70
1918-19	19,52,83	1,43,89	18,08,94	70,14,45	6,32,21	+ 63,82,24	81,91,18
1919-20	13,73,00	5,96,47	7,76,53	67,11,97	6,16,02	+ 60,95,55	6,87,29,87
1920-21	11,97,55	9,59,82	2,37,73	11,34,70	36,98	+10,97,72	12,92,57
1921-22	16,25,12	3,21,41	13,03,71	14,94	7,41	+ 7,53	10,92,60
1922-23	13,48,47	1,74,64	11,73,83	35,96	28,39	+29,97	12,03,80
1923-24	9,37,19	1,46,55	8,10,64	1,00,13	11,92	+ 88,21	8,98,85
1924-25	6,73,83	2,66,83	4,07,00	2,06	25,44	—23,38	4,43,62
1925-26	9,82,35	1,48,52	8,33,83	8,46	32,24	—23,78	8,10,05
1926-27	9,59,76	1,60,48	7,99,28	21,74	20,78	+ 96	8,00,24
1927-28	11,68,74	1,57,24	10,11,50	7,59	51,11	—43,18	9,68,32
1928-29	10,09,20	1,18,66	8,90,54	2	3,42,20	—3,42,18	5,48,36
1929-30	8,91,05	1,05,73	7,85,32	6,44	3,57,46	—3,51,02	4,34,30
1930-31	8,26,89	86,55	7,40,34	83	1,07,36	—1,06,53	5,83,81
1931-32	4,27,14	65,50	3,61,64	91	3,02,21	—3,01,30	60,34
1932-33	2,43,33	44,20	1,99,13	8	2,74,23	—2,74,15	—75,02
1933-34	1,94,75	50,32	1,44,43	57	6,37,55	—6,37,98	—4,92,65
1934-35	2,29,60	28,17	2,01,43	1	5,77,84	—5,77,83	—3,76,40
1935-36*	2,40,09	30,76	2,09,33	1,99,46	3,84,25	—1,84,79	24,54

*Subject to revision.

TRADE OF BRITISH INDIA.

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each Presidency and Province in Thousands of Rupees, from 1931-32 to 1935-36.

Presidency	Imports. 1931-1932.	1932-1933.	1933-1934.	1934-1935.	1935-1936.	Exports, including re-exports. 1931-1932.	1932-1933.	1933-1934.	1934-1935.	1935-1936.
	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)
Bengal	35,48,48	35,33,51	33,28,72	36,61,49	39,33,72	65,14,89	56,48,69	64,12,70	62,93,50	66,55,82
Bihar and Orissa... ...	.....	.....	.....	.....	.....	4	.....	.....	.....	.....
Bombay	59,37,02	54,71,27	46,63,76	51,29,20	55,08,05	31,38,80	25,16,76	30,54,78	33,42,76	33,17,67
Sind	18,64,89	17,62,64	13,75,39	16,26,28	15,55,13	12,16,84	11,15,01	14,23,97	16,43,19	17,85,03
Madras	15,66,91	16,01,73	14,84,43	17,47,53	15,83,28	26,25,33	23,78,05	24,81,51	23,23,91	26,91,45
Burma	10,76,99	10,82,61	8,68,00	9,94,13	10,97,48	22,04,23	19,28,19	17,44,19	17,42,03	20,97,53
Total for British India	1,39,64,29	1,35,01,76	1,17,30,45	1,34,38,73	1,36,78,06	1,61,20,22	1,36,05,70	1,51,17,15	1,52,49,72	1,64,37,59

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 1932-33 *to* 1934-35.

Presidency.	STEAMERS ENTERED.											
	With cargoes.						In ballast.					
	1932-1933.		1933-1934.		1934-1935.		1932-1933.		1933-1934.		1934-1935.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	180	652,405	166	618,570	169	619,619	110	375,839	106	303,046	78	273,792
Bombay	563	2,916,974	573	3,051,270	572	3,033,688	18	60,723	44	143,214	24	76,943
Madras	791	1,569,322	864	1,855,997	1,042	2,438,739	37	110,922	57	195,549	62	216,890
Sind	292	745,539	258	743,410	243	706,936	30	91,509	28	109,624	29	85,966
Burma	336	1,025,931	358	1,051,296	373	1,100,152	90	283,730	92	249,960	92	266,976
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	2,124	6,909,371	2,219	7,320,543	2,399	7,901,184	294	922,723	327	1,081,793	285	920,567
	STEAMERS CLEARED.											
Bengal	368	1,307,509	375	1,380,554	364	1,323,954	36	131,649	25	91,695	32	118,342
Bombay	470	2,627,271	478	2,684,730	464	2,703,615	60	222,535	47	199,275	41	125,192
Madras	729	1,272,472	809	1,573,104	970	2,083,603	22	55,400	26	82,779	37	96,538
Sind	194	500,255	201	543,370	214	567,202	29	94,091	19	61,226	32	123,315
Burma	459	1,499,054	471	1,465,870	485	1,470,954	5	14,328	3	11,338	8	24,152
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	2,216	7,206,561	2,334	7,647,628	2,497	8,149,328	152	518,093	120	446,313	150	487,539

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 1932-33 to 1934-35.

Presidency.	SAILING VESSELS ENTERED.											
	With cargoes.						In ballast.					
	1932-1933.		1933-1934.		1934-1935.		1932-1933.		1933-1934.		1934-1935.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	6	712	3	476	3	468	1	291	...	...	...	...
Bombay	103	10,814	101	10,143	98	10,499	...	...	1	124	...	...
Madras	164	12,576	121	10,440	177	12,708	159	14,989	208	14,254	293	21,165
Sind	193	14,647	152	11,375	184	14,128	102	8,479	107	8,762	128	10,610
Burma	35	1,256	38	680	21	630	52	6,924	38	5,463	35	7,115
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	509	40,005	415	33,108	483	38,133	314	30,683	354	28,543	453	38,890
	SAILING VESSELS CLEARED.											
Bengal	2	325	3	469	3	466	...	...	...	...	...	...
Bombay	81	7,858	99	10,184	87	9,038	3	277	7	558	1	49
Madras	319	29,343	351	27,658	403	33,864	35	3,534	19	1,197	27	2,168
Sind	339	27,106	271	21,414	318	22,459	1	67	11	738	...	...
Burma	117	11,477	76	9,483	63	8,895	9	109	11	55	1	96
Bihar and Orissa	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	858	76,109	800	69,207	964	77,717	48	3,987	48	2,598	29	2,313

TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS

(Figures given are for the official years from 1st April to 31st March.)

TABULAR HISTORY OF THE TRADE OF

IMPORTS.

BETEL

COUNTRIES WHENCE IMPORTED.	1915-16. Rs.	1916-17. Rs.	1917-18. Rs.	1918-19. Rs.	1919-20. Rs.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
United Kingdom	...	...	...	...	...	31,203	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...	...
S. Settlements (including Labuan)	117,352,900	113,724,300	98,511,814	121,352,558	111,592,550	863,465	833,382	869,20
Ceylon	15,708,692	11,256,836	16,822,418	20,148,631	14,398,692	114,07	132,740	125,35
Sumatra	...	...	...	...	...	...	...	...
Japan	...	840	111,045	224	13,796	...	98	...
Hong-Kong	...	296,613	...	602,315	85,511	4,230	561	3,62
China (exclusive of Hong-Kong and Macao)	...	...	81,881	21,416	...	...	671	...
Java	29,314	61,704	51,828	224	91,361	...	671	99
Siam	...	...	...	...	...	87	11	10
Federated Malay States... ...	11,228	8,213	4,524	46,435	43,671	369	21	13
Zanzibar and Pemba	5,803	18,368	...	...	...	...	...	...
Other British Possessions ...	3,838	...	224	...	...	...	3	...
Other Foreign Countries ...	...	973	4,072	1,608	5,186	3	26	4
Germany	...	...	...	...	2,014	9	21	10
Iraq	...	...	...	...	...	...	...	...
TOTAL ...	131,111,854	128,377,848	115,616,725	142,227,683	126,128,819	995,069	983,88	1,00,62

IMPORTS.

CLO

COUNTRIES WHENCE IMPORTED.	1915-16. Rs.	1916-17. Rs.	1917-18. Rs.	1918-19. Rs.	1919-20. Rs.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
Germany	...	...	...	...	...	...	...	25
Netherlands	...	...	...	...	...	...	...	11
U. S. A.	...	20,072	...	...	221,558	...	58	87
Zanzibar and Pemba	10,700,020	10,731,771	8,172,851	11,915,190	9,022,804	56,809	57,835	57,16
Kenya Colony	...	...	216,002	...	140	...	173	6
Other British Possessions ...	283	...	...	...	...	...	7	2
Aden and Dependencies ...	...	106,000	3,031	23,810	...	...	227	36
S. Settlements (including Labuan)	401	7,048	32	95	50,135	85	34	...
Italy	...	...	...	...	...	...	...	...
Persian Gulf	...	...	...	...	...	...	...	...
United Kingdom	...	579	3	...	5,917	...	401	18
Other Foreign Countries ...	...	287	...	4	...	407	4	...
Ceylon	983	9,719	7,688	22,166	6,574	60	157	7
Hong-Kong	...	...	4,211	...	...	...	...	...
China (exclusive of Hong-Kong and Macao)	...	...	...	...	...	...	44	...
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	...	...	...
East Africa (Portuguese) ...	...	...	...	1,960	...	...	...	...
Iraq	...	...	...	...	5,180	5	...	...
TOTAL ...	10,701,691	10,866,377	8,434,625	11,961,264	9,292,308	57,370	58,795	58,08

IMPORTS.

PER

COUNTRIES WHENCE IMPORTED.	1915-16. Rs.	1916-17. Rs.	1917-18. Rs.	1918-19. Rs.	1919-20. Rs.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
United Kingdom	41	5	2,123	...	1,095	49	2	8,9
S. Settlements (including Labuan)	4,065,629	4,291,820	3,216,524	606,637	1,097,985	9,341	10,005	8,9
Hong-Kong	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Java	52	...	44,800	...	75,903	36	...	4
Zanzibar and Pemba	321,287	307,051	272,157	113,074	48,343	36	70	35
Mauritius and Dependencies ...	38,078	15,264	14,425	19,915	7,273	101	30	13
Egypt	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Other British Possessions ...	182	70	...	28	27	184	10	...
Other Foreign Countries ...	88	...	4	4	292	2,362	...	...
U. S. A.	...	...	...	...	...	...	...	...
TOTAL ...	4,426,265	4,614,102	3,659,101	1,034,938	1,345,533	9,573	10,708	9,4

BRITISH INDIA FOR TWENTY YEARS

NUTS.

IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
...	1	367	1,506	...	228	...	2	...	...	...	...
...	...	...	...	...	1,279	...	...	24	...	...	...
...	...	...	...	...	488	...	...	...	...	...	...
1,97,187	1,029,818	1,108,819	1,645,561	847,281	1,163,188	1,346,188	1,066,011	992,023	995,156	1,071,065	1,159,919
18,653	122,835	158,161	133,561	113,577	139,609	120,503	109,817	97,360	99,869	87,557	74,093
169	...	...	35	159	...	1	75	...	...	5,645	3,257
339	73	544	998	93	...	...	...	...	...	...	...
1,535	1,134	369	1,069	...	685	320	...	...	865	5,703	...
...	...	...	...	...	1,778	1,177	2,358	1,582	3,869	...	923
1,583	20	237	561	3,608	3,701	6,381	11,355	12,527	17,179	23,338	17,003
1,835	352	59	128	68	93	32	136	59	...	...	...
37	149	400	480	272	71	147	397	27	48	942	880
...	1,587	2,444	1,492	369	66	61	81	17	...	...	...
29	...	28	13	7	3	...	...	...	162	415	...
3	1	56	1	...	...	49	7	9	69	69	10
...	...	220	...	...	...	...	...	...	...	...	...
...	...	...	...	161	...	...	...	...	...	...	...
1,91,431	1,161,860	1,271,671	1,184,917	961,826	1,501,963	1,475,460	1,190,050	1,101,025	1,117,349	1,194,498	1,257,565

VES.

IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
164	2,217	6,290	5,849	5,839	6,785	7,323	8,219	14,896	6,357	5,104	5,935
1,337	1,514	624	...	288	...	1,196	197	482	...	...	...
919	6,149	1,832	5,864	4,005	1,663	983	1,358	205	89	204	...
31,927	85,124	91,286	53,357	68,645	51,514	67,476	49,611	65,514	61,131	70,253	73,217
82	610	108	456	...	11	4,115	2,824	1,250	...	32	794
...	...	100	56	...	...	29	26	...	141	1	...
123	...	192	...	12	...	...	...	...	32	...	...
327	6	8	860	30	701	159	111	7	6	570	5
...	268	396	220	...	...	...	...	100	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...
5,449	3,489	4,405	5,764	3,457	1,049	181	60	737	142	100	1,186
7	...	95	378	60	212	...	163	88	203	47	307
252	4	6	35	74	476	214	138	266	419	144	1,286
...	...	...	...	...	272	291	...	...	...	...	...
...	...	...	...	...	...	...	143	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	466	...	718	...	2,681	325	1,938	192	...	39	47
...	...	220	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	565	...	...	...	...	...
...	...	...	...	...	...	42	...	...	...	...	...
42,428	100,149	105,750	71,548	82,841	68,624	82,681	64,148	83,879	68,561	76,703	84,191

PER.

IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
...	10	3	1,434	231	2	20	617	33	45	46	21
10,100	6,465	4,510	31,552	5,655	11,111	4,744	11,470	7,065	10,848	7,714	2,934
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
38	173	455	5,044	123	794	975	2,998	1,846	2,851	3,471	3,257
43	81	101	90	82	122	88	330	326	41	208	37
...	...	...	...	...	...	...	150	72	47	74	73
...	...	...	...	...	...	9	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	46	5	14	...	1	...	9	2	28
...	...	7	5	...	...	...	4	13	...	3	...
...	...	...	1,713	...	...	...	...	...	...	...	...
10,239	6,729	5,056	39,847	6,016	12,60	5,706	14,783	10,015	13,747	11,514	6,350

SUGAR (15 Dutch Standard and below).

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26 tons.	1926-27. tons.	1927-28 tons.	1928-29 tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Japan	...	...	99	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Java	24,482	...	8	...	6,733	499	20	11	207	...	798	156	229	51	1,673	7,439	9	12	...	...
Philippines	...	138,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	...	...	...	...
Ceylon	...	...	...	...	...	2	1	...	...	...	...	...	...	...	...	1	126	...	...	...
Straits Settlements (including Labuan)	1	...	...	...	...	47	...	...	...	5	4	...	...	...	6	2	...	...	...	...
United Kingdom	...	...	...	...	...	12	32	3	...	44	26	2	...	9	1	7	66	3	...	...
Czecho Slovakia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	217	12	...	...
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	...	...
Mauritius and Dependencies	108,309	408	3,097	...	...	117	...	6	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	4	1	...	...	...	...	...	...	...	11	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	45	20	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	40	...	...	...
Hong-Kong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	1	3	8	5	...	...	...	...	...	17	11	...	...	...
Netherlands	...	...	...	...	...	...	1	3	7	...	1	...	...	...	...	1	76	13	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...	...	20	...	5	...	...	...	...	...	...	...	...
Other British Possessions	27	25	9	80	176	1	1	...	...	...	2	...	...	2	2	...	...	...	...	...
U. S. A.—Atlantic Coast	...	...	...	...	...	46	1	90	125	580	151	3,255	406	236	240	198	271	29	...	...
Cuba	...	...	...	...	...	...	...	...	...	...	...	...	5,993	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	32	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...
Total	132,819	138,433	3,213	80	6,941	724	506	13	367	654	982	3,418	6,628	298	1,922	7,749	817	69	...	...

Imports.

SUGAR (16 Dutch Standard and above).

Imports.

Countries whence imported	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29 tons.	1929-30. tons	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Poland (including Dantzig)	...	...	...	...	...	...	...	69	...	...	...	2,287	440	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	1,279,924	458,460	639,847	1,543,606	469,733	11,487	61,611	31,41	1,300	132,898	19,098	83	1	2	...	...	...	...	...	...
Straits Settlements (including Labuan)	52,142	295,400	1,220,233	1,242,602	362,882	8,935	5,044	2,63	2,918	2,940	2,189	1,121	1,262	881	618	460	399	233	153	234
Hong-Kong	262,077	112,761	48,192	55,932	240,153	5,791	4,378	4,41	5,661	2,526	2,177	2,919	3,089	2,072	2,505	4,083	3,526	1,406	1,762	1,970
Persia	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	105	8	42,121	14	86	486	1,268	65	536	1,107	1,283	2,106	2,804	4,042	3,632	5,722	962	77	5	2
United Kingdom	7,487	2,431	23,425	116	1,916	6	1,401	1,93	69	124	2,296	5,561	366	1,414	14,188	1,253	3,695	12,034	12,114	837
Netherlands	...	...	...	...	...	1,561	1,992	2,00	...	6	273	1,632	...	96	247	10	40	30	40	100
Norway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth	148	228	77	625	55	7	5	1	...	...	...	...	...	...	...	...	...	...	...	...
Philippine Islands & Guam	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	98	69	8,087	2,012	3,099	114	2,827	10,29	36	...	1,900	11,622	52	16	...	...	...	...	...	...
China (exclusive of Hongkong Macao)	12,338	4,480	1,752	1,828	1,654	135	20	1	146	108	40	146	18	30	262	888	1,489	796	1,639	1,891
France	8	...	1	...	...	...	256	1,23	456	653	54	121	8	37	363	...	...	...	...	...
Iraq	...	...	...	...	...	...	3	1	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	177	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...
Borneo (Dutch)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	...	...	...	...
Natal	...	...	...	...	...	526	1,525	...	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...	...	...	12	...	10	...	...	...	...	...	...	...
Roumania	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	4	...	...	...	...	...	...	...	...	...	...	...	45	33	...	...	...	...	...	...
Egypt	64,320	4,598	26,319	17,067	66,097	4,188	193	1,01	696	187	277	...	...	...	...	...	...	...	...	1,725
Austria	403	...	699	...	...	...	...	...	...	1	131	175	...	...	1,944	...	...	...	...	...
Hungary				...	...	...	...	...	...	1	125	584	...	...						
Other British Possessions	2	3	5	...	9	...	1	...	...	...	...	4,650	400	99	...	...	...	...	1	...
Java	8,275,864	7,553,907	7,274,309	7,261,471	6,985,317	201,109	622,921	371,12	368,131	480,173	656,116	611,423	691,944	850,732	779,437	802,307	366,749	295,126	194,426	175,936
Siam	...	...	...	...	...	...	...	...	...	9	...	8	1	...	...	...	11	21	12	94
Belgium	...	...	...	...	9,345	1,635	12,798	4,63	1,302	3,541	1,416	1,600	311	324	652	331	181	132	1,867	99
Germany	317	...	...	...	...	99	127	8,99	75	...	166	1,289	256	39	1,566	197	...	20	...	34
Italy	...	...	...	...	...	1	...	...	21	...	278	277	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Czecho Slovakia	...	...	...	...	...	...	100	...	80	58	168	...	...	...	263	9	15	60	...	...
Japan	230,131	231,495	89,182	8,044	27,150	100	651	12	46	...	30	31	127	266	532	1	141	4,039	3,546	2,727
Persian Gulf	...	...	...	102	11	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Red Sea	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory &c.	...	...	...	...	...	...	...	...	...	25	...	...	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...	...	...	88	...	...	...	...	...	...	...	...	...
British West Indies	...	...	...	...	...	...	...	...	...	...	51	...	...	...	...	...	...	...	...	...
Other Foreign Countries	2	185	7	11	8	...	1	...	2	...	...	...	3	15	452	...	1	32	4	8
Russia—Southern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,098	2,333	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12,652	18,186	10,464
Total	10,185,378	8,664,028	9,410,256	10,133,607	8,167,516	236,184	717,136	412,23	381,475	624,447	688,168	647,635	701,137	860,098	806,661	815,285	387,307	328,991	233,755	196,121

N.B.—Figures, from 1930-31, are shown for Sugar 23 D.S. and above, and below 23 D.S. but not below 16 D.S.

IMPORTS. TEA (BLACK & GREEN). IMPORTS.

Countries whence imported.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
Netherlands ...	...	...	...	...	...	...	...	...	...	...	...	...	...	50,466	165	...	...	...	...	...
Federated Malay States ...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	160	45	87	189	786	362	100	1,08	870	50	125	93	...	299	31	231	96	4,636	714	97
Kenya Colony ...	...	...	...	...	...	8,646	470	40	...	...	2	...	5,368	...	367	31	26,216	...	38	16
Hong-Kong ...	153,825	170,109	148,893	182,197	110,185	76,531	55,243	60,22	102,067	131,503	72,382	81,826	69,846	78,644	92,631	83,357	58,277	29,523	21,890	19,190
China (exclusive of Hong Kong and Macao) ...	2,586,969	1,798,593	1,001,230	3,945,557	1,840,027	1,402,160	4,383,793	5,534,38	6,201,570	6,169,288	5,126,582	1,520,566	3,254,038	2,582,933	3,741,357	2,798,776	2,780,165	3,017,088	3,040,132	1,420,628
Straits Settlements (including Labuan) ...	720,625	414,284	269,880	287,369	209,113	209,521	169,211	236,016	16,331	496,115	382,307	274,105	222,324	328,276	263,396	146,783	102,157	79,616	26,955	19,070
United Kingdom ...	15,976	32,140	58,690	13,139	2,812	73,966	153,822	12,73	16,148	29,097	411,744	170,354	286,985	415,135	56,564	17,484	9,717	7,107	5,999	10,062
Iraq ...	...	...	...	...	...	...	5,548	12	24	239	50	...	4,128	...	...	30,465	43	23,473	25	...
Ceylon ...	2,431,566	1,985,835	5,112,794	6,468,129	4,985,522	3,617,146	1,638,345	325,41	17,335	646,442	1,001,482	1,027,546	1,360,977	1,837,929	2,581,024	2,144,145	2,728,924	1,985,993	878,218	511,990
Persia ...	...	980	3,811	...	4	...	...	...	...	...	...	...	...	2,968	188	4,690	15	21	2,089	6
Aden and Dependencies ...	1,190	3,066	16	...	890	31	...	128	...	140	5	...	3,197	599	70	1,664	122	...	...	...
Maldives ...	...	...	...	...	...	...	19,823	...	...	...	...	...	...	...	...	...	...	...	...	...
E. Africa (Portuguese) ...	...	...	...	...	22,085	...	4,008	1	...	1,148	6,000	...	...	24	3	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	3,182	...	2	50	2,349	...	56	154	157	...	...	...	...
Japan ...	2,616	6,969	5,694	51,484	25,609	5,033	1,639	41,26	5,352	99,873	4,665	16,611	56,070	66,726	146,042	10,006	14,189	313,815	735,479	1,093,152
Zanzibar & Pemba ...	46	60	...	...	...	...	...	...	...	20,758	...	...	34	60	...	15,142	122	94	159	104
France ...	...	...	...	...	...	...	...	...	109,979	368,736	815,962	1,530,680	2,643,491	4,108,735	3,400,208	1,388,883	1,103,631	204,198	3,950	77
Australian Commonwealth ...	...	...	...	...	...	...	...	...	...	9,067	...	...	...	507	...	...	...	...	...	...
Java ...	288,995	74,562	65,275	188,329	178,631	39,230	144,740	52,371	...	...	...	...	...	...	...	...	...	...	...	...
Other Native States in Arabia	...	...	...	...	...	...	...	...	...	4,950	...	...	...	17,565	2,789	...	122,172	86,573	...	...
Persian Gulf ...	140	7	100	360	...	...	...	...	...	...	6,030	...	...	...	...	...	...	...	...	...
Sumatra ...	...	81,898	30	...	...	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muscat Territory or Trucial Oman ...	28	...	...	...	9,460	...	...	...	...	...	2,438	...	...	...	...	...	...	...	...	...
Palestine ...	...	...	...	8,904	...	...	...	...	463	16	...	790	985	5,982	2,155	8,040	117	3,498	696	595
Philippines ...	...	...	...	339	516	514	240	132	...	...	2,680	...	...	...	...	...	21,715	...	...	...
Other Foreign Countries ...	40	798	25	...	...	...	...	...	...	...	...	...	45	7,864	36	...	78	...	...	...
Smyrna ...	...	...	...	...	...	...	...	...	...	...	...	09	2,141	5,011	582	...	...	...	...	...
U. S. A. — Via Atlantic Coast	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	8,628	1,521	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	6,202,146	4,508,305	9,656,015	11,145,933	7,375,838	5,433,829	6,581,971	6,109,46	8,488,317	8,885,019	7,833,423	7,633,851	7,993,933	9,505,948	10,239,555	6,648,261	6,960,252	5,769,017	4,716,054	3,074,987

IMPORTS. COPPER UNWROUGHT—(TILES, INGOTS, CAKES, BRICKS AND SLABS). IMPORTS.

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
United Kingdom ...	4,022	976	183	66	96,957	24,506	21,480	49,85	34,986	21,255	31,398	19,854	21,089	14,300	12,275	8,623	2,060	4,771	4,947	10,481
Australian Commonwealth ...	...	...	2,001	10,205	23,851	2	...	4,06	15,433	7,766	2,100	5,601	500	...	...	...	...	...	...	500
Straits Settlements ...	40	...	...	...	184	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hong-Kong and Macao) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan ...	10,988	545	15,524	10,369	34,122	3,355	1,415	201	28	...	...	...	...	...	150	...	...	13	...	...
Ceylon ...	...	...	...	...	...	...	...	...	...	...	212	...	...	...	...	587	...	200	3,000	594
East Africa (Portuguese) ...	...	...	...	...	...	...	...	...	100	20	3,228	2,201	12,151	12150	3,000	4,093	715	500	5,124	4,875
United States of America ...	...	...	...	...	893	21	500	45	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	499	5,550	25,812	19,526	1,460	2	...	178	70	60	5	100
Arabia ...	...	...	...	...	...	...	13	...	...	...	...	...	58	...	...	...	...	...	...	...
Germany ...	...	...	...	...	254	20	...	...	...	3,000	51	...	10	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	40	25	...	...	...	...	700	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	90	...	3,860	4,417	4,300	...	...	...	...	...	...	...	502
Spain ...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	1,012	4,806
Netherlands ...	...	...	...	...	...	...	1	...	...	...	...	450	1,900	...	...	...	...	...	...	...
Other British Possessions ...	3	...	...	...	1	2	...	...	...	...	...	2,501	...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...	...	39	...	3	...	45	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...	...	2	...	...	...	...	241	3	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	...	48	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	1	...	...	6	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	15,054	1,521	17,708	20,646	156,267	27,906	23,399	55,38	50,151	41,391	67,221	55,433	37,905	26,693	15,428	13,481	3,745	5,544	14,097	21,768

IMPORTS. COPPER.

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
United Kingdom ...	28,995	1,270	754	5,457	105,730	99,958	64,438	93,095
Denmark ...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	501	...
Straits Settlements ...	...	...	...	...	...	...	...	...
France	...	...	1	...	...	8,835	5,595	32
Germany	933	...	...	...	...	35	20,485	19,652
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Ceylon	9	5	4	2	1	30	31	...
Mediterranean Ports ...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	50	2	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Austria } ...	...	...	...	...	...	...	...	...
Hungary }								
Belgium	2,446	...	...	...	...	1,074	4,144	463
East Africa	...	...	...	...	...	...	...	...
Japan	7,455	339	1,617	7,507	3,176	789	467	...
Sweden	...	...	...	...	...	...	...	...
Persia	91	...	...	...	...	...	...	20
United States of America ...	11	7	32	33	8,058	120,994	4,481	43,062
Other British Possessions ...	...	...	1	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	...	...
TOTAL ...	30,990	6,123	2,409	12,999	116,965	231,715	100,196	175,721

IMPORTS. BRASS, BRONZE, ETC.

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
United Kingdom ...	20,634	8,252	631	1,133	145,153	276,914	124,327	186,448
Straits Settlements ...	315	...	6	398	146	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	3,541	100	178
Switzerland	...	...	...	...	...	530	1,172	985
Persia	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	1,212	...
Java	...	...	...	...	...	...	...	...
France	...	...	...	...	...	310	554	26
Germany	11,775	...	...	...	...	17,242	30,793	89,421
United States of America ...	...	15	41	...	36	3,943	2	...
Italy	...	...	...	...	2,468	17,896	9,839	2,916
East Africa (British) ...	...	...	...	...	...	...	...	...
" " (Portuguese) ...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	432
Sweden	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	394	3,284	10,136	1,016
Cape Colony	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	13	...	...	...
Japan	3,315	3,107	2,706	3,632	2,642	18,006	10	1,714
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	7	5	...	...	...	...	...	9
Other British Possessions ...	...	...	...	4	...	7	...	...
TOTAL ...	36,046	11,469	3,384	5,167	150,852	341,673	178,652	290,435

WROUGHT—(BRAZIERS AND SHEETS). IMPORTS.

1924. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
71,833	23,546	26,685	25,722	61,436	70,108	22,783	35,634	44,465	66,295	105,960	180,140
...	...	125	...	...	...	...	...	...	...	...	...
...	648	301	...	20	...	...	...	...	1,055	...	...
...	...	2	...	...	1	...	...	...	...	...	...
...	1,231	19,577	12,827	34,981	36,009	25,448	35,554	28,890	2,051	22	2,384
74,300	153,127	139,771	153,125	59,834	83,152	42,827	50,024	58,353	181,533	97,538	105,129
4	1	...	131	127	7	34	15	...	26	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	263	10	...	...	...
560	4,970	13,841	38,337	33,732	19,014	7,006	7,218	2,658	9,231	2,911	2,198
...	...	...	...	...	...	5,418	220	201	12,601	899	8,572
...	...	...	...	...	...	...	...	...	...	...	...
36,010	28,188	27,730	54	106	2,401	34	29,920	7,020	20	1,001	76,366
...	1	2	489	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	7	21	...	11
...	...	...	...	36	...	4	...	...	...	...	...
182,457	211,712	227,434	230,685	190,342	211,292	103,554	157,938	141,605	272,832	208,351	375,301

WROUGHT—(YELLOW METAL FOR SHEATHING). IMPORTS.

1924. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
221,330	224,117	198,971	120,833	168,331	152,857	82,491	42,174	71,834	150,091	156,345	209,679
137	278	...	3,732	311	...	...	...	...	...	...	...
...	205	...	3	31	908	544	20	20	...	...	...
...	...	...	114	...	...	...	...	...	...	...	...
20	187	34	19	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
145	59	...	270	240	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
105,337	185,631	250	1,125	7,224	4,350	328	626	1,099	...	...	...
...	...	141,274	241,202	194,756	234,224	231,884	218,554	179,491	236,700	170,401	247,418
2,202	150	...	5,253	500	...	...	...	...	...	...	...
...	...	25	471	101	150	...	215	5,415	...	7	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
27	4	...	...	...	...	...	...	...	...	...	...
...	35	184	...	...	12	10	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,009	1,570	2,136	1,785	1,859	882	235	1,127	652	267	120	184
...	...	...	...	...	...	...	...	...	...	...	...
105	541	2,007	62,029	54,395	62,929	47,893	45,772	39,867	95,697	95,491	105,392
...	...	25	...	...	...	...	...	33	...	...	...
...	25	...	...	16	...	1	...	...	23	...	...
...	...	...	...	...	...	...	...	...	...	2	...
352,300	412,783	344,996	426,866	427,764	456,312	363,386	308,488	298,411	482,877	422,366	562,673

IMPORTS. IRON (Pig).

Countries whence imported.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
United Kingdom ...	6,829	1,292	165	67	4,155	8,858	7,858	830	3,284	2,147	2,463	999	4,068	2,373	2,697	3,082	331	746	1,964	1,537
Ceylon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...	2	108	221	210	549	6	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	13,492	3,28	482	817	41	50	55	23	...	1	49	...	...	...
France	...	...	...	...	...	...	100	...	...	...	60	2	7	9	21	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	3	...	2	...	...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	251	16	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	...	...	...	...	...	90	1,172	62	15	27	...	...	...	130	...	...	...	...	...	...
Germany	...	...	...	...	...	...	220	...	...	...	...	...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	6	...	...	...	...	...	...	...	100	...	...	...	...	...	...
Straits Settlements ...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	11	...	...	...	...	...	3	...	...	...	425	510	543	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	264	110	357	...	...	1	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	6,839	1,303	165	67	4,155	8,954	23,093	12,78	3,786	3,425	2,895	1,627	5,104	3,160	3,262	3,083	380	746	1,964	1,537

IMPORTS. IRON (Wrought—Bars and Channel). IMPORTS.

Countries whence imported.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
United Kingdom ...	8,467	16,890	8,658	1,589	5,195	11,700	7,433	5,31	2,530	3,154	3,316	1,569	1,865	1,593	1,723	999	430	353	415	731
Austria-Hungary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	1,284	344	195	44	577	1,321	697	1,61	955	1,060	1,044	1,081	1,008	1,042	554	508	465	567	694	471
Ceylon	30	23	18	...	245	7	4	...	5	...	2	3	3	11	30	2	1	...	...	...
Madagascar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	222	170	2	...	...	...	3	...	...	...	7	34	1	...	...	...	...	...
Netherlands	...	...	...	...	198	40	31	...	...	...	...	...	...	...	33	...	...	...	...	...
Norway	1	26	...	...	170	2	13	...	...	...	2	...	...	...	62	575	53	14	26	22
Germany	32	101	...	...	...	27	573	1,19	134	62	116	34	27	64	...	8	16	...	...	...
France	...	...	...	...	...	...	18	...	...	...	7	100	51	...	...	...	10	...	...	...
United States of America ...	468	471	1,002	4,140	3,183	1,153	151	...	...	...	3	...	...	5	28	...	10	...	...	...
Luxemburg	...	...	...	...	...	...	40	...	1	...	...	2	...	...	2,367	1,851	314	234	138	103
Belgium	13	...	...	...	889	5,262	7,902	14,9	8,351	4,936	3,174	7,664	1,988	2,596	...	250	...	...	...	...
Czecho Slovakia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa, British ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa, German ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	102	18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hongkong	...	...	97	178	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	150	...	...	...	...	...	...	...	...	...	...	31
Iraq	...	...	...	...	...	...	...	...	...	...	...	8	4	...	1	...	4	2	...	1
Other Foreign Countries ...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	2	1	...
Other British Possessions ...	3	...	2	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	10,299	17,855	9,994	6,223	10,477	19,514	16,919	22,03	12,129	9,206	7,680	10,457	4,949	5,340	4,798	4,198	1,289	1,172	1,274	1,369

IMPORTS. IRON,

COUNTRIES WHENCE IMPORTED.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
United Kingdom ...	1,372	3,933	1,585	313	405	875	291	46
Straits Settlements	...	...	...	16	...	...	...	...
Ceylon	...	...	6	...	24	5	...	...
France	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Belgium	14	...	...	...	...	...	...	...
Germany	...	...	...	...	...	34	124	28
Iraq	...	...	...	...	...	...	8	2
Other British Possessions	...	...	2	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Sweden	125	5	...	...	...	66	...	...
Norway	...	...	13	...	...	...	...	...
Luxemburg	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
United States of America	351	40	448	486	311	388	3	2
Japan	...	...	5	103	15	...	1	1
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,862	3,983	2,059	918	755	1,368	346	48

IMPORTS. IRON OR STEEL,

COUNTRIES WHENCE IMPORTED.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Australian Commonwealth	...	...	...	...	...	...	...	5
Persia	...	...	...	20	...	...	...	...
Persian Gulf	...	...	14	...	11	32	5	...
United Kingdom	70,600	45,559	79	51	15	75	...	...
Egypt	...	...	24,003	35,027	77,241	112,180	51,003	78,222
Ceylon	...	54	22	...	...	...	...	...
Other British Possessions	...	10	3	...	37	34	1	9
United States of America	16,928	21,604	23,347	12,505	26,619	24,807	2,442	4,580
Sweden	...	...	19	...	...	...	10	1
Norway	...	...	...	...	...	...	...	...
Canada	...	...	103	7	...	104	...	...
Netherlands	...	...	...	...	...	359	677	57
Iraq	...	...	...	...	...	...	...	68
Java	...	...	...	...	...	...	...	...
Hong-Kong	...	93	548	267	...	57	...	...
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...	...
Belgium	809	55	294	37	...	...	...	...
Japan	...	1,733	1,708	727	94	443	...	1,896
Czecho-Slovakia	...	...	...	...	...	...	25	116
Straits Settlements	...	...	721	402	441	137	1	193
Austria } Hungary }	...	...	...	...	...	...	102	177
France	...	...	...	...	...	1,154	772	1,688
Germany	958	81	...	...	103	1,716	14,733	23,016
Luxemburg	...	...	...	...	...	20	16	227
Other Foreign Countries	...	13	...	...	...	...	...	146
Italy	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...
TOTAL	89,295	69,193	50,857	49,043	108,267	148,725	85,803	110,243

IMPORTS. IRON OR STEEL,

COUNTRIES WHENCE IMPORTED.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Germany	10	...	...	...	...	12	448	406
United Kingdom	49,106	6,800	1,303	1,633	55,183	59,993	83,273	114,017
Ceylon	31	11	...	...	82	11	163	...
Austria-Hungary	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	15	...
Other British Possessions	2	...	...	...	...	...	2	1
Italian East Africa	...	...	...	...	...	...	16	...
Japan	...	136	...	202	...	...	...	...
Arabia	...	...	...	...	...	...	...	2,742
Netherlands	...	...	13	...	348	522	745	...
United States of America	5,704	2,138	4,205	629	3,141	6,530	4,016	7,668
Straits Settlements	...	...	...	51	...	...	...	33
Luxemburg	...	...	...	...	...	59	10	...
Belgium	...	...	1	59	5	101	378	472
Hongkong	6	8	...	...	1	...	26	...
Other Foreign Countries	...	...	...	...	...	...	...	1,932
TOTAL	54,919	9,153	5,609	2,474	58,412	66,649	88,348	122,472

(ANGLE, TEE, BOLT AND ROD.) IMPORTS.

1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
130	455	138	256	102	98	295	443	71	861	319	53
...	1	8	3	...	...	...	...	...	...	...	...
...	...	...	...	...	37	10	4	10	9	3	...
...	...	...	...	...	101	...	...	...	...	...	...
...	...	...	...	...	251	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
61	260	7	33	...	523	108	266	553	2,061	516	509
100	15	76	3	495	414	2	502	1,535	1	511	998
128	11	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	9	...	...	1	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	496	1,231
...	...	...	...	...	...	...	...	...	...	...	494
...	...	...	...	...	...	...	...	...	...	...	...
...	2	...	2	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	1
481	740	229	306	597	1,424	325	1,216	2,177	2,932	1,845	3,286

SHEETS AND PLATES—(INCLUDING TINNED PLATES.) IMPORTS.

1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
...	...	...	...	...	...	3	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
95,331	78,511	45,683	28,102	61,816	69,144	67,055	34,392	24,067	25,949	25,265	26,632
...	5	5	14	1	3	4	6	3	...	...	...
7	14	6	1	2	56	3	...	...	5	...	1
6,883	10,700	11,522	11,427	7,543	12,583	9,307	8,892	149	13	218	235
...	...	108	5	...	...	...	...	...	...	...	...
...	...	24	...	...	...	...	...	...	...	...	...
306	1,584	919	103	195	3	128	413	2	2	27	1
213	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	9	...	1	...	...	...	...	...	...	...	...
22,964	38,139	42,136	31,226	30,688	24,003	14,313	11,385	4,658	2,700	3,129	3,780
...	...	...	...	24	...	11	...	25	36	16	...
314	...	...	125	...	...	...	...	...	...	...	...
...	5	...	...	1	69	32	...	...	...	...	...
...	3	...	...	...	...	...	...	...	...	...	...
...	...	...	...	212	56	383	...	...	...	...	...
538	1,455	8,327	2,571	2,337	572	180	529	554	269	267	853
15,705	24,023	12,414	9,064	951	609	1,656	756	73	74	1,961	1,424
...	158	23	553	871	290	368	281	147	43	80	251
...	...	...	7	11	3	...	1	...	16	...	...
...	...	...	...	35	...	...	...	...	...	83	852
...	...	248	...	...	...	23	...	16	...	...	...
122,332	154,597	121,425	84,211	104,687	107,176	92,898	56,682	29,694	29,107	31,046	37,029

SHEETS AND PLATES—PLAIN & CORRUGATED (GALVANIZED). IMPORTS.

1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
259	1,037	880	2,820	6,681	5,214	3,904	4,863	1,089	42	33	1,324
159,131	205,398	271,656	249,024	297,086	286,046	290,295	91,373	54,939	49,057	51,700	52,761
3	8	6	4	63	23	16	...	1	...	...	1
...	3	69	152	32	19	...	...	...	...	...	...
1	4	...	3	15	...	...	...	...	...	...	...
...	...	24	...	...	...	...	...	...	...	...	...
...	...	...	13	348	522	745	1,147	480	1,357	3,488	2,742
...	...	...	...	...	...	...	...	...	...	...	...
4,922	14	...	215	208	...	...	...	5	6	22	...
...	1,867	8,391	12,088	4,330	2,310	1,015	1,898	103	...	...	33
...	6	3	5	8	8	3	1	...	...	...	41
...	...	...	...	12	20	...	...	...	...	...	1,932
678	901	2,027	10,489	22,022	32,063	50,974	48,150	27,401	21,103	5,521	...
...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	9	12	...	...	12	...	22	...
165,038	209,148	283,056	274,819	331,504	326,237	257,552	147,432	84,029	72,638	60,838	58,816

IMPORTS.

LEAD, UNWROUGHT—(PIG).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
Hong-Kong	...	...	400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	23,518	5,453	12	9	15,137	7,548	2,379	4,399	5,008	3 532	1,522	1,993	1,925	601	941	929	3,089	1,719	1,336	1,012
Straits Settlements ...	1	...	162	...	35	588	111	...	...	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...	324	100	432	99	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...	93	...	...	...	...	...	...	...	...	...	...	...
Persia	101	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	823	1,375	1,668	2,377	1,379	1,506	2,739	983	837	1,522	1,687	1,178	1,090	1,396	2,339	1,933	961	1,664	1,240	662
Iraq	...	...	...	...	...	...	...	1,927	144	26	91	...	...	...	...	...	...	...	...	...
United States of America ...	521	559	377	...	...	100	45	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf	...	...	...	...	211	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	6,015	...	...	4,498	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...	...	9	...	11	14	838	56	...	19	11
Egypt	320	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	1,923	2	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...	29	...	...	...	...	...	2	...	398	...	324
TOTAL ...	33,222	7,389	2,819	6,884	16,762	9,742	5,274	7,309	6,082	5,109	3,300	3.180	3,339	2,108	3,726	2,801	4,107	3.781	2,595	2,009

IMPORTS.

LEAD, (WROUGHT) SHEETS, PIPES & TUBES.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
Switzerland	...	...	...	...	...	...	...	68	...	...	...	...	...	...	...	...	...	...	...	...
Japan	26	5	9,913	10,803	900	18	...	95	...	...	...	...	...	208	...	...	...	...	...	...
United Kingdom	17,853	16.889	2,837	3,661	18,502	21,754	15,073	11,962	12,992	7,612	10,392	8,756	14,289	8,152	9,510	8,658	12,301	12,793	16,098	19,242
Zanzibar and Pemba ..	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	324	15	1.272	446	132	382	225	520	797	..	...	...
United States of America ...	..	4	313	634	2,890	287	...	139	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	106	...	...	...	...
Germany	36	...	...	...	...	...	640	1,633	1,954	736	1,373	1,004	1,352	1,305	664	1,090	1,152	433	912	42
Other Foreign Countries ...	...	...	...	10	...	...	...	...	...	28	36	42	2	50	22	124	64	411	179	411
Ceylon	...	...	...	2,005	210	6	82	...	203	91	2	...	...	...	123	145	240	...	...	...
Belgium	224	...	...	...	...	55	951	5,496	5,887	3,874	5,75	9,208	9,353	13,147	13,657	9,962	4.500	1 358	12	81
Italy	...	...	...	...	...	...	...	...	...	...	...	...	1	20	30	...	...	...	...	...
Netherlands	...	...	...	...	...	...	187	492	53	39	36	2	...	39	176	100	2	...	...	...
Australian Commonwealth ...	...	...	...	941	...	600	..	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	1	1	1	...	...	31	...	112	12	29	6	25	14	...	...	7	26	146
TOTAL ...	18,139	16.898	13,064	18,055	22,503	22,720	16,933	19,919	21,413	12,507	18,873	19,487	25,135	23,348	24,421	20,705	19,056	15,002	17,227	19,922

IMPORTS.

LEAD, WROUGHT—(OTHER SORTS).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22 cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
Spain	...	...	..	...	...	...	..	...	...	1	91	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	825	3,168	547	958	409	258	4,307	342	324	386	3	...	...
Japan	...	...	...	...	...	...	...	...	9	...	...	4	9	14	23	31	8	...	...	...
Germany	3	...	573	1,763	376	144	102	72	73	87	59	292	184	90	57	107	264	108	822	1,027
United Kingdom ...	9,454	6,035	1,098	503	5,728	7,243	4,687	4,207	4,540	4,191	3,565	5,139	5,452	3,176	2,665	3,107	1,283	2,508	4,447	2,278
France ...	382	605	79	5	229	176	270	96	960	786	772	1,275	1,003	1,342	1,387	1,111	810	667	58	25
Ceylon	...	22	20	232	127	45	36	1	152	311	168	15	...	267	1,327	732	562	2,483	312	167
Netherlands	13	17	...	7	16	31	9	73	...	...	...	58	13	24	40	66	4	38	198	226
Straits Settlements ...	...	...	75	4	4	..	1	...	...	...	...	...	11	...	...	165	1	...	...	...
Zanzibar and Pemba ...	...	..	...	...	6	23	20	13	21	20	...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...	59	43	282	61	69	24	19	...	...	...
Gibraltar	...	...	...	...	...	250	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	7	...	94	40	...	...	...	...	...
Aden and Dependencies ...	...	...	75	...	77	...	6	...	...	...	...	5	...	132	56	...	...	...	...	...
Esthonia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	164	...	...	...
Belgium	...	...	...	...	...	...	66	5	...	35	184	259	206	196	259	789	80	258	69	2
Italy	...	...	...	...	...	...	14	...	...	18	...	1	43	...	...	1	2	...	...	...
Turkey in Asia { Red Sea ...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf ...				1	72	107	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America ...	23	193	832	2,034	784	1,255	167	11	16	46	95	22	79	39	69	40	12	...	...	...
East Africa (Portuguese) ...	...	...	..	...	146	1	440	42	...	184	70	...	...	...	4	...	...	...	...	...
Other British Possessions ...	3	...	26	1	16	1	...	...	1	57	88	29	109	98	177	67	35	4	46	54
Other Foreign Countries ...	11	9	...	...	5	26	1	30	4	1	9	9	17	1	91	1	118	67	187	102
TOTAL ...	9,889	6,881	2,778	4,550	7,598	9.302	5,820	5,375	8,944	6,284	6,118	7.567	7,666	9,841	6,606	6,565	3,748	6,136	6.139	3,881

IMPORTS. TIN.

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
Germany	...	...	...	...	...	...	...	...
Java	...	...	...	...	1,189	519	206	...
Iraq	...	...	...	...	...	...	...	222
Straits Settlements ...	25,158	25,501	23,615	26,350	44,268	38,444	51,287	36,441
China (ex Hongkong and Macao)	70	150	100	...	20	20	195	62
Hong-Kong	...	...	...	...	...	61	...	...
United Kingdom ...	2,522	1,422	754	1,061	949	2,541	1,538	6,019
Somaliland (French) ...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Ceylon	16	32	21	202	9	7	1	...
East Africa (Italian) ...	10	14	1	11	29	26	7	4
Aden and Dependencies ...	...	...	...	...	121	...	...	...
Persian Gulf	...	119	...	...	...	1	...	...
Zanzibar and Pemba ...	...	...	...	...	...	19	...	...
Borneo (Dutch)	...	...	...	...	...	...	...	...
Arabia (Muskat Territory, &c.)	25	...	...	...	...	10	...	...
East Africa—Other Ports ...	...	...	...	...	...	...	...	...
Federated Malay States ...	360	701	400	263	100	134	221	...
East Africa (British) ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	3	1	...	...
Japan	200	26	86	199	126	...	282	51
Other Foreign Countries ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
TOTAL ...	28,361	27,965	24,977	28,086	46,835	41,783	53,737	43,295

IMPORTS. TIN,

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
Germany	50	...	...	...	...	...	10	4
United Kingdom ...	339	268	182	263	864	131	300	5,693
Austria	...	...	...	...	...	...	...	...
Hungary } ...	...	8	...	...	...	...	...	8
Belgium	...	...	...	...	...	8	...	16
France	...	8	9	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	14	...	7
Straits Settlements ...	1	...	...	...	...	1	1,074	...
China { Hong-Kong ...	...	...	...	...	...	...	...	...
{ Treaty Ports ...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Zanzibar	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Japan	38	121	161	591	575	542	141	16
United States of America ...	...	408	126	...	25	108	...	544
Other Foreign Countries ...	...	...	...	...	4	...	...	7
Other British Possessions ...	...	...	...	...	2	2	...	...
TOTAL ...	427	813	479	854	1,478	806	2,516	6,295

UNWROUGHT—(BLOCK, &c.) IMPORTS.

1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,157	48,653	52,904	49,475	63,912	47,374	55,319	53,058	44,468	46,088	37,204	44,277	...	...	...	...
319	62	85	392	410	1,167	489	201	...	5	16	...	...	...	...	...
8	...	20	...	10	...	...	...	...	...	...	...	...	...	...	...
900	3,016	1,475	1,311	1,016	1,033	1,557	1,084	725	821	1,023	1,316	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	250	...	...	...	...	...	...	...	...	...	...
...	...	31	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	25	11	6	7	3	14	58	...	...	...	...	...	...	...
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
300	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	11	23	...	...	...	...	5	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	400	38	137	...	66	100	34	...	70	40	30	...	...	...	...
...	...	...	...	...	...	...	12	...	...	20	...	...	...	...	...
...	...	...	100	...	...	...	...	...	32	27	9	...	...	...	...
...	4	16	4	...	...	...	...	...	...	...	...	...	...	...	...
4,807	52,186	54,618	51,431	65,353	49,837	57,468	54,408	45,251	47,616	38,324	45,882	...	...	...	...

WROUGHT—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON). IMPORTS.

1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
10	18	23	2	38	19	27	33	50	45	146	108	...	...	...	...
1,374	470	164	166	22	40	60	260	132	608	175	504	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	36	53	113	109	137	92	94	7	77	11	22	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	...	3	...	...	1	...	...	...	...	...	...	...	...	...	...
...	150	1,162	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	9	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	4	...	25	...	13	6	...	...	...	...	...	...	...	...	...
137	338	11	...	...	...	...	...	3	1	9	30	...	...	...	21
...	1	...	...	1	...	...	...	...	...	...	3	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3,531	1,029	1,406	316	183	203	179	390	190	739	374	670	...	...	...	...

N.B.—Figures, from 1929-30, are for Tin Foils and other sorts.

ZINC OR SPELTER.

IMPORTS.

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
Portuguese East Africa ...	...	...	...	...	...	...	...	...
Canada ...	...	...	...	...	...	...	...	...
Japan ...	168	...	...	...	...	...	...	...
United Kingdom ...	2,976	6,037	50,301	55,262	5,822	...	...	...
Straits Settlements ...	...	1,130	343	17	68,631	33,764	37,344	132
Australian Commonwealth	...	...	500	41	88	...	...	6,02
Other British Possessions	...	501	...	23,246	630	4	183	42
United States of America	...	...	...	...	...	...	...	...
German East Africa ...	...	401	...	204	6,022	...	...	...
Iraq ...	...	...	...	...	...	...	10	...
Germany ...	...	...	...	...	...	38	...	...
Ceylon ...	...	...	...	...	...	...	100	...
Other Foreign Countries	949	1,188	180	60	197	1,568	1,88	1,02
Zanzibar & Pemba ...	...	...	5	...	...	46	38	9
Belgium ...	10	...	...	...	1	...	...	...
Hong-Kong ...	...	...	...	...	...	11	...	...
Netherlands ...	...	...	...	1,984	5,549	2,102	8,18	120
Java ...	...	...	...	...	...	...	...	...
Total ...	4,064	9,469	51,328	80,814	117,603	36,528	47,89	9,97

UNWROUGHT. IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
...	84	...	...	...	...	3,181	7,208	...	...	...	...
...	...	200	...	490	...	452	...	3,401	9,184	15,254	8,180
... 1	33,152	17,403	25,215	84,533	79,737	31,522	1,000	6,028	...	6,950	4,400
23,227	...	376	...	37	...	...	31,431	25,791	69,980	64,841	64,589
168	...	...	1	8,003	8,000	...	1	...	...	...	...
168	10	7	83	349	247	371	402	81	75,198	119,968	160,480
12	...	1,995	390	757	3,322	12,179	83,183	43,725	397	478	270
...	...	...	...	...	...	...	...	32,506	32,550	116,210	116,210
...	...	...	...	127	43	44	...	...	...	...	...
3,772	2,621	4,812	9,954	8,720	25,804	72,861	15,837	17,158	27,407	17,138	28,930
58	31	19	110	38	266	956	77	3,272	910	290	45
...	...	...	250	...	268	504	1,720	4,330	1,074	9,060	2,070
...	...	...	...	...	...	...	...	...	...	...	...
726	3,204	7,822	522	3,988	13,531	740	1,731	1,314	1,469	2,456	15,810
...	...	...	...	...	...	...	...	...	12,928	18,256	2,261
...	1,000	101	...	...	220	370	326	320	1,200	1,500	1,615
...	...	12	...	10	...	...	...	...	...	...	...
27,337	39,103	32,948	36,534	105,922	130,916	142,682	162,788	139,978	188,078	283,882	344,709

ZINC OR SPELTER.

IMPORTS.

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
Sweden ...	...	...	...	...	...	...	...	42
Iraq ...	...	...	...	...	...	...	...	700
Canada ...	...	...	...	...	...	...	...	1,01
Straits Settlements ...	55	2,714	1,705	398	834	462	...	1,01
United Kingdom ...	7,622	10,953	4,063	3,291	9,141	23,677	15,77	12,82
Ceylon ...	98	51	59	27	280	50	98	8
Portuguese East Africa ...	...	...	...	...	83	9	...	...
Natal ...	...	...	...	...	...	...	10	...
Germany ...	235	...	...	...	188	...	1,168	...
German East Africa ...	...	...	...	...	...	252	1,030	1,78
Japan ...	40	2,650	8,300	4,781	...	110	...	...
Mauritius and Dependencies	...	43	5	...	1	56	...	...
United States of America ...	1,016	1,210	2,546	1,102	45	23	...	...
Belgium ...	540	...	...	...	1,098	2,758	71	1,05
Norway ...	...	...	...	...	1,471	10,286	7,144	15,61
Netherlands ...	223	180	153	...	...	32	...	...
Australian Commonwealth	...	201	...	30	1,261	...	752	6
Zanzibar & Pemba ...	...	...	3,000	...	...	187	...	...
Aden and Dependencies ...	210	15	...	221	...	2	...	...
Other British Possessions ...	5	14	24	3	102	30	...	...
Other Foreign Countries ...	5	5	...	41	...	...	3	16
China (ex Hongkong & Macao)	...	1	7	4	...	7	36	12
Total ...	10,719	18,022	17,492	12,510	15,454	39,285	21,822	36,12

WROUGHT OR MANUFACTURED. IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
...	693	1,353	414	785	...	...	999	...	...	...	494
...	5	...	10	...	...	...	...	...	...	...	...
...	...	1,500	...	...	...	...	...	...	...	...	...
1,476	1,469	1,064	363	...	11	10	56	...	...	...	...
17,742	33,477	35,058	47,406	17,502	6,830	8,836	4,830	4,087	3,244	4,831	3,723
40	60	83	18	1	187	...	167	1	...	...	...
1	...	...	...	...	9	...	...	...	...	...	...
243	241	490	...	887	...	3,390	...	1,574	1,066	...	1,168
5,724	4,041	5,660	40,779	10,358	1,618	6,552	8,430	5,627	...	2,061	3,925
221	93	2,880	6,879	423	609	1,022	341	278	150	240	71
168	2,732	17,816	4,468	254	48	4	18	...	10	3,300	20
21,841	23,362	33,028	35,037	31,711	29,353	28,111	20,101	14,351	21,710	22,720	21,482
132	...	...	32	...	...	...	...	...	...	...	...
193	85	...	827	220	1,195	680	1,128	110	100	...	...
186	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
5	5	23	47	9	1	14	...	...	50	201	75
...	1	11	24	157	177	34	61	320	...	15	99
...	...	502	86	...	...	...	...	...	...	...	...
48,012	66,163	104,426	139,342	62,607	40,035	48,631	37,651	25,840	26,906	33,510	30,293

KEROSENE.

IMPORTS.

Countries whence imported.	1915-16. Gals.	1916-17. Gals.	1917-18. Gals.	1918-19. Gals.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.
...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...
Reunion ...	...	...	...	...	...	...	2,091,200	...	...
Germany ...	...	...	...	...	...	...	...	...	...
United States (Atlantic of America / Pacific)	41,830,880	39,303,407	25,744,131	9,844,250	45,083,914	33,010,845 / 2,030,495	37,000,272 / 2,285,212	30,067,296	34,158,852 / 31,558,482
Italy ...	...	...	...	...	...	...	...	...	32,500
South America ...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...
Do. (in bulk)	6,078,552	2,845,367	1,625	...	5,878,371	3,467,515	...	956,520	1,867,020
United Kingdom	...	...	1	10	...	...	1,206,024	3,018,190	2,821,083
Ceylon	...	...	...	...	60	718	284	75	1,833
Do. (in bulk)	...	...	...	...	...	...	...	...	...
Borneo (British)	...	...	16,230	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	1,268,624	3,018,190	2,821,083	...
Do. (in bulk)	...	...	...	...	...	...	...	...	...
Georgia	...	...	...	...	...	...	...	...	6,412,52
Australian Commonwealth	...	...	...	...	...	...	...	...	...
Union of Soviet Socialist Republics—Northern	...	...	...	...	...	...	...	...	...
Persia ...	643,300	995,869	8,559,330	2,991,701	15,331,250	3,930,000	...	...	...
Russia ...	...	...	...	...	...	819,407	...	2,003,326	...
(Northern and Southern)	30,842,907	5,828,436	13,275	18,360	27,146,891	12,127,028	2,293,684	4,997,332	10,287,479
Borneo (Dutch) ...	...	...	8,574	20	...	...	...	...	...
Java ...	...	...	...	...	...	...	...	...	666,981
Colebes & Other Islands	...	...	...	...	...	934	...	403,792	1,675,170
Sumatra ...	...	...	...	...	...	22	130	700	225
Other British Possessions	32,900	32,500	...	...	...	160	...	54	41
Other Foreign Countries	110	90	68	364	157	...	...	...	...
Total ...	100	1,134	126	90	...	...	...	...	...
	83,837,854	49,106,803	31,383,993	12,754,791	94,134,643	57,192,289	46,497,272	50,312,518	83,954,893

IMPORTS.

1924-25. Gals.	1925-26. Gals.	1926-27. Gals.	1927-28. Gals.	1928-29. Gals.	1929-30. Gals.	1930-31. Gals.	1931-32. Gals.	1932-33. Gals.	1933-34. Gals.	1934-35. Gals.
...	...	...	...	...	...	...	...	...	...	...
1,835,419	850,480	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	1,467,088	90,267
6,950,053	52,249,098	44,446,818	43,472,740	13,268,008	23,968,886	19,255,428	15,367,634	3,468,073	...	835,286
4,228,252	...	11,183,254	3,469,690	689,988	607,038	1,024,762	4,294,383	66,636	...	32,500
...	...	...	...	...	...	...	...	...	...	...
1,316	4,719,033	2,693,733	3,304,799	839,176	11,266,002	435,829	15,158	...	12	634,065
120	3,383	83	1,956,800	60	20	148	9	...	...	...
...	...	...	...	...	...	...	...	...	...	...
364,513	7,367,845	...	...	...	...	...	...	...	...	1,724,575
...	...	7,850	...	...	...	...	...	...	...	...
1,788,013	4,310,549	...	15,654,571	27,493,456	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	36,845,298	47,614,425	41,167,609	40,863,227	38,234,338	43,362,835
...	...	...	9,430,820	32,051,950	29,392,491	18,213,874	18,551,926	6,559,115	291,872	6,769,329
...	...	...	3,846,776	15,307,601	...	...	...	...	...	...
8,716,023	4,986,131	5,327,052	12,383,383	10,601,561	3,420,703	...	4,416,867	...	...	1,369,977
...	...	...	...	...	...	...	...	...	4,216,883	1,422,281
...	...	43,940	13,000	2,257,388	2,155,330	11,938,740	...	1,313,023	...	...
...	...	...	...	...	...	...	883,756	6,292,376	9,074,398	2,767,745
...	...	...	13,000	2,074,130	...	...	...	705,625	1,897,389	9,572,463
64	1,673,114	391,810	...	22	10	3	222	438	224	210
...	...	5	4	160	...	16	...	17	231	228
...	...	...	5	75	425	...	...	...	...	...
17,979,756	79,224,543	64,049,892	94,495,575	104,859,805	106,457,829	98,593,330	85,880,028	59,463,215	56,147,619	68,046,155

IMPORTS. CO.

Countries whence imported.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Kenya-Colony ...	...	...	...	...	...	...	...	7,291
Turkey Asiatic ...	...	...	...	...	...	...	284	...
Iraq ...	...	...	...	...	...	...	82	...
United Kingdom ...	10,310	3,797	3,657	7,691	6,935	9,269	705,353	496,518
Australian Commonwealth	18,869	23,065	8,102	3,119	3,554	33,678	88,375	23,877
Spain ...	...	...	...	...	282	...	...	70
Mauritius and Dependencies	590	...	...	310	...	...	...	16
United States of America	...	...	...	...	...	137	...	511
Ceylon ...	12	863	818	150	558	1,974	1,028	1,218
Russia ...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	30	...	343	70	...	23,831
Germany ...	...	...	...	...	...	230	...	...
Straits Settlements	1,820	849	605	200	1,192	3,604	1,102	570
Java ...	...	...	230	175	668	612	105	...
Persian Gulf	...	100	10	65	...	104	...	...
Sumatra ...	...	...	...	125	...	380	...	7
Fiji Islands ...	...	...	...	...	...	...	...	...
Italian East Africa	...	...	...	...	...	...	...	...
Other British Possessions	...	250	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	105	...	240	...
Cape Colony ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	55	364	10	23
Arabia (Native States)	...	...	...	...	...	320	...	...
China— Hong-Kong	...	...	...	150	80	...	400	5
China— Treaty Ports	500	...	...	...	...	...	...	...
Union of South Africa	10,617	13,017	1,639	17,417	17,057	6,000	330,631	253,728
Belgium ...	...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	150	1,777
Japan ...	7,363	370	78	4,203	647	10,075	83,162	38,141
Other Foreign Countries	...	17	92	...	1,600	...	...	...
East Africa (Portuguese)	39,681	6 077	8,457	32,930	5,274	18,430	268,272	34,397
Philippines ...	...	...	...	...	...	...	...	...
Borneo (Dutch) ...	...	...	55	...	...	...	...	...
Borneo (British) ...	...	...	...	...	...	...	...	...
Transvaal ...	24,788	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...
British West India Islands	...	...	...	...	...	...	488	...
TOTAL ...	114,465	48,465	23,073	66,634	38,180	85,963	1,489,282	881,816

IMPORTS. COTTON,

Countries whence imported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Iraq ...	...	...	...	...	...	...	1	8
Persia ...	982	433	5,159	10,316	410	266	401	997
East Africa (Italian)	...	...	...	...	...	...	...	11
United Kingdom	2,078	27	1	9	...	5,259	12,402	2,822
Belgium ...	...	...	...	...	...	...	18	...
France ...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	405	42
China— Hong-Kong	...	...	...	...	...	...	...	...
China— Treaty Ports	2	...	591	...	...	...	4	90
Ceylon ...	235	3,555	2,933	6,995	245	109	7	2
Netherlands ...	...	...	...	...	...	...	34	...
Austria-Hungary ...	...	...	...	...	...	...	...	...
Arabia (Muskat territory, &c.)	188	36	154	72	66	...	15	101
Other Native States in Arabia	...	...	...	...	...	...	...	2
East Africa (German)	...	...	5,650	...	115	133	...	...
East Africa (Portuguese)	...	...	636	...	11	130	1	104
Turkey in Asia (Persian Gulf)	...	...	3,218	214	4	...	4	8
Aden and Dependencies	536	341	569	692	4	...	...	2
Egypt ...	4,158	1,433	713	...	25	84	156	274
Union of South Africa	...	...	...	...	...	...	182	...
Italy ...	...	...	...	...	...	...	37	...
Zanzibar and Pemba	10	...	8,000	14,151	370	160	463	317
Germany ...	...	...	...	...	...	...	3	151
Kenya-Colony ...	13,642	27,360	23,836	56,423	2,052	2,797	9,202	5,430
Other Foreign Countries	...	...	...	...	...	...	3	...
Straits Settlements	33	...	20	16	1	...	...	...
Japan ...	966	139	4	4,427	...	376	446	158
Tanganyika Territory	77	107	...	...	...	...	676	183
Other British Possessions	...	...	...	...	...	...	...	9
TOTAL ...	25,089	33,431	51,607	93,316	3,303	9,314	24,450	10,768

AL. IMPORTS.

1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
5,880	...	...	...	...	260	...	...	720	...	287	...
...	...	...	...	...	...	...	...	...	...	...	...
120	...	...	...	...	...	...	271	...	90	310	...
19,096	107,780	97,172	12,908	52,339	38,902	18,812	23,245	23,760	15,994	9,776	11,680
61,074	13,871	11,061	12,613	8,727	1,303	1,840	1,455	3,805	3,016	6,165	4,491
...	...	...	360	...	...	80	...	...	...	...	...
...	20	330	...	...	394	...	...	304	...	303	...
174	...	800	...	...	...	...	...	...	...	...	594
540	1,221	628	355	697	705	300	854	710	347	1,060	2,580
105	...	...	...	...	...	...	...	...	...	...	...
...	685	10	320	50	...	...	329	155	...	...	...
...	...	105	150	...	310	...	...	...	...	...	2,159
492	750	2,963	1,001	2,085	1,191	175	678	9	523	983	...
333	703	140	1,146	1,329	49	1,709	1,633	352	765	...	585
...	...	200	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	128	...	...	...	...	...
...	...	...	...	472	...	300	...	...	...	...	...
...	...	...	...	...	...	...	...	...	275	30	234
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
550	...	...	...	181	...	224	...	...	...	...	...
...	...	...	...	...	270	1,400	250	...	...	...	...
...	60	...	...	277	...	75	...	120	...	...	...
...	...	...	...	...	...	200	...	222	158	...	...
253,658	201,763	113,534	85,788	154,686	105,238	197,404	121,033	23,241	13,616	35,770	32,353
...	180	2,052	...	130	...	...	...	...	...	...	...
...	...	132	...	387	275	118	...	...	...	...	...
705	2,704	13,844	695	5,639	770	1,151	980	825	117	320	1,818
...	...	1,712	...	610	23	...	...	600	...	747	360
169,272	116,115	125,921	25,521	35,216	20,681	150	5,061	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	100	...	...	...	...	...
...	...	...	...	...	...	...	500	...	...	...	...
...	...	...	...	...	...	...	...	1,070	...	...	...
...	...	800	876	275	...	...	...	...	...	...	...
891,968	448,032	372,304	141,733	262,997	170,557	224,226	155,688	55,619	34,890	55,351	56,754

RAW. IMPORTS.

1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
11	13	5	23	...	14	47	...	11	3	9	...
1,439	1,484	1,132	1,136	1,057	498	216	75	465	883	874	729
...	...	6	...	...	...	...	3	...	...	...	...
48	1,325	206	5,003	661	911	345	2,470	516	609	4	1,384
...	...	...	6	...	...	19	3	18	...	...	...
16	17	...	11	...	...	...	...	...	...	...	...
...	427	103	25,039	49,910	11,787	1,689	9,756	28,624	45,791	8,129	1,638
...	...	...	...	...	1	54	...	...	...	...	...
...	...	2	...	...	...	...	...	...	...	...	...
58	17	5	452	...	1	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	4	...	...	...	...
259	11	...	2	1	2	...	...	...	...	...	...
...	...	...	12	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
7	54	33	23	38	93	7	30	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
53	14	4	...	67	21	6	...	1	...	...	...
745	103	73	262	559	294	511	21,343	14,856	9,135	5,068	16,911
...	...	2	135	...	...	...	...	...	45	81	45
...	157	7	...	...	10	1,350	675	5	113	...	...
32	17	3	36	...	...	17	...	...	37	14	...
...	39	...	45	...	12	68	4	5	...	...	...
9,634	16,241	15,096	12,681	13,067	15,045	19,039	22,693	32,185	26,394	24,188	32,725
...	...	...	...	...	2	...	...	100	7	45	1,323
...	...	...	...	9	...	...	...	...	...	...	...
...	10	39	32	305	...	51	481	292	96	...	9
17	174	227	780	280	191	571	892	560	943	2,589	2,427
...	...	...	1	...	...	...	35	1,676	6,447	898	3,381
12,718	19,183	17,543	45,670	66,062	28,882	23,080	58,464	79,323	84,738	42,896	60,564

COTTON TWIST AND YARN (ALL KINDS).

IMPORTS.

Countries whence imported.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
Greece Slovakia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal	...	...	...	...	4,459	...	...	1,86	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	2,900	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	631,007	91,700	144,800	4,000	70,300	410,779	898,848	74,176	881,738	1,007,182	898,013	691,130	434,059	360,431	694,410	23,008	51,201	65,900	13,500	11,200
Switzerland	...	...	...	...	...	...	1,293	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippine Islands & Guam	36,910,803	24,176,131	14,916,790	9,611,527	12,329,646	23,305,568	40,671,146	21,014,125	31,799,925	29,760,078	15,972,865	20,100,156	20,519,641	29,091,268	20,111,892	10,314,218	11,612,546	13,337,013	9,303,435	9,753,502
United Kingdom	580,828	26,653	18,800	...	114,000	208,272	492,222	32,862	248,264	214,916	466,645	319,012	425,255	871,127	1,128,546	64,485	142,193	5,444	18,600	4,420
Italy	614,877	638,612	12,650	14,452	52,477	113,533	62,174	1,300	115,600	163,292	48,385	81,641	56,436	800	2,551	818	81	2,518	...	...
Ceylon	...	...	13,884	...	8,000	...	...	12,300	12,300	238,746	214,400	45,200	22,450	24,015	40,200	6,000	...	...	...	...
Austria	209,335	211,840	...	...	8,000	144,524	463,387	1,280	262,849	549,265	473,075	486,435	587,062	...	35,841	15,018	...	155	...	11,856
Netherlands	...	...	...	...	...	8,000	...	39,200	...	...	...	...	...	11,460	10,400	1,200	...	...	...	584
Egypt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australia	5,414	9,602	35,502	4,463	17	14,878	13,620	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	87,222	2,346	1,24	9,000	12,400	3,580	157,000	300,806	14,326	2,988	20,006	60,007	...	8
France	4,400	24,868	...	...	...	...	3,402	1,462	3,616	7,337	1,786	1,048	1,317	211	38	1,852	2,031	16,065	...	186
Germany	116	...	...	...	...	315	11,261	31,671	47,883	3,830	20,823	32,853	155,205	57,982	94,054	15,314	15,246	...	56	192
Other Foreign Countries	...	...	...	...	...	...	49	302	...	...	385	242	140	25,548	4,471	...	1,900	18	1,139	4,491
Iraq	...	...	...	...	...	...	12	...	...	...	230	1,161	...	...	12	1,000	...	...	...	...
Bahrein Islands	...	...	...	...	...	...	2,000	...	...	...	...	...	...	...	...	...	...	...	...	...
Persia	200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	21,410	...	...	...	6,000	133,000	136,008	41,000	37,388	90,110	35,025	29,200	21,776	983	...	2,024	6,710	1,500	25,500	67,092
Hong-Kong	28	50	...	88,700	238,250	449,000	43,000	64,416	62,000	1,000	...	11,000	857,000	23,200	80,000	20,000	...	20,000	20,000	42,000
China (exclusive of Hongkong and Macao)	325	150	...	1,057,671	160,000	2,254,587	21,000	80,000	160,010	309,386	56,000	930,422	12,014,783	11,206,555	10,414,713	11,703,338	13,215,218	13,276,400	10,230,272	12,725,625
Turkey in Europe	600	11,520	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	181,785	8,300	8,700	...	...	...	10	...	...	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	33,881	800	400	...	600	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory and Trucial Oman	3,418	3,633	686	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	701,929	4,007,635	4,206,491	27,280,386	1,917,620	20,122,799	14,915,669	33,548,895	9,430,027	32,324,773	33,225,386	26,519,033	16,974,830	7,631,645	10,570,160	6,834,903	6,306,197	18,148,809	11,653,836	11,230,411
Greece	...	...	...	...	...	...	4,400	...	...	...	...	...	...	14,400	...	...	...	...	...	...
Spain	...	...	...	...	...	900	...	...	...	3,000	...	...	...	...	...	...	...	...	...	...
United States of America	...	2,680	2,840	250	4,614	31,431	39,617	31,812	...	20	14,601	57,344	32,116	13,168	...	110	1,601	780	832	...
Other British Possessions	...	1,200	800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,692	...
Siam	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100,000	80,000	...
TOTAL	40,428,924	29,229,520	19,400,436	38,605,413	15,097,204	47,833,495	57,124,619	34,214,296	40,314,816	35,907,332	51,088,680	49,424,558	62,344,531	43,768,366	43,882,011	29,139,915	31,575,100	45,103,382	32,655,168	34,013,131

COTTON PIECE-GOODS, GREY—(UNBLEACHED), ALL KINDS.

IMPORTS.

Countries whence imported.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Australian Commonwealth	...	...	...	...	...	...	...	...	1,266	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	3,600	...	144	93	510	...	5,000	...	38	3,800	...	...	...
Muscat Territory & Trucial Oman	...	...	...	...	1,130	1,110	110	...	...	7,168	...	...	...	72	...	...	...	...	...	...
Switzerland	...	...	...	...	3,000	...	...	...	...	500	20,149	...	4,028	...	...	541	...	...	...	...
Other Foreign Countries	7,050	...	...	600	120	14	...	...	...	...	...	...	...	...	50	27	40	14,591	38,068	7,100
Germany	...	...	...	...	...	...	...	...	...	40	29,460	81,651	...	6,820	1,600	1,437	20	...	...	...
United Kingdom	1,099,921,214	762,016,685	544,990,880	375,302,367	459,509,886	429,387,078	226,403,168	833,208,488	69,591,357	727,421,125	561,291,190	588,781,540	651,129,666	581,618,133	520,545,020	143,206,346	59,070,824	111,023,646	88,590,013	102,728,422
Ceylon	222,136	115,377	2,550	23,247	24,381	7,504	10,261	121,153	118,315	19,450	77,551	10,105	38,550	61,700	59,591	28,705	49,848	16,027	55,651	31,186
Arabia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America { Atlantic	13,585,600	7,796,410	5,640,300	280,000	5,354,227	8,444,357	21,197,658	4,447,42	225,325	2,648,029	2,450,381	2,690,125	2,241,237	1,566,850	916,003	534,596	432,015	220,665	258,300	336,065
United States of America { Pacific	...	...	...	...	...	440	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	15,144	18,903	9,000	10,836	4,375	22,384	103,009	45,212	13,153	297,154	192,013	69,450	6,562	258,978	67,449	56,872	1,705	18,215	6,270	2,646
Netherlands	90,369	5,250	...	...	171,000	41,466	...	43,000	52,056	6,000	29,984	34,109	192	688	2,358	...	...	...	...	41,000
Aden and Dependencies	133,500	2,500	3,800	231,700	71,400	22,245	3,403,602	123,186	87,450	228,000	0,000	72,750	206,212	15,200	93,500	4,500	5,700	...	...	...
Jeddah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy	...	3,067	...	...	...	8,627	...	...	5,713	88	7,366	1,501	49,199	10,570	339,796	300,640	...	4,605	73	25,378
Japan	34,852,218	75,625,266	73,278,180	206,638,108	62,743,246	150,428,376	83,460,268	90,305,831	96,896,195	109,638,116	145,009,016	154,896,422	214,773,511	217,745,270	302,266,269	218,310,190	152,215,520	243,010,314	141,625,887	103,753,056
Hong-Kong	112,245	248,482	427,302	197,008	106,325	138,107	40,168	28,304	390,330	116,306	22,920	1,800	112,800	28,525	56,160	69,840	43,415	22,130	...	...
China (exclusive of Hongkong and Macao)	188,500	1,000,000	1,122,000	...	2,030	676,300	726,000	2,737,816	6,053,001	4,800,328	2,242,003	1,788,700	6,035,000	13,315,409	6,652,012	2,421,003	3,010,545	651,500	40	452,000
Persia	11,000	600	...	440	3,216	...	1,800	2,968	...	...	30	...	1,560	...	14,400	...	2,460	...	...	...
Turkey in Asia { Red Sea	...	...	...	...	...	1,537	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf	...	...	...	...	...	2,442	1,850	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...	...	3,600	15,030	...	...	3,579	...	...	...	...	...
Egypt	...	...	...	...	...	86,250	11,780	...	...	...	...	2,000	...	...	18,860	...	...	...	...	...
France	...	...	...	...	...	...	...	...	2,832	13,553	2,319	123	7,000	...	...	...	20	...	...	...
Belgium	...	...	...	...	...	...	...	218	...	...	1,874	100	...	2,214	...	5,037	...	...	...	...
Algeria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	24,000	...	...	853	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa (British)	...	41,400	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...	800	...	3,048	...	100	69,675	...	...	...	...	...
Federated Malay States	...	...	...	70	650	27	54	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta	...	...	...	537,250	3,976	70,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippine Islands & Guam	...	...	...	...	10,000	...	...	100	...	...	...	...	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20	...
Other British Possessions	...	12	6,978	...	...	...	...	...	...	...	2,700	650	...	1,180	2,550	...	2,880	...	...	...
East Africa—German	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa (Portuguese)	...	...	...	...	...	...	...	...	4,200	3,000	...	...	...	150	...	...	...	...	...	...
Bahrein Islands	...	...	...	...	...	83,780	0,330	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	14,950	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	50,000	...	...	...	...	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	...	...	12,000	...	22	40	...	...	4,800	...	...	...	...	...	...
TOTAL	1,145,247,972	846,869,265	625,479,200	583,429,648	533,541,053	680,205,683	635,038,133	691,824,064	203,816,012	845,510,022	700,685,461	748,410,976	876,537,917	838,613,307	825,848,701	365,030,424	246,606,192	356,019,813	230,188,231	237,589,666

IMPORTS. COTTON PIECE-GOODS (WHITE, BLEACHED) ALL KINDS. IMPORTS.

Countries whence imported.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.
Federated Malay States	...	152	84	231	20,220	220	107	...	1,000
Orecho-Slovakia	...	...	...	...	...	...	...	1,000	14,884
Iraq	...	244,842	816,637	169,888	610,800	68,000	1,245	53,946	2,32
Kenya Colony	491,490,108	566,214,628	496,100,826	274,886,980	311,042,238	405,050,353	49	...	...
United Kingdom	3,64114	3,361,185	1,813,232	109,783	4,083,505	5,839,025	299,339,252	305,413,202	402,181,64
Netherlands	15,727	75,952	57,124	101,916	46,505	27,010	4,200,956	3,216,132	4,602,85
Ceylon	9,374	52,491	...	...	6,500	242,219	103,152	169,952	37,016
Italy	2,724	...	...	...	147	77,178	14,238	65,977	27,22
France	149	...	...	23	298,430	42,161	4,072	5,441	5,16
Natal	...	...	...	...	...	...	...	...	...
Other Native States in Arabia	...	...	...	...	...	...	...	...	...
Italian East Africa	...	...	...	...	...	2,060	...	...	4,36
Georgia	...	...	...	...	...	...	...	...	...
Straits Settlements	46,348	115,433	44,827	316,146	194,479	138,316	195,331	81,250	79,146
Austria	...	...	...	...	...	...	...	8,241	28,32
U. S. A. { Atlantic / Pacific	11,790	33,807	425,735	400,122	137,205	200,003 / 2,992	14,835 / 320	52,265	46,71
Persia	1,016	9,345	720	15,825	69,865	40,307	24,188	12,184	62
Egypt	600	...	...	...	...	...	...	...	...
Germany	...	...	...	...	10,455	...	29,137	28,881	...
Russia	41,543	...	5,000	31,271	1,530,945	11,241	36,385	62,366	20,815
Aden and Dependencies	4,554	2,295	5,767	44,242	10,658	10,629	10,547	59,03	2,832
Hong-Kong	...	...	...	...	...	...	...	...	...
China (exclusive of Hong-Kong and Macao)	17,520	60,000	...	...	5,760	228,887	2,685	200	...
Turkey in Asia—Persian Gulf	15,877	20,000	4,612	2,484	92,230	8,960	...	...	...
Belgium	...	...	60	172	...	16,468	200	1,555	24,850
Siam	...	...	...	...	440	3,066	954	888	239
Zanzibar & Pemba	...	20,000	121,880	44,327	316,450	20,793	...	1,000	...
Japan	80,059	2,958,271	2,601,547	10,483,824	2,753,233	3,810,017	1,505,760	2,375,105	1,302,280
Java	...	...	50,000	...	...	...	...	...	...
Muskat Territory	...	...	...	...	...	...	...	...	...
2 Trucial Oman	328	920	660	5,045	17,248	252	2,196	475	995
East Africa—Portuguese	...	...	...	...	215,425	65,870	8,330	...	6
Switzerland	1,56,854	265,362	167,026	25,750	508,034	2,339,536	155,710	991,462	4,793,351
Other Foreign Countries	890	501	20	140	60	...	20	72	32
Other British Possessions	149	12	87	675	312	60	1,158	310	916
TOTAL	611,49,904	589,832,970	502,353,456	286,635,257	322,017,630	421,784,132	306,106,654	402,491,793	415,313,19

Countries whence imported.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Federated Malay States	...	252	3,788	70,234	8,728	7,905	402	...	...	...	...
Orecho-Slovakia	77,884	...	8,068	3,014	3,059	16,850	1,000	291	...	...	...
Iraq	1,400	41,416	...	...	...	...	...	28,400	...	...	...
Kenya Colony	275	...	...	...	...	...	...	1,000	...	...	...
United Kingdom	42,814,553	416,555,725	650,284,568	526,793,340	525,561,457	453,847,766	229,952,908	297,846,988	281,005,955	184,159,449	236,037,802
Netherlands	3,402,254	6,367,916	5,955,271	7,505,704	6,414,536	7,303,025	4,385,804	3,549,081	2,290,823	1,435,492	2,001,246
Ceylon	67,011	86,753	27,750	183,966	138,645	152,824	169,148	168,814	146,306	75,814	31,021
Italy	58,653	287,609	1,693,416	1,692,016	1,442,013	1,891,670	860,263	1,134,982	974,915	70,735	464,236
France	2,456	8,710	31,038	52,897	210,049	275,825	77,187	453,250	278,946	31,628	103,132
Natal	890	...	...	...	...	...	...	...	...	...	...
Other Native States in Arabia	120	182	40	145	33,960	785	80	40	100	...	...
Italian East Africa	...	...	...	...	...	...	...	...	...	...	...
Georgia	7,460	...	...	...	...	...	...	...	...	...	...
Straits Settlements	113,210	278,598	227,706	161,581	158,198	147,011	111,516	131,435	122,035	124,457	100,048
Austria	128,274	235,731	303,684	1,036,009	2,211,200	3,023,540	1,166,405	274,384	1,135,141	158,021	849,260
U. S. A. { Atlantic / Pacific	34,855	150,003	292,452	795,196	1,468,591	1,731,313	1,314,279	636,968	182,904	2,230	38,112
Persia	5,479	17,005	1,144	...	9,992	25	44	49,431	18,592	30	20
Egypt	...	17,416	280	100	80	242	...	...	...	...	...
Germany	33,256	110,609	177,771	158,157	153,435	154,765	132,813	69,576	88,164	10,502	110,611
Russia	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	1,877	7,832	4,290	30,623	6,000	2,584	...	...	...	...	...
Hong-Kong	8,111	10,550	19,420	10,519	3,584	24,516	21,053	7,622	6,818	1,374	992
China (exclusive of Hong-Kong and Macao)	18,793	3,157	...	4,200	123	3,103	1,016	1,045	...	...	...
Turkey in Asia—Persian Gulf	...	...	...	...	...	...	...	...	...	...	...
Belgium	31,422	48,234	132,468	155,848	234,203	...	157,497	32,209	39,310	29,027	4,250
Siam	1,509	1,003	64,872	123	880	888	239	...	...	...	...
Zanzibar & Pemba	...	...	1,000	...	...	...	1,000	...	...	...	...
Japan	1,483,107	4,674,567	2,884,728	5,508,521	5,461,307	13,880,453	28,105,263	59,820,681	187,354,174	75,177,481	40,031,974
Java	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory	...	...	...	...	...	...	...	...	...	...	...
2 Trucial Oman	2,570	451	730	140	6,151	4,740	40	172	...	...	...
East Africa—Portuguese	5,197	...	...	...	...	...	...	...	...	...	...
Switzerland	1,893,232	5,893,337	8,645,416	12,170,183	8,710,017	8,884,461	5,444,305	5,924,309	6,491,286	612,835	4,535,253
Other Foreign Countries	214	3,467	4,277	20	7,146	29,622	608	5,279	6,460	24,001	38,223
Other British Possessions	1,134	205	6,938	609	7,062	4,923	757	111	12,295	4,413	1,475
TOTAL	48,851,838	465,112,194	570,051,537	556,469,292	554,077,946	473,684,013	271,641,667	276,681,054	412,744,124	281,016,775	283,248,675

IMPORTS. COTTON PIECE-GOODS, (COLOURED, PRINTED, OR DYED) ALL KINDS. IMPORTS

Countries whence imported.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.
Anglo-Egyptian Sudan	322,228,802	403,721,200	342,274,123	291,393,943	187,025,349	448,559,070	121,559,428	211,936,542	303,296,467
United Kingdom	13,993,205	14,170,488	7,005,140	1,381,250	1,385,311	9,757,638	2,215,767	1,891,191	5,842,815
Italy	4,969	57,741	175,618	...	20,549	123,834	3,316	1,818	43,818
Austria	124,623	91,364	149,032	34,778	18,066	112,384	52,052	27,207	43,164
France	1,102,163	926,321	339,187	360,261	1,359,105	449,107	489,188	1,874,968	2,291,461
Ceylon	325,205	379,153	19,251	15,723	21,871	135,860	18,833	178,088	172,93
Persia	1,182	12,016	2,695	6,747	43,391	23,889	21,007	21,978	16,88
Muskat Territory and Trucial Oman	414	874	17,649	27,568	41,570	6,160	3,450	715	2,152
Federated Malay States	7,256	1,893	172	3,576	17,153	610	980	...	75
Hong-Kong	145,258	69,186	71,011	210,314	105,556	144,234	125,713	169,928	28,780
China (exclusive of Hong-Kong and Macao)	8,859	146,651	45,539	8,924	5,910	6,249	604	37,479	31,23
Philippine Islands & Guam	...	...	...	...	63,565	...	...	...	...
Egypt	...	10	32,170	...	4,063	10,234	16,661	3,317	2,238
Mauritius & Dependencies	18,818	...	11,320	560	5,300	...	11,456	64,178	...
Natal	1,466	776	6,491	26,564	15,071	63,093	11,122	5,056	120
Turkey in { Red Sea / Asia / Persian Gulf	3,812	7,752	9,402	54,709	650 / 454,252	7,276 / 79,000	...	...	83
Iraq	...	...	...	...	...	94,936	36,753	28,253	1,444
Japan	3,519,281	21,936,803	18,876,303	26,806,646	10,455,547	16,574,205	4,924,070	14,322,274	22,482,849
Goorun	...	...	...	...	...	...	...	...	1,122
Kenya Colony	...	83	167,178	45,484	805,031	126,248	...	461	6,633
Zanzibar and Pemba	500	614	17,916	61,307	779,988	96,352	4,520	...	...
Cape Colony	2,061	60	27	1,046	...	...	...	...	...
U. S. A. { Atlantic / Pacific	210,288	102,426	183,480	1,356,072	492,071	637,546 / 21,952	7,714	62,065	400,840
Aden and Dependencies	50,267	51,620	...	18,218	309,348	65,539	8,881	16,041	196
Germany	183,864	24,932	23,103	...	...	138,814	98,381	173,237	848,246
Sumatra	...	...	...	...	...	...	...	...	286
Belgium	44,403	56,305	...	...	61,522	2,795,106	639,849	147,728	481,281
Netherlands	14,355,841	11,066,185	4,563,052	1,038,111	3,418,965	7,019,297	7,637,239	9,895,251	6,471,907
Orecho-Slovakia	...	...	...	...	...	...	61,229	112,718	36,42
Australian Commonwealth	...	...	...	...	26,474	10,274	216	23,000	400
Seychelles	...	...	...	...	...	15,000	...	...	...
Italian East Africa	...	...	...	...	...	3,880	...	7,000	...
Java	19,744	...	61	...	...	...	...	119,433	537,551
Portuguese East Africa	1,102	720	205	15,085	145,092	140,152	16,396	...	1,000
Siam	1,866	11,726	1,316	444	480	2,023	3,088	3,433	1,707
Bahrein Islands	...	...	16,971	22,310	68,724	32,400	160	12,916	5,527
Other Native States in Arabia	...	17,987	...	...	2,310	...	...	2,646	40
Other Countries	882	...	...	...	...	...	...	...	112
Other Foreign Countries	2,830	2,105,602	322	340	828	1,063	...	93	2,641
Switzerland	314	64	880	759	256	1,881,233	584,765	1,570,033	2,644,857
Other British Possessions	...	...	...	...	...	...	...	...	1,475
TOTAL	358,228,801	454,036,203	395,204,395	327,319,277	209,296,933	489,555,755	138,278,689	243,759,313	347,683,587

Countries whence imported.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Anglo-Egyptian Sudan	66	650	540	...	...	...	...	...	...	...	...
United Kingdom	328,492,254	297,404,871	318,500,185	352,310,936	335,606,433	278,670,280	147,610,729	110,370,875	194,236,118	162,499,378	212,027,205
Italy	6,647,016	9,807,669	15,510,975	24,992,728	36,112,022	29,860,918	8,740,773	9,924,457	7,197,129	407,246	1,815,659
Austria	117,868	34,971	71,036	246,447	364,524	599,785	218,098	152,088	699,154	7,176	594,554
France	111,333	159,005	340,518	130,095	315,062	223,231	81,091	135,069	72,958	5,837	210,288
Ceylon	3,352,303	3,262,345	3,297,098	3,197,853	2,146,715	1,480,232	711,782	484,388	233,214	324,102	360,463
Persia	1,463,331	389,450	239,516	285,091	293,188	272,565	309,816	290,973	106,109	103,028	132,925
Muskat Territory and Trucial Oman	211	9,048	12,345	5,362	30,844	5,677	15,056	18,289	300,235	31,472	23,631
Federated Malay States	7,235	18,199	2,644	610	2,205	9,200	430	484	...	...	...
Hong-Kong	75	229	5,298	100	2,019	1,234	2,219	632	...	...	...
China (exclusive of Hong-Kong and Macao)	57,533	73,849	115,420	315,428	95,600	220,924	432,145	34,216	146,387	21,136	96,543
Philippine Islands & Guam	31,668	7,749	109,824	56,507	112,676	91,026	48,129	86,728	82,627	136,977	135,353
Egypt	10,315	2,472	20,816	10,084	...	1,350	160	110	137	...	...
Mauritius & Dependencies	858	100	405	330	1,650	40	42	435	166	...	...
Natal	22,541	17,250	22,848	16,885	19,777	15,511	5,118	4,812	...	...	...
Turkey in { Red Sea / Asia / Persian Gulf	83 / 1,444	... / 29,291	... / 38,805	... / 32,020	... / 11,161	... / 28,723	... / 11,121	... / 20,162	... / 22,688	... / 42,668	... / 3,468
Japan	6,372,270	62,945,145	85,893,260	102,687,851	109,798,233	154,952,631	74,322,501	94,905,416	214,225,744	124,042,353	139,756,973
Goorun	1,122	...	...	...	...	...	...	...	...	4,618	1,279
Kenya Colony	2,415	47,174	35,452	29,447	6,192	27,044	88,850	11,770	6,233	...	...
Zanzibar and Pemba	9,910	2,850	2,604	8,081	3,296	1,789	510	344	...	...	...
Cape Colony	22,143	616,112	1,321,412	1,949,201	3,938,241	6,560,602	2,230,372	1,741,262	818,115	30,695	621,228
U. S. A. { Atlantic / Pacific	76 / 102	25,810	41,108	9,673	8,906	42,388	9,841	574	1,252	65,346	12,266
Aden and Dependencies	1,571,011	1,797,597	2,052,226	2,044,414	2,183,506	1,885,172	883,172	1,016,605	537,113	46,922	185,231
Germany	1,400	...	...	...	...	...	...	...	...	...	...
Sumatra	897,162	549,614	3,371,924	1,745,167	2,157,840	617,160	257,474	204,566	252,266	35,651	168,433
Belgium	4,207,230	10,105,751	15,097,487	12,069,810	11,325,728	14,185,817	8,544,836	3,074,350	2,544,398	391,844	213,639
Netherlands	90,848	35,151	30,717	114,431	96,022	325,566	47,610	24,622	12,776	12,472	9,452
Orecho-Slovakia	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth	...	1,950	132	274	225	75	1,003	486	...	...	...
Seychelles	10,274	210	23,000	400	...	...	...	...	...	...	...
Italian East Africa	15,000	...	...	...	...	...	...	...	...	...	...
Java	3,880	...	135	189	...	...	...	...	...	...	...
Portuguese East Africa	7,008	1,000	1,000	7,833	3,000	250	455	652	...	32,124	130
Siam	113,433	1,000	1,793	5,110	5,454	2,993	1,266	819	219	...	...
Bahrein Islands	1,000	16,396	3,088	4,737	27,627	2,845	5,046	1,252	359	...	...
Other Native States in Arabia	537,551	2,023	32,400	12,916	2,367	...	115	400	...	...	...
Other Countries	40	780	471	216	600	2,307	...	...	...	...	...
Other Foreign Countries	112	...	...	...	...	...	...	...	...	...	...
Switzerland	2,641	5,172	758	870	24,321	574	1,285	996	727	...	...
Other British Possessions	2,644,857	...	1,248	2,822	...	...	...	...	...	28,202	...
TOTAL	1,475	281	45,544	6,944	...	6,421	17,420	11,218	31,060	3,658,356	4,165
	347,683,587	1,547,275	2,152,269	2,520,228	2,291,738	1,580,373	685,529	1,011,893	3,320,662	31,587	6,334
	243,759,313	270	387	4,118	4,336	5,966	1,179	1,096	21,257	4,433	1,475
	347,683,587	447,442,227	514,841,332	550,935,513	483,475,377	245,772,459	223,243,268	46,795,893	263,653,457	351,100,564	

IMPORTS. COTTON

Countries whence imported.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.
Czecho-Slovakia ...	...	...	...	...	...	...	...	...
Other British Possessions ...	6,174	300	335	1,720	114	25	160	1,[illegible]
United Kingdom ...	7,522,352	8,105,374	6,001,232	4,572,261	4,689,488	10,515,152	2,474,856	4,208,[illegible]
Italy	63,048	18,508	5,362	...	14,452	911	...	...
Austria	...	459	914	...	3,240	22,685	...	...
France	...	...	...	...	...	...	...	...
Switzerland	362,575	83,400	154,698	...	...	...	...	...
Ceylon	...	...	...	11,556	59,769	160,426	9,524	10,[illegible]
Australian Commonwealth	...	...	...	...	...	30	657	[illegible]
Siam	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...
Germany	56,412	6,710	...	...	...	3,920	1,989	...
Persia	...	...	...	...	...	...	...	...
Belgium	9,288	...	...	...	...	...	...	1,[illegible]
Egypt	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	12,756	...	...	...
Netherlands	65,910	8,783	1,200	...	...	895	832	...
China—Hong-Kong	...	250	450	...	596	...	4,822	...
Turkey in Asia ...	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...
Russia in Europe ...	...	...	...	...	...	...	...	...
,, ,, Asia ...	...	...	...	...	...	...	...	...
East African Protectorate	...	...	...	...	300	...	...	...
Maskat Territory (Trucial Oman ...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	1,500	...	...	...
Philippines	108,431	102,621	8,140	2,510	95,566	1,500	11,300	...
Other Foreign Countries	4,600	281	95	...	...	230	185	...
Total ...	8,305,793	8,385,637	6,172,954	4,588,047	4,877,881	10,705,812	2,504,102	4,208,[illegible]

IMPORTS. COTTON

Countries whence imported.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.
Czecho-Slovakia	...	...	...	...	...	...	...	1,[illegible]
Other Foreign Countries	380	...	4	...	...	...	...	...
United Kingdom ...	1,844,948	2,220,681	1,589,123	1,114,487	907,583	1,510,720	548,233	1,106,[illegible]
Italy	...	1,346	...	...	...	...	...	500
China— { Hong-Kong	2,148	1,132	...	...	...	...	...	...
China— { Treaty Ports	567	...	1,242	...	...	...	...	...
Straits Settlements ...	835	2,036	550	1,200	500	283	972	65[illegible]
Belgium	360	1,170	...	...	12,025	107,029	2,631	31,[illegible]
Austria	...	180	9,007	...	...	26,413	4,031	46,[illegible]
Germany	2,205	445	...	...	...	...	1,662	5,[illegible]
France	...	...	...	...	...	1,610	221	1,[illegible]
Ceylon	45,750	14,525	5,666	3,947	11,804	4,493	4,168	4,[illegible]
Netherlands	...	...	...	...	...	...	7,035	8,[illegible]
Kenya Colony	...	...	...	...	424	...	...	...
Natal	...	...	...	...	...	280	...	...
Zanzibar and Pemba	...	...	...	...	1,783	1,420	...	...
Native States in Asia	...	...	...	...	...	...	...	46
Persia	...	...	...	...	353	84	...	1[illegible]
U. S. A. { Atlantic	...	...	...	...	...	224	68	33
U. S. A. { Pacific	...	...	...	137	1,217	115	...	1[illegible]
Turkey in Asia ...	...	...	...	...	...	1,620	...	...
Siam	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	8	2[illegible]
Japan	...	...	...	...	...	...	...	...
Aden and Dependencies	22,055	103,491	148,995	240,052	137,068	41,390	32,782	25,[illegible]
Portuguese East Africa	...	...	...	...	2,450	...	...	106
Other British Possessions	84	...	4	19	...	209	...	33
Total ...	1,919,868	2,384,080	1,755,152	1,360,020	1,075,118	1,406,126	1,003,679	1,230,344

HANDKERCHIEFS AND SHAWLS IN THE PIECE. IMPORTS.

1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.
1,665	6,216	2,087	3,800	168	...	21,895	9,008	...	...	...	...
...	131	315	388	246	73	50	1,278	6,048	21,783	6,484	63,950
4,241,841	3,203,810	5,923,301	6,833,215	7,468,384	6,024,534	8,892,855	3,147,311	1,815,834	3,542,267	2,608,494	3,360,250
18,791	31,231	9,447	43,068	61,760	56,162	42,858	40,429	...	...	...	...
...	4,488	...	...	...	4,500	24,999	...	1,250	...	...	...
...	...	7,464	...	60	5,718	3,412	...	...	...	...	...
151,537	53,801	61,923	126,204	18,000	27,920	...	5,600	1,860	17,857	504	...
802	102	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
913	493	2,018	18,358	1,401	11,838	2,268	3,188	12,708	...	...	...
1,514	8,276	52,966	21,607	22,853	23,220	45,761	13,945	1,440	15,120	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	2,610	2,530	5,184	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
17,187	32,000	88,670	1,031	19,800	11,000	27,832	540	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	239	5	...	300	2,580	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	127,514	177,902	540,141	680,484	1,144,420	1,336,000	733,632	294,772	1,211,608	2,951,841	2,294,386
86	115	3,109	159,868	1,041	1,848	14,581	8,568	6,378	48,857	24,324	3,844
1,864,892	3,711,057	6,300,485	7,832,222	8,310,447	7,355,020	10,414,312	3,968,000	1,807,146	4,057,392	5,591,647	4,731,335

THREAD, SEWING. IMPORTS.

1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
...	...	39	...	...	...	...	...	...	...	...	1,[illegible]
161	587	4	5	162	601	26	305	8	...	576	1,841,154
1,188,006	1,308,887	1,713,418	1,711,326	1,940,565	1,786,262	1,090,951	1,646,128	1,626,791	1,793,707	1,088,630	230
2,019	9,571	10,698	1,283	1,383	...	...	...	58,568	5,270	...	...
...	...	...	...	...	...	...	...	...	...	...	739
1,321	2,711	3,017	2,547	5,339	3,978	5,153	26,683	228	500	635	26,392
6,631	22,557	22,228	55,360	41,567	31,913	25,276	38,869	19,092	18,797	22,011	93,369
147,797	195,361	170,411	149,732	198,570	160,272	149,051	104,799	61,199	76,961	58,353	1,925
5,131	4,469	49,560	22,270	17,013	1,769	2,482	1,151	1,818	1,456	2,547	7,218
19	1,251	2,278	2,185	2,028	11,930	8,464	6,110	14,708	8,251	8,640	...
2,97	1,144	154	163	88	66	...	...	...	...	...	...
45,98	46,305	57,846	81,732	148,522	144,095	154,601	159,042	84,656	104,879	138,088	138,438
...	...	...	...	...	...	...	...	...	...	...	...
...	854	19	45	4	33	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
76	3,478	509	109	1,114	12	2,045	687	924	1,857	...	...
...	3	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
18,921	41,005	57,233	37,250	3,477	4,571	4,760	3,841	2,893	3,240	15,107	68,605
...	...	...	...	...	...	...	...	...	...	...	...
88	45	120	09	2	34	59	1,088	479	84	53	102
1,334,434	1,610,888	2,154,027	2,057,971	2,366,680	2,004,467	2,402,078	1,841,639	1,870,740	2,072,983	1,869,448	2,264,583

IMPORTS. SILK RAW.

Countries whence imported.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
Hong-Kong	438,332	341,022	338,969	385,757	403,988	370,729	276,500	264,932	173,881	234,159	83,620	73,385	220,631	161,811	157,152	229,285	172,735	356,501	302,625	167,459
China (exclusive of Hong-Kong and Macao) ...	1,615,654	1,361,826	1,299,177	861,033	1,880,239	1,302,923	12,78,614	1,441,193	1,192,870	221,518	1,169,760	1,564,800	1,970,516	1,711,413	1,064,372	1,623,603	1,356,182	2,260,257	1,798,705	1,191,955
Straits Settlements ...	19,912	39,583	3,414	27,433	415	106,208	711	5,800	62	142	6	81	...	203	30	...	...	...	...	...
Persia	...	...	...	...	...	...	...	12	...	118	1	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	5,610	152,163	41,597	12,838	10,921	7,111	6,214	286	325	...	...	...
Siam	140,931	120,150	171,023	39,182	57,651	23,789	37,317	60,96[illegible]	...	...	...	...	...	...	...	...	...	...	...	...
Russia in Asia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. in Europe ...	...	...	...	...	...	...	...	...	...	7,016	...	...	10	4,057	1	...	...	3,336	5	1,266
Switzerland ...	...	...	...	...	...	...	...	...	13,222	3,738	9,832	...	...	...	...	...	...	...	...	...
United Kingdom ...	1,341	...	1,600	...	...	1,805	160	39,56[illegible]	...	...	...	10,947	1,142	...	...	...	...	...	...	...
Ceylon	146	55	...	...	...	...	...	...	...	...	632	...	11,615	118,499	29,816	...	...	87,698	56,379	19,332
France	...	...	...	...	...	1,816	2,568	...	...	750	2,193	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe ...	...	...	...	...	...	...	...	...	...	...	216	...	...	...	...	...	...	...	...	...
Do. in Asia ...	...	...	...	...	...	1,324	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Egypt	...	1,318	...	...	...	...	...	...	18,824	74,628	19,650	62,661	125,171	37,613	17,069	33,759	164,797	229,176	386,544	...
Arabia	...	...	...	...	...	...	...	...	...	435	3,569	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	602	...	...	...	...	1	...	...	...	1	3
Japan	23,734	47,690	51,119	169,593	175	73,721	1,071	4,57[illegible]	...	25	...	...	...	...	...	...	...	671	1,312	421
Indo-China ...	...	...	...	...	...	...	5,369	...	...	...	...	1,255	274	1,695	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	5,492	9,68[illegible]	...	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	1,365,264	1,113,587	1,225,956	1,783,960	2,356,225	2,134,959	2,175,238	1,939,519	1,562,988	3,189,992	2,329,197	2,216,920
Portuguese East Africa	...	...	...	...	...	...	...	...												
Other British Possessions	...	...	...	...	...	56	47	3												
Other Foreign Countries	292	31	...	...	...	...	2	1[illegible]												
TOTAL ...	2,240,327	1,964,787	1,832,002	1,325,956	2,342,587	1,033,075	16,02,702	1,858,06												

IMPORTS. SILK PIECE-GOODS.

Countries whence imported.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Netherlands	...	5,133	3,311	...	...	13	623	...	5,338	138	1,205	206	3,191	2,161	7,855	79	31	...	...	...
Hong-Kong	2,594,401	1,887,845	2,282,889	2,203,502	4,442,177	4,467,013	2,697,073	2,661,32	92,848	675,016	600,649	628,010	1,211,084	697,039	291,446	97,923	91,796	129,023	560,705	628,183
China (exclusive of Hong-Kong and Macao) ...	5,481,801	3,516,215	3,105,858	3,523,797	7,723,221	4,216,608	3,380,531	3,013,85	5,837,634	5,518,143	7,325,926	8,654,827	8,130,455	7,620,216	8,003,766	8,329,317	7,735,678	7,812,465	5,716,229	4,462,681
United Kingdom ...	205,196	363,388	155,097	131,179	160,926	248,335	176,446	138,61	83,879	100,947	160,251	145,291	128,151	90,221	49,601	36,602	147,216	91,903	48,224	60,223
France	374,016	527,225	113,921	139,180	87,249	145,158	96,785	48,94	53,591	58,884	69,337	81,690	91,923	104,142	92,240	38,726	14,629	8,152	9,232	17,379
Straits Settlements ...	187,618	48,185	15,953	33,395	74,462	162,831	30,596	19,75	27,611	36,456	13,003	21,601	83,257	165,767	75,833	57,637	33,283	21,805	25,102	32,259
Italy	13,728	5,644	6,862	5,016	5,577	189,657	41,914	23,97	1,762	39,102	4,324	17,388	13,558	19,763	18,677	9,232	637	827	390	2,878
Federated Malay States ...	...	...	...	216	1,111	1,522	86	...	...	...	...	...	...	...	...	561	61	...	...	...
United States of America ...	10	112	...	1,461	1,080	...	432	1,48	144	...	...	...	432	1,518	601	144	259	...	334	...
Austria	143	...	1,639	139	2,326	2,415	4	...	...	...	...	...	...	...	...	...	46	...	...	...
Australian Commonwealth...	...	...	4,329	...	4,800	...	...	16	...	...	...	101	39,880	52	16	2,360	210	...	...	...
Persia	58	50	...	...	...	10	93,206	33,20	...	...	50	230	13	203	2,862	2,251	231	29,134	20,074	204,987
Aden & Dependencies ...	16,070	...	...	47	...	...	...	...	...	...	...	...	4,757	5,149	8,245	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	2,446	3,392	2,238	6,628	...	...	...	...	...	...	...	...
Arabia, Muskat, Territory & Trucial Oman ...	3,406	8,890	5,302	11,278	26,168	12,522	1,408	2,07	...	116	2,608	758	16	9	153	...	...	...	...	...
Egypt	4,665	40	...	583	...	...	...	...	...	...	...	...	...	3	...	19	...	...	...	...
Siam	33	3,292	...	...	...	125	...	...	...	52	29,636	10,488	51	...	...	...	...	...	4,682	2,952
Turkey in Asia—Persian Gulf	483	52	2	...	...	...	...	...	...	...	...	...	...	...	1,736	3,154	5,864	...	...	...
Kenya Colony	...	9,251	1,063	50	69	7,142	...	...	124	831	986	1,462	815	2,470	...	...	...	...	14,106	1,789
Mauritius & Dependencies...	...	...	...	...	...	105	...	...	...	...	...	30	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	10	1,30	22,216	66,011	30,825	9,324	23,256	59,756	33,926	29,055	1,778	3,312	...	...
Russia in Europe ...	501	...	...	...	...	12,000	7,772	25,53	...	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkestan (Russian) ...	...	...	...	...	4,053	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	17,757,247	12,980,830	12,413,616	10,293,211	16,569,111	12,922,848	7,537,670	8,052,74[illegible]	7,610,666	9,601,556	8,017,000	9,487,324	11,382,889	12,656,291	13,591,992	7,851,022	11,744,633	26,788,188	34,250,060	27,296,239
Belgium	42,472	56,795	16,017	14,252	35,317	40,657	12,468	9,66	2,254	2,252	29,522	13,792	149,936	415,438	820,001	301,283	83,618	74,825	35,407	5,761
Bahrein Islands ...	...	...	...	...	...	...	...	...	14,161	14,403	25,251	28,166	36,636	69,629	47,261	15,191	8,016	16,320	31,355	15,351
Switzerland	...	...	...	...	...	...	...	...	...	...	2,227	28,166	2,225	90	10	10	...	...	...	...
Spain—Gibraltar ...	...	1,888	...	100	...	...	...	...	...	...	527	18	...	...	...	...	...	...	...	293
Natal	3,085	95	25	640	83	2,045	27	5[illegible]	...	567	253	692	1,022	5,817	6,302	3,027	3,693	1,829	100	...
Java	...	...	...	...	...	100	...	18	91	222	103	133	526	410	246	...	10,727	...	...	...
East Africa—(British) ...	...	9,888	...	...	...	...	241	4,67[illegible]	...	...	...	...	...	...	263	188	815	...	...	...
Czecho Slovakia ...	...	...	...	...	...	...	2,730	2,49[illegible]	1,159	3,206	188	2,557	9,959	1,660	851	1,312	2,047	1,448	4,567	3,147
Iraq	630	10	686	...	708	488	152	18[illegible]	172	156	296	741	733	1,493	834	1,853	9,366	2,276	2,819	27,593
Other British Possessions ...	815	868	...	...	...	48	222	...	52	41	199	320	880	9,185	6,474	...	...	34,837,831	41,152,881	33,330,724
Other Foreign Countries ...	...	...	...	506	...	...	...	...												
TOTAL ...	25,206,874	19,515,577	18,123,707	17,210,159	29,151,082	22,432,974	13,955,658	14,231,111	16,186,182	16,158,125	16,289,005	18,912,601	21,291,416	21,872,848	22,924,025	16,724,881	19,924,223			

IMPORTS. — SILK.

COUNTRIES WHENCE IMPORTED.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
United Kingdom ...	373,522	793,101	172,010	174,339	272,016	335,751	164,419	141,24
Italy	2,016,292	2,192,227	991,972	352,626	171,522	528,357	396,360	36,20
Arabia	...	...	...	...	...	...	...	...
U. S. A. { Atlantic ...	...	...	...	...	...	4,010	...	5
U. S. A. { Pacific ...	...	73	7,457	...	1,528	610	...	...
France	1,445,836	1,573,560	780,225	883,332	384,783	839,261	211,916	...
Hong-kong	219,466	62,257	21,870	5,831	38,808	30,858	10,722	59,552
China (exclusive of Hong-Kong and Macao) ...	32,671	12,645	720	1,570	25,289	43,163	13,766	34,32
Straits Settlements ...	34,205	1,897	4,850	4,707	7,328	3,741	1,156	41,26
Austria	...	...	...	...	37,130	...	...	2,37
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Germany	39,295	...	...	...	...	415,132	71,512	59,86
Netherlands	3,238	4,476	3,123	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Natal	10	8	...	...	...	...	601	...
Ceylon	537	1,271	175	1,234	7,787	1,866	...	2
Persia	...	...	...	...	1,018	205	...	21
Turkey in Asia	...	...	...	...	...	...	...	...
Do. in Europe ...	...	...	...	...	...	...	...	...
Belgium	2,322	...	...	...	...	41,380	...	1,16
Cochin-China, Saigon ...	...	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	187	...
Zanzibar and Pemba ...	...	...	...	...	2,496	...	...	...
Aden & Dependencies ...	...	...	...	...	...	...	...	...
Japan	37,833	77,874	90,112	95,733	85,997	159,923	58,726	63,31
Portuguese East Africa ...	...	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...	...
Malta and Gozo	...	...	...	...	...	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	100	152	175	...	...	1,266
Switzerland	37,136	37,610	67,212	24,982	78,818	87,727	8,651	51,85
Other Foreign Countries ...	201	107	...	718	235	...	...	...
TOTAL ...	4,240,216	4,771,319	2,137,823	1,551,518	1,014,728	1,013,418	800,602	1,170,11

MIXED WITH OTHER MATERIALS. — IMPORTS.

1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
93,564	210,651	172,797	187,516	236,863	213,132	232,503	192,449	185,152	212,852	132,144	212,978
142,252	326,079	141,798	231,685	261,273	314,656	89,568	35,062	30,924	85,285	64,712	41,632
...	...	...	...	...	...	...	...	...	...	...	...
...	10,612	5,612	14,391	287	6,287	9,712	1,692	2,183	181,342	...	5
...	...	...	...	...	...	...	1,820	...	...	...	...
81,149	252,293	194,060	212,470	311,280	276,523	49,017	20,308	53,793	46,704	36,483	19,953
11,547	16,618	22,653	20,170	40,829	14,949	1,834	3,262	2,115	18,182	4,822	4,48
62,041	41,266	71,501	126,869	87,681	185,096	158,293	179,135	576,562	882,938	1,293,340	889,055
192	24,870	2,541	2,007	19,760	1,337	1,610	2,760	2,881	3,128	2,286	27,012
3,339	4,403	15	833	1,315	1,289	1,677	20,119	23	4,305	5,242	...
238,370	420,013	256,225	401,055	361,538	552,750	358,805	149,417	170,083	257,563	242,760	397,144
12,260	11,946	10,651	21,409	26,169	19,168	189	...	...	...	...	...
...	...	448	...	...	...	...	...	...	...	...	...
...	83	7,346	927	364	291	204	26	105	6,233	1,200	68,509
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
3,379	6,281	7,174	...	5,242	23,195	32,604	9,458	512	3,165	...	9,157
...	20	...	2,415	20	...	601	19	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
154,188	291,254	630,247	807,351	1,054,788	1,515,004	2,010,803	3,973,848	4,053,284	8,571,122	8,658,478	11,744,117
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	5,151	1,776	3,178	978	510	245	...	815	...	...	...
8,100	12,786	25,620	37,861	36,808	28,214	30,376	15,845	19,488	5,264	6,944	3,828
...	4,828	...	...	...	...	...	...	...	...	...	...
157,120	120,112	22,112	482,007	130,648	99,001	86,688	31,621	503,761	392,316	2,576	236,880
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1,314	1,680	...	...	...	...	...	...	...
...	...	...	23	...	...	3,528	...	...	...	...	...
1,729,357	1,631,231	632,337	365,457	1,228,520	1,841,261	2,436,181	1,613,206	2,015,765	3,650,970	2,831,130	3,018,687
...	...	...	...	...	...	...	...	...	...	...	...
...	...	120	2,707	12,107	...	15,570	3,300	41,688	6,384	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	15,792	...	...
...	456	...	...	...	...	1,680	...	...	...	...	...
25,424	56,756	114,772	48,776	66,528	91,784	71,736	88,872	58,351	56,501	34,868	27,254
414,618	291,520	203,481	222,733	128,436	122,726	136,690	16,800	116,192	160,738	11,424	24,284
...	...	558	12,932	24,783	239,762	81,847	470	...	328	1,144	...
4,838,651	8,218,098	4,953,698	4,856,216	5,761,698	6,017,802	6,023,420	3,072,437	6,490,830	7,186,972	5,668,862	5,882,184

IMPORTS. — WOOL.

COUNTRIES WHENCE IMPORTED.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.
Persia ...	3,556,289	2,852,643	2,289,611	923,472	1,061,278	746,783	589,279	669,1
Soumani, Mekran ...	...	...	...	...	...	...	...	...
United Kingdom ...	59,516	378	392	676	31,319	55,639	25,002	29,0
New Zealand ...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	1
Hong-Kong	...	...	...	...	...	...	...	...
China (exclusive of Hong-Kong and Macao) ...	...	...	...	...	...	...	...	...
Turkey in { Red Sea Asia { Persian Gulf	56,223	216,510	67,032	654,318	13,216	560	...	...
Bahrein Islands ...	4,760	1,232	5,384	3,160	27,700	...	22,960	15,86
Cape of Good Hope ...	...	...	...	...	4,632	7,000	...	11,28
Iran	...	...	...	...	...	...	...	35,26
Cape Colony	...	16,711	...	...	...	...	100,576	...
Aden & Dependencies ...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	16,635	6,959	14,103	20
Natal	...	...	...	...	...	...	...	...
Australian Commonwealth ...	569,788	627,457	109,860	1,872,416	...	170,761	445,683	805,08
Straits Settlements ...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Portuguese East Africa ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	27,008	10,722	6,468	...
Muskat, Territory and Trucial Oman ...	...	...	5,880	...	1,284	80	31	1,10
Other Native States in Arabia ...	136,585	133,896	183,726	132,974	99,931	83,523	49,016	31,85
Other Foreign Countries ...	345,568	400,762	...	...	9,300	12,432	107,128	23,38
	63	32	16	28	...	...	...	...
TOTAL ...	4,708,761	4,075,681	2,651,071	3,637,214	1,317,795	1,073,497	1,320,845	1,573,8

RAW. — IMPORTS.

1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
891,557	1,713,780	2,270,817	2,388,392	2,496,452	2,562,317	2,276,205	879,383	1,054,305	1,293,179	648,022	394,941
1,696,997	2,150,138	1,185,216	1,164,205	1,005,390	1,218,832	1,218,914	419,779	275,512	2,157,511	1,530,382	2,248,670
...	2,196,606	...	...	...	...	189,157	7,249	106,358	72,949	23,322	...
...	...	...	...	...	...	...	...	...	...	...	...
9,171	...	...	...	560	276	20,266	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
15,919	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
157,120	120,112	22,112	482,007	130,648	99,001	86,688	31,621	503,761	392,316	2,576	236,880
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	1,314	1,680	...	...	...	...	...	...	...
...	...	...	23	...	...	3,528	...	...	...	...	...
1,729,357	1,631,231	632,337	365,457	1,228,520	1,841,261	2,436,181	1,613,206	2,015,765	3,650,970	2,831,130	3,018,687
...	...	...	...	...	...	...	...	...	...	...	...
...	...	120	2,707	12,107	...	15,570	3,300	41,688	6,384	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	15,792	...	...
...	456	...	...	...	...	1,680	...	...	...	...	...
25,424	56,756	114,772	48,776	66,528	91,784	71,736	88,872	58,351	56,501	34,868	27,254
414,618	291,520	203,481	222,733	128,436	122,726	136,690	16,800	116,192	160,738	11,424	24,284
...	...	558	12,932	24,783	239,762	81,847	470	...	328	1,144	...
4,838,651	8,218,098	4,953,698	4,856,216	5,761,698	6,017,802	6,023,420	3,072,437	6,490,830	7,186,972	5,668,862	5,882,184

IMPORTS. WOOL PIECE-GOODS. IMPORTS.

COUNTRIES WHENCE IMPORTED.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32 yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Iraq	...	...	...	...	...	...	...	...	2,921	4,401	4,654	917	93	601	656	40	111	...	...	...
Other British Possessions ...	159	6	535	2	125	10	122	103	165	247	358	75	388	2,876	721	540	611	4,481	7,700	10,459
United Kingdom	3,765,505	7,915,953	8,472,808	4,680,128	3,073,006	9,543,308	1,463,280	1,781,183	3,918,482	6,015,100	5,281,622	5,982,568	7,125,281	5,469,815	3,732,331	2,040,433	1,311,889	2,798,737	3,181,372	2,077,705
France	283,415	13,719	8,651	738	814	218,352	191,046	243,372	714,912	1,327,919	1,902,389	2,237,092	4,417,311	4,439,224	3,952,441	2,066,367	2,036,216	4,561,869	2,742,856	662,648
Straits Settlements	761	2,591	235	3,498	627	105	438	811	16,157	11,203	10,366	1,491	7,120	2,517	2,035	641	2,311	...	...	...
Germany	269,518	3,004	2,530	...	...	37,779	175,463	362,666	827,678	1,036,329	978,363	1,393,087	1,574,376	1,705,287	1,151,506	490,703	254,631	461,902	399,137	432,262
Italy	64,169	11,438	...	...	2,716	37,783	5,148	78,232	620,976	1,678,126	2,853,900	3,575,199	3,371,715	2,655,200	2,120,390	2,017,031	1,885,838	3,607,719	2,123,412	192,856
Kenya Colony	...	...	...	...	...	...	...	...	356	3,073	1,832	1,150	2,794	1,125	1,311	3,019	3,250	...	...	...
Zanzibar and Pemba	...	...	60	175	1,131	...	...	...	41	175	69	46	506	379	...	10	57	...	...	...
Japan	92,480	744,107	624,596	902,998	241,523	922,193	54,036	517,922	532,292	1,047,837	2,061,368	1,230,361	1,444,022	325,588	711,535	567,975	121,390	1,412,661	2,090,419	6,858,716
Maskat Territory and Trucial Oman	...	...	...	610	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	1,368	4,719	5,116	18,822	692	1,435	1,143	669	2,759	1,073	1,040	2,384	1,348	5,266	1,636	1,219	1,806	807	...	...
Hong-Kong	1,812	2,311	912	13,797	14,605	982	421	567	423	328	4,257	347	1,612	1,504	1,655	266	95	7,590	266	185
China (exclusive of Hongkong and Macao)	103	...	570	7,563	370	...	...	190	...	...	...	...	131	1,738	710	1,268	165	...	...	...
Persia	...	...	...	...	4,148	75	20	682	10	200	48	85	2,211	28	...	1,173	62	10,314	59	4,110
Turkey, European	...	...	...	...	...	...	...	...	...	1,760	3,251	...	641	1,483	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	...	7,432	15,713	...	1,601	...	6,821	1,011	2,069	3,830	8,467	4,882	5,496	14,123	3,079	5,437	8,838	6,941	3,074	63,704
Egypt	...	...	...	...	...	457	3,927	6	507	357	582	1,228	115	71	...	77	...	...	...	...
U. S. A. { Atlantic	..	17,311	24,327	57	4,006	16,326	1,238	379	531	2,527	2,316	4,718	15,570	120,406	38,296	387	435	441	38	...
U. S. A. { Pacific						391	...	...	...	14	...	...	...	...	...	...	...	...	...	.
Turkey in Asia { Red Sea ...	6	729	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf ...					410	1,745	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Switzerland	103,673	90,370	50,689	3,312	...	41,117	...	29,520	92,811	45,938	35,313	42,229	3,156	388,851	47,593	28,522	1,977	27,797	54,783	109,237
Netherlands	69,617	50,033	4,641	...	30,033	130,594	20,431	39,770	106,469	165,416	154,742	172,748	268,158	201,175	245,184	121,985	88,125	59,122	53,942	25,416
Belgium	18,369	...	...	...	374	51,524	28,560	273,860	629,431	511,216	1,252,621	726,863	431,340	320,607	222,401	196,210	78,931	504,251	539,764	22,483
Siam	...	...	..	...	...	...	...	...	...	1,855	...	...	...	...	...	...	14,091	...	...	14
Natal	347	620	216	335	30	132	61	...	356	311	1,262	1,086	1,604	2,617	2,980	795	1,375	...	...	...
East Africa (Portuguese) ...	...	...	...	820	...	203	...	...	...	...	...	...	...	...	602	188	136	221	3,941	23
Australian Commonwealth ...	...	1,223	16,865	21,463	...	...	...	...	...	...	494	...	15	55	13	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	11,913	...	...	...	...	...	...	...	..	...	...	...	...
Bahrein Islands	857	...	...	34	110	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	111	55	1,271	48	...	...	60	103	99	112	638	4,826	1,772	11,631	33,513	26,437	18,659	181,698	296,908	29,536
Czecho-Slovakia	...	1,269	...	...	...	...	...	20,984	24,081	11,368	14,701	41,609	129,960	313,219	280,387	148,647	184,546	300,213	58,245	26,696
TOTAL ...	4,672,300	8,866,793	9,229,735	5,663,430	3,376,541	11,007,511	1,952,221	3,363,973	7,553,505	11,871,015	14,575,556	15,425,021	18,776,855	15,085,446	12,560,875	7,719,400	5,515,554	13,946,761	11,535,916	10,516,080

IMPORTS. WOOL SHAWLS. IMPORTS.

COUNTRIES WHENCE IMPORTED.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25 No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.
United Kingdom	9,488	9,551	3,302	6,272	833	11,622	2,666	12,784	49,632	168,467	171,098	172,805	175,497	110,917	73,101	14,147	2,504	10,865	8,008	1,770
Hong-Kong	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...	...	...	...	...	...	37,855	5,409	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...	...	1	200	...	1	...	3	...	...	...	...	...
Persia	...	...	...	...	...	123	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France	6,264	...	...	...	...	...	311	198	3,100	5,136	21,516	36,053	39,937	61,350	87,997	23,075	4,015	22,902	8,893	2,575
Italy	5,607	3,917	1,448	1,074	13,631	1,586	...	1	12,095	58,982	118,635	358,254	320,409	365,662	186,389	129,860	40,574	56,546	35,197	21,071
Germany	224,294	39,398	200	..	1,300	1,287	40,267	91,757	134,054	175,506	234,301	360,754	480,060	366,410	290,247	223,494	113,689	186,382	171,456	143,367
Arabia	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	2,780	3,316	4,214	...	2,120	1,102	...	...	460	...	...	...	4,000	540	780	224	...	...	...	826
Netherlands	...	...	...	...	700	180	...	1	...	492	7,250	9,019	1,775	250	...	3	...	...	...	...
Turkey in Europe	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	200	...	...	...	...	...	...	406	3,230	5,314	8,766	8,800	23,112	9,967	17,762	1,340	...	2,813	90	...
Java	...	1,131	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	218	36	...	...	...	...	...	...	55	175	2,329	188	686	2,525	627	11	16	10	...	...
Mauritius & Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	1,355	...	...	13	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	..	..	...	...	...	...	46	538	62	131	121	114	...	...	...	...	...	...
Czecho-Slovakia	...	...	...	...	...	...	...	650	1,370	1,310	3,318	957	2,986	348	300	2	...	...	...	...
Japan	4	2	6,802	...	101	335	...	...	...	1,080	2,300	30,310	240	10,980	120	...	2,476	58,338	106,405	243,952
Other Foreign Countries ...	7	...	...	11	...	...	5	...	1	4	...	1,005	...	185	12	8	69	3	360	...
Switzerland	13,718	17,623	4,916	...	...	...	864	4,756	7,713	2,800	300	285	2,160	1,020	774	224	...	420	154	2,300
Sweden	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ..	11	53	61	11	6	37	24	29	...	22	21	30	100	11	159	39	517	12	62	102
TOTAL ..	262,591	76,565	20,913	7,368	18,707	16,272	44,137	110,582	211,765	419,857	570,216	979,401	1,088,930	936,507	658,271	302,430	163,890	338,201	331,615	415,963

IMPORTS. PAPER,

COUNTRIES WHENCE IMPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.
United Kingdom	132,867	111,291	96,223	11,051	48,416	192,831	51,093	114,412
France	79	85	15	...	...	49	57	...
United States of America { Atlantic	4,891	39,231	17,091	51,114	46,353	39,667	4,651	86
United States of America { Pacific	...	...	...	1,218	607	...	...	...
Esthonia	...	...	...	...	...	...	...	...
West Indies (B.)	...	...	...	...	...	510	...	...
Belgium	225	104	...	308	16,410	11,689	3,98	...
Straits Settlements	...	...	435	...	...	146	...	...
Netherlands	3,808	2,600	109	...	544	9,151	6,257	15,83
Spain	...	...	...	...	...	133	48	12
Japan	...	10,930	27,106	14,827	1,105	18,744	1,247	1,64
Czecho-Slovakia	...	...	...	...	...	672	353	...
Ceylon	73	263	...	...	48	137	18	1,02
Austria	3	...	...	...	...	1,806	3,263	1,07
Italy	268	141	77	...	...	711	722	5,73
Finland	...	...	...	...	...	...	6,458	10,62
Germany	1,408	564	...	...	...	13,559	26,286	41,76
Persia	...	...	...	...	...	...	...	...
China—Treaty Ports	...	12	...	...	...	...	...	...
Norway	111,692	130,223	83,023	96,214	74,944	177,177	58,972	138,26
Sweden	65,492	33,453	33,096	36,084	29,235	84,130	43,928	46,32
Denmark	24	...	...	...	...	5,960	2,272	82
Switzerland	...	...	...	...	247	112	1,793	18
Other British Possessions ...	...	11	...	...	...	31	...	...
Russia (Northern)	40	...	...	...	1,039	4,304	...	100
Canada	...	221	...	...	...	1,435	...	...
Siam	...	85	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	10	15	...
TOTAL	320,034	329,710	189,575	191,053	200,684	557,564	218,252	346,91

IMPORTS. MATCHES,

COUNTRIES WHENCE IMPORTED.	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.	1922-23. Gross boxes.
United Kingdom	3,472	46,559	6,251	5,667	409	1,261	3,315	21,88
Straits Settlements	16,277	60,251	67,766	36,251	99,849	52,088	33,083	23,34
France	...	...	...	...	...	...	...	...
Germany	6,850	6,000	...	...	...	551,250	5,818	17,00
Ceylon	3	...	2	...	...	...	...	13,65
Italy	402	13,636	...	...	...	...	...	3,90
Austria	...	23,823	...	...	...	...	2,560	23,23
Japan	15,278,018	9,264,291	15,639,312	10,743,600	11,922,457	9,093,332	12,091,666	8,238,217
Belgium	32,200	2,250	...	...	...	...	...	...
China { Hong-Kong ...	18,700	...	...	100	300	...	...	19,00
China { Treaty Ports ...	...	...	...	...	...	...	...	...
Philippine Islands & Guam	...	...	...	...	...	...	...	...
Norway	513,600	298,199	283,606	225,005	99,250	51,250	17,500	102,61
Sweden	2,221,609	1,140,996	1,033,528	118,089	882,450	2,253,687	872,125	2,556,46
Switzerland	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	17	17
Aden & Dependencies	...	...	...	...	...	...	...	...
Denmark	1,500	...	...	...	...	...	...	...
Netherlands	1,700	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...
Czecho-Slovakia	...	...	...	...	...	...	10,520	86,30
Natal	...	...	...	...	...	...	...	...
Maldives	...	1	...	...	...	...	...	...
Russia Northern	...	...	...	...	...	...	...	...
Other Foreign Countries ...	3	3	14	3	22	611	271	11
Mauritius & Dependencies ...	...	...	...	...	...	...	...	...
Federated Malay States ...	...	...	...	...	...	1,250	...	...
Other Colonies	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	500	21	132	310	5
TOTAL	18,304,787	11,159,656	17,228,856	11,119,055	15,015,159	12,384,733	13,039,80	11,183,16

PRINTING. IMPORTS.

1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
89,017	106,159	129,035	86,562	102,210	115,848	97,529	76,579	49,928	44,421	46,330	39,174
...	521	122	164	200	657	1,179	1,088	...	201	319	114
297	327	241	223	199	442	367	268	506	417	1,926	1,055
...	654	...	230	160	...	...	...	...	...	...	...
...	...	...	...	...	1,162	11,620	8,555	2,116	2,888	5,174	2,422
3,337	9,187	11,617	17,062	18,207	13,028	13,322	10,435	6,035	4,869	5,687	4,825
...	...	...	41	...	146	133	48	...	12	...	...
18,183	43,372	57,315	31,696	49,718	45,207	43,034	44,286	40,725	33,890	42,110	29,641
...	...	...	...	...	672	353	...	...	...	...	...
1,479	53	222	115	58	61	17	...	466	2,745	8,290	2,917
376	646	4,572	7,010	6,254	17,893	29,369	4,114	3,567	4,458	11,217	20,540
47	570	1	...	...	...	...	...	...	...	...	...
25,483	40,883	60,822	96,926	64,068	126,000	156,116	122,022	200,010	152,099	147,123	136,165
2,282	15,188	19,606	13,302	22,546	34,238	23,920	18,224	19,225	10,469	5,990	6,951
4,763	13,892	10,826	19,705	8,489	12,304	31,564	30,068	31,992	40,197	106,736	115,756
116,238	200,761	73,210	133,488	54,615	89,916	90,849	54,214	74,395	60,911	61,973	75,183
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
162,243	193,457	122,186	155,041	173,487	197,882	258,799	241,863	195,628	259,016	248,831	297,025
12,213	22,456	23,214	28,835	22,436	31,230	50,941	35,318	55,595	62,474	73,547	89,710
613	169	90	...	...	...	...	...	87	...	...	...
...	83	550	...	294	...	15	...	...	...	...	...
17	...	...	...	...	53	45	47	36	6	...	6
16	...	...	...	...	...	...	...	186	...	...	...
...	...	...	254	...	...	...	...	...	538	11,511	26,469
...	...	327	291	1,042	2,226	2,419	5,276	1,519	853	455	2,824
383,265	589,042	560,360	605,008	538,826	691,701	805,529	683,213	615,880	676,493	770,582	761,176

SAFETY, AND OTHER SORTS. IMPORTS.

1923-24. Gross boxes.	1924-25. Gross boxes.	1925-26. Gross boxes.	1926-27. Gross boxes.	1927-28. Gross boxes.	1928-29. Gross boxes.	1929-30. Gross boxes.	1930-31. Gross boxes.	1931-32. Gross boxes.	1932-33. Gross boxes.	1933-34. Gross boxes.	1934-35. Gross boxes.
12,348	12,261	3,972	2,936	1,591	1,679	3,588	3,692	2,824	1,006	5,182	2,145
21,968	33,592	34,319	50,709	40,574	17,231	18,246	12,637	346	11	720	4,933
4,788	7,231	13,944	11,900	148	4,583	6,250	...	...	1	251	...
11,882	8,289	15,706	4,403	2,965	559	48	14	...	...	...	12,678
22,500	32,150	27,575	20,223	2,639	5,000	...	2	...	...	...	...
27,621	116,974	119,498	88,900	21,850	45,750	1,000	...	...	...	...	...
1,252,282	3,497,182	2,296,539	956,336	329,700	78,964	51,018	19,514	127	11,255	11,763	15,069
...	16,467	50	...	...	1	...	...	...	...	...	...
46,623	25,000	...	...	...	...	...	...	...	...	...	...
11,366	6	4	13	16	...	...	...	...	...	...	...
...	5,750	6,000	...	...	...	...	...	...	...	...	...
108,922	230,302	85,801	125,951	67,793	...	...	...	...	...	...	...
1,352,743	3,916,248	4,816,636	4,529,576	2,935,122	1,515,565	865,916	359,729	101,145	42,256	61,819	19,000
...	2,500	...	...	...	...	...	...	...	...	...	...
5	7,967	90	538	2	57	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
14,110	20	18	...	28	...	...	...	...	...	...	...
33,600	...	...	5	70	...	...	...	...	...	...	...
18,400	255,300	562,675	319,522	115,400	31,250	1,250	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	6,259	...	...	...	...	...
...	...	...	...	...	...	677	983	715	301	294	573
8	16	3	18	90	27	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
7	6	136	32	2,013	17	20	24	17	52	1,000	7
3,253,742	7,784,785	7,932,222	6,101,965	5,520,317	1,531,733	974,194	396,888	105,175	56,719	78,778	34,385

COUNTRIES WHENCE IMPORTED.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.
Belgium	...	...	...	...	...	1,500	1,800	...
Netherlands	...	...	...	...	...	...	...	...
Switzerland	6,900	...	...	...	...	1,204	1,833	4,403
Zanzibar and Pemba ...	...	...	...	...	5,991	...	...	...
Egypt	...	...	...	...	...	...	...	...
Germany	720	...	...	...	...	960	647	2,418
United Kingdom ...	749,877	702,700	395,592	157,621	119,195	373,526	197,188	252,012
Hong-Kong	223,911	80,980	64,596	44,939	27,980	175,480	51,062	94,303
China (exclusive of Hongkong and Macao) ...	2,409	3,720	30	5,608	13,279	10,455	24,733	39,570
Mauritius & Dependencies ...	...	...	...	...	...	...	...	...
Straits Settlements ...	17,606	31,518	32,978	36,984	39,383	34,353	33,726	35,442
Persia	...	...	...	...	...	...	...	...
Ceylon	6,611	5,784	6,016	4,219	6,913	4,953	2,576	3,469
France	31,864	28,939	19,136	34,002	3,783	15,460	26,916	159
Spain (excluding Gibraltar) ...	...	...	...	...	...	...	...	...
Italy	5,408	...	...	...	...	1,806	2,312	560
Austria	...	...	...	...	...	...	...	41
U. S. of America { Atlantic	...	...	...	...	...	777	223	3
U. S. of America { Pacific						36	...	...
Aden & Dependencies ...	...	...	...	...	...	...	...	...
Japan	12,519	33,502	32,923	56,556	78,238	61,543	9,675	42,083
Siam	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Other British Possessions ...	17	31	30	273	14	8	37	12
Portuguese East Africa ...	...	...	...	...	1,080	...	...	...
Other Foreign Countries ...	8	33	28	9	56	35	60	...
TOTAL ...	1,057,859	887,297	551,323	341,111	295,918	682,098	353,708	475,146

1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.
...	...	...	...	...	...	...	...	...	...	...	...
171	1,075	103	65	594	48	3,606	1,730	1,230	...	...	...
159	5,331	3,861	102	229	2,095	2,348	1,110	996	696	...	...
9,000	20,184	6,000	6,000	7,344	1,500	6,756	4,550	...	...	...	...
...	...	...	490	...	5	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,320	5,612	6,313	4,189	14,353	1,097	4,454	476	41	2,358	15	11
28,284	189,844	264,469	215,896	173,000	211,631	92,395	40,119	38,599	28,380	30,802	21,699
21,916	1,594	2,039	1,657	320	893	196	556	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
5,063	348	1,851	471	656	157	74	698	2,884	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
11,841	6,508	14,906	4,406	3,207	2,648	5,140	1,053	1,063	909	501	...
...	...	...	...	...	...	...	...	...	...	...	...
5,148	4,756	8,629	10,082	13,465	12,863	16,247	15,556	11,012	10,961	10,467	9,137
441	3,808	12,749	17,784	11,162	14,088	17,365	14,108	17,122	11,443	3,819	2,773
...	...	...	...	...	...	...	...	...	...	...	...
32	2,896	597	896	2,285	9,684	1,023	1,028	3,025	1,368	13	251
21	239	6	7	411	...	108	78	...	...	...	...
196	32	84	19	72	22	445	619	10	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,405	21,757	8,839	7,447	66,801	8,747	14,079	4,828	14,802	250,537	692,571	245,327
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	55	...	...	...	10	1,224	1,084	1,776	288	1,180
...	...	...	...	40	80	80	...	...	...	...	398	749
8	12	19	14	51	245	128	115	167	615		
19,759	255,552	330,520	269,565	294,036	265,201	164,344	89,048	92,005	308,953	738,874	280,527

EXPORTS.

INDIAN PRODUCE AND MANUFACTURES.

COTTON.

EXPORTS.

Countries to which exported	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
United Kingdom ...	533,628	875,560	1,137,456	276,166	638,255	17,144	6,200	34,331	11,852	15,830	40,183	15,464	18,030	43,023	48,332	50,148	29,723	29,816	61,037	61,933
France ...	205,452	270,800	160,438	36,435	204,229	6,867	10,022	22,637	31,125	19,852	14,382	22,918	20,985	30,376	45,159	41,370	14,108	22,891	29,117	26,291
Hong-Kong (China—Institute of Hong-Kong and Macao) ...	84,771	95,404	98,968	21,068	46,255	2,479	1,243	508	86	72	1,257	136	...	...	...	...	237	5	...	12
Iraq ...	290,697	293,848	88,607	33,038	275,975	31,728	76,417	30,592	42,284	9,958	26,058	69,879	19,940	72,038	101,156	109,122	77,946	23,828	69,137	25,959
Kenya Colony ...	...	...	...	...	...	...	11	4	3	25	3	6	...	...	...	...	...	...	...	...
Spain ...	239,023	254,627	12,443	2,459	154,648	13,673	5,263	13,238	14,847	11,152	13,91	9,652	0,072	13,038	14,281	18,638	8,574	9,205	10,952	10,374
Netherlands ...	2,650	2,850	...	...	54,003	2,210	925	1,717	7,62	4754	8,474	5,278	6,278	9,047	11,350	10,352	5,823	6,714	11,649	8,284
Denmark ...	...	...	...	...	...	9	14	10	3	38	64	44	50	10	30	79	5	29	19	42
Ceylon ...	8,243	6,822	15,940	11,616	10,650	685	484	924	1,129	393	1,220	252	997	670	840	1,248	566	308	156	621
Germany ...	...	...	...	...	173,600	35,919	41,918	40,898	48,82	3,153	38,880	29,828	45,706	57,872	64,454	55,172	29,572	27,272	44,887	27,287
Straits Settlements ...	855	21	343	36	1,007	...	8	...	...	146	64	1	...	...	...	...	...	...	...	9
Russia (Northern Ports) ...	157	...	42,411	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius & Dependencies ...	152	131	47	...	40	4	8	14	...	17	4	11	7	1	1	...	1	...	...	...
Indo-China, etc. ...	12,566	19,372	32,559	36,213	12,017	1,630	5,572	3,321	4,52	1,857	7,798	3,716	6,013	2,756	4,503	1,339	2,025	522	3,114	2,189
Siam ...	982	115	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden & Dependencies ...	31	209	96	162	...	...	...	...	...	...	...	...	...	40	...	6	...	...	...	30
Bahrein Islands ...	252	147	240	294	1,109	28	14	46	38	79	...	4	6	1	18	...	...	...	...	...
Belgium ...	...	...	...	...	490,818	43,328	35,411	45,641	41,12	35,050	43,410	28,332	41,016	61,977	60,803	38,836	21,518	22,814	25,840	27,333
America (U.S.) (Atlantic / Pacific) ...	34,284	14,420	31,336	8,503	83,390	1,675	1,638	3,486	122	1,819	2,212	3,641	5,492	7,253	13,053	7,013	4,922	1,843	5,027	2,259
Turkey in Asia. (Red Sea / South & Black Sea / Persian Gulf) ...	246	...	789	5	75 / 1,478	...	21 / 45	...	...	219	317	88	317	293	600	822	495	160	481	533
Turkey in Europe ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	31,449	6,008	5,918	7,262	1,5	1,267	315	182	10	38	109	...	...	...	...	11
Hungary ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy ...	1,124,100	996,501	233,596	410,788	524,254	38,016	27,510	43,004	91,28	86,588	81,438	54,630	59,016	88,583	79,121	64,621	32,761	29,816	46,552	49,528
Zanzibar and Pemba ...	738	5	708	317	29	6	...	...	...	...	...	...	...	...	...	2	...	...	...	...
East African Protectorate ...	...	751	...	...	147	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...
East Africa (Portuguese) ...	...	210	52	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Do. (German) ...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	537	...	...	4	43
Egypt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory and Trucial Oman ...	49	20	247	3	63	10	6	3	1	83	11	1	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	1	...	...	...	...
Other Native States in Arabia ...	126	168	178	169	173	4	10	10	...	19	1	...	...	...	...	603	333	775	2,817	3,140
Greece ...	...	...	...	...	...	...	60	77	57	65	22	207	102	54	151	429	357	215	62	187
Sweden ...	22,116	...	...	...	4,552	465	131	458	37	443	333	214	62	223	209	357	215	62	187	284
Australian Commonwealth ...	2,639	517	5,321	490	3,244	139	88	91	18	328	170	170	247	287	300	54	200	984	376	532
New Zealand ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	44	...	...	...	...
Czecho Slovakia ...	...	...	...	...	...	...	...	...	...	...	10	...	...	...	...	...	...	...	29	25
Fiji Islands ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25	...	30	...	35
Norway ...	4,988	4,231	1,811	1,033	1,860	249	37	62	15	42	9	15	43	9	...	...	...	...	...	...
Natal ...	129	1,056	1,159	11,988	40	...	...	...	...	...	...	...	...	...	...	...	192,818	166,898	182,945	319,033
Japan ...	5,017,093	6,153,331	5,187,705	2,797,491	5,918,978	167,681	314,833	229,463	302,7	258,428	372,227	328,873	229,489	287,688	222,781	301,019	...	...	...	...
Smyrna ...	...	...	...	...	...	...	105	139	2	...	...	...	...	...	...	...	...	...	...	...
Persia ...	28	...	143	234	98	1	...	...	...	1	...	3	...	...	...	...	...	...	...	...
Cape Colony ...	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...
Cuba ...	...	...	...	...	...	...	...	...	...	9	...	...	...	...	...	...	...	...	36	85
Roumania ...	...	...	...	...	...	...	...	...	...	52	...	...	...	...	...	26	...	...	...	...
Philippines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	10	22	140
Other British Possessions ...	3	24	8	7	...	...	...	...	...	...	...	9	6	...	4	4	163	112	324	494
Portugal ...	174	...	...	...	700	61	71	47	7	9	120	19	59	20	195	...	...	...	1	323
Switzerland ...	1,696	15,987	9,743	...	28,240	410	15	2	3	...	...	17	...	23	...	...	...	...	...	...
Argentine Republic ...	...	...	...	...	...	22	...	44	5	44	...	...	...	...	61	...	...	...	...	...
Other Foreign Countries ...	4	25	...	11	1	...	...	...	...	...	...	...	359	...	201	103	602	724	3,888	5,316
TOTAL ...	8,853,267	8,972,602	7,395,162	3,610,491	8,505,601	370,245	533,197	600,30	671,00	533,855	745,000	602,288	479,078	692,294	726,804	701,666	473,691	368,213	480,238	615,313

EXPORTS.

COTTON YARN. (ALL KINDS).

Countries to which Exported.	1915-16. Lbs.	1916-17. Lbs.	1917-18. Lbs.	1918-19. Lbs.	1919-20. Lbs.	1920-21. Lbs.	1921-22. Lbs.	1922-23. Lbs.	1923-24. Lbs.	1924-25. Lbs.	1925-26. Lbs.	1926-27. Lbs.	1927-28. Lbs.	1928-29. Lbs.	1929-30. Lbs.	1930-31. Lbs.	1931-32. Lbs.	1932-33. Lbs.	1933-34. Lbs.	1934-35. Lbs.
North-West Europe [illegible]	...	...	...	...	...	...	...	20,000	10,000	120	10,360	28,800	49,360	16,000	2,000	...	...	...	...	70,960
Hungary ...	...	...	...	...	...	...	...	...	...	...	...	8,000	...	...	600	...	...	...	...	...
Roumania ...	...	...	...	...	...	...	...	...	...	8,000	15,208	86,200	104,816	5,200	12,800	13,620	...	...	...	155,150
Bulgaria ...	...	...	...	...	...	...	...	...	...	18,400	68,200	212,000	165,200	205,400	479,240	383,200	199,000	158,400	126,000	330,100
Hong Kong ...	70,583,755	60,234,823	46,249,000	32,065,200	30,924,281	49,622,600	43,478,115	35,324,426	21,016,000	11,288,000	2,211,016	16,605,200	20,500,000	1,598,528	772,800	880,000	130,000	4,000	...	...
China (exclusive of Hong-Kong and Macao) ...	69,289,115	77,663,520	53,899,000	16,235,100	60,625,315	23,492,820	17,256,000	2,000,000	1,000,000	987,872	267,200	111,800	118,000	164,400	75,000	22,000	...	68,116	1,000	2,179,000
Aden & Dependencies ...	2,416,338	515,000	1,014,200	2,488,362	1,517,135	2,559,067	2,591,285	2,216,250	1,000,000	2,018,000	2,853,100	2,411,000	761,400	1,400,434	1,118,000	1,000,519	1,775,000	2,216,240	2,051,000	1,880,316
Other British Possessions ...	2,465	510	633	1,200	...	...	...	...	...	...	...	...	...	...	2,750	400	0,800	...	4,124	5,502
Straits Settlements ...	4,504,893	4,775,633	3,869,000	2,016,343	4,056,256	3,781,500	2,098,124	1,075,000	1,000,000	1,000,000	638,000	1,086,000	1,177,501	1,000,152	1,110,650	628,500	313,000	741,316	420,000	168,233
Malta and Gozo ...	32,000	56,000	...	0,600	...	...	8,800	31,200	23,000	178,800	15,200	20,000	22,100	21,000	21,000	25,000	4,500	8,000	11,000	10,800
Gibraltar ...	...	...	...	...	6,400	...	...	...	...	...	...	...	...	...	...	...	1,200	...	...	...
Cyprus ...	...	16,000	124,000	10,000	26,400	280,000	232,000	276,400	18,000	35,000	325,000	407,450	500,024	150,000	316,800	191,000	233,000	325,000	...	221,725
Somaliland and Makrai ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius & Dependencies ...	4,636	4,872	11,221	1,200	617	1,192	108	3,520	4,184	1,858	942	3,800	2,400	800	262,920	155,000	219,010	151,320	157,000	410,000
United Kingdom ...	3,278,868	2,261,434	630,000	505,100	653,021	611,028	63,056	140,201	68,280	208,217	326,000	283,040	385,316	96,000	98,000	159,147	209,743	138,842	136,416	250,380
Ceylon ...	300,360	287,383	238,317	238,700	178,309	207,003	287,101	111,132	102,000	152,000	129,183	121,067	10,000	...	...	1,020	...	...	...	194,364
Japan ...	...	...	42,825	111,133	1,525,000	...	333,000	...	15	1,011	1,400	...	...	...	...	61,023	69,425	43,221	35,000	27,000
Zanzibar and Pemba ...	37,720	54,736	25,300	73,243	38,420	28,438	40,211	45,354	32,120	80,100	37,000	66,150	38,000	48,100	48,000	57,000	204,000	224,640	30,000	12,000
Natal ...	...	...	...	...	...	...	18,880	...	26,000	2,000	...	0,000	240,000	48,000	...	...	...	...	...	8,182
Africa—North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	37,750
Italian East Africa ...	81,100	43,650	22,200	84,600	17,000	74,500	57,445	591,200	16,200	84,234	46,700	67,650	28,650	32,400	64,300	47,234	59,620	22,604	136,170	33,200
Kenya Colony ...	29,917	13,658	9,400	17,211	6,707	17,010	21,171	19,400	2,200	30,010	10,277	54,598	59,831	32,982	69,945	67,782	81,806	46,966	...	98,708
German East Africa ...	...	...	3,000	1,000	1,200	1,250	...	...	...	...	...	...	...	...	...	...	...	...	1,200	...
Portuguese East Africa ...	...	1,700	...	...	500	405	2,500	400	...	...	2,540	...	400	30,000	117,200	170,000	63,610	33,729	...	428
French Somaliland ...	15,200	4,600	6,800	43,300	27,000	27,000	...	...	...	...	30,240	121,800	160,520	490,400	686,100	603,600	1,020,200	1,195,720	1,516,150	973,204
Federated Malay States ...	...	...	...	...	...	...	...	222	385	48	7,300	...	...	...	...	...	...	...	181,210	151,602
Muskat Territory and Trucial Oman	210,240	285,634	186,000	133,510	98,240	181,603	219,243	132,241	103,31	99,417	109,600	186,000	162,321	201,715	218,000	195,320	182,920	160,270	...	...
Arabia ...	...	...	...	...	...	...	...	...	8,200	105,131	72,870	92,791	90,812	80,100	118,378	201,520	207,480	212,240	171,072	117,152
Other Native States in Arabia ...	104,438	1,193,012	262,000	163,242	37,100	59,747	129,326	84,854	152,700	921,318	786,216	1,035,000	636,102	1,580,854	1,358,001	1,136,421	1,200,000	1,239,000	895,000	740,000
Iraq ...	...	...	...	...	...	...	1,031,100	962,000	12,000	14,500	118,000	118,000	80,000	89,400	155,000	101,800	307,000	329,000	368,325	378,525
Palestine ...	...	...	...	...	...	...	8,400	22,800	...	...	...	...	...	...	...	...	...	...	450,400	889,880
Turkey Asiatic—Levant & East Sea	...	8,000	8,200	56,000	2,651,300	1,088,720	1,200	...	42,500	5,700	21,200	450,800	1,210,335	417,000	375,000	242,970	308,000	314,000	84,500	172,211
Turkey Asiatic—Red Sea	77,200	158,312	543,540	410,111	2,984,117	1,352,140	...	...	414,000	344,000	240,000	194,000	450,800	240,000	94,000	319,000	68,400	...	50,724	164,140
Turkey Asiatic—Persian Gulf	...	...	...	...	8,000	129,200	...	...	61,000	50,000	57,000	42,200	...	10,000	...	...	...	...	202,140	1,000
Do. in Europe ...	...	...	...	...	...	...	...	...	4,202,000	6,686,414	5,066,150	5,064,400	5,115,320	4,147,862	4,288,400	3,350,025	2,409,340	328,671	...	22,000
Java ...	767,145	1,026,800	503,700	613,240	266,000	837,420	173,500	39,133	...	500	5,000	22,000	2,800	1,200	30,400	1,500	...	...	...	32,248
Egypt ...	5,657,600	7,212,520	8,224,100	4,201,314	7,213,314	3,464,460	4,684,381	3,645,458	...	...	4,400	25,200	120,000	56,000	48,000	...	15,168	15,000	20,007	...
Anglo-Egyptian Sudan ...	...	...	...	...	...	...	3,300	1,200	1,000	5,400	8,312	19,108	2,824	13,540	19,712	15,984	...	...	...	25,000
Tunis ...	...	...	...	...	...	...	...	...	...	...	6,000	10,400	2,800	26,000	13,624	800	63,200	48,000	25,600	437,500
Tanganyika Territory ...	...	...	...	...	...	...	1,900	800	...	...	...	...	...	...	...	...	...	...	258,200	...
Abyssinia ...	...	...	...	...	...	...	...	...	1,127,500	1,428,000	1,029,800	1,005,600	1,025,640	1,840,328	1,092,000	1,578,800	1,054,000	8,000	1,200	...
Tripoli ...	...	...	...	...	...	...	60,000	...	22,000	28,000	79,600	54,000	84,800	68,000	21,000	3,000	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...	49,000	64,932	56,400	6,000	...	15,200	38,800	...	...	...	...	...
Siam ...	838,000	1,107,500	1,172,300	493,100	923,110	749,000	1,737,111	1,181,900	...	...	2,000	800	...	...	...	...	...	...	...	...
Philippine Islands and Guam ...	9,400	74,000	22,000	30,000	153,550	55,000	60,000	15,000	...	...	...	4,000	...	...	2,800	...	...	...	7,600	9,000
Celebes and other Islands ...	41,600	...	...	1,200	20,000	40,000	...	30,000	...	...	...	...	...	...	4,000	...	...	...	...	1,600
Other Countries in Asia ...	...	...	...	...	...	...	...	...	10,000	1,000	...	...	...	...	...	33,000	...	...	8,400	...
Crete ...	...	...	...	...	...	...	...	...	23,200	30,600	1,231,800	47,200	112,100	93,400	9,700	23,800	4,000	...	4,310,342	1,237,754
France ...	...	...	...	...	11,000	...	1,200	...	...	34,000	6,000	11,000	2,000	18,000	5,200	25,800	4,614,400	6,030,203	3,853,600	...
Norway ...	...	...	...	...	...	...	...	...	2,214,000	[illegible]	[illegible]	4,415,200	2,317,470	3,160,604	4,188,000	4,464,421	...	...	...	...
Italy ...	131,700	10,048	3,000	...	...	...	...	...	...	3,300	...	...	...	3,200	8,140	13,200	...	...	800	...
Henjam Island ...	6,500	...	...	...	...	...	...	...	...	20,000	...	...	...	...	40	...	...	...	...	...
Persia ...	2,578,510	5,481,240	2,825,700	1,132,811	3,196,254	2,588,002	2,248,825	3,318,700	600	4,000	...	10,400	3,200	...	...	...	...	...	...	10,500
Sumatra ...	...	...	...	...	14,000	26,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indo-China ...	...	...	...	8,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60,800
Austria ...	...	...	...	...	...	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	20,100
Belgium ...	...	...	...	...	25,400	25,200	...	6,000	8,000	26	...	400	13,800	32,988	30,320	26,040	1,024,000	2,171,200	2,256,800	2,814,400
Netherlands ...	...	...	...	...	...	...	...	11,200	32,000	28,800	28,680	38,200	32,000	1,002,000	1,001,200	1,002,312	116,000	121,100	89,000	133,100
Switzerland ...	...	...	...	...	1,200	...	...	...	2,000,000	2,270,314	1,586,400	3,320,400	1,002,000	1,000,000	1,000,000	1,000,000	1,000,000	16,400	...	115,700
Spain ...	...	...	...	...	...	...	...	...	246,000	220,100	192,976	218,012	255,000	248,000	160,000	74,000	231,000	...	...	...
Madagascar ...	...	...	...	...	...	...	...	...	135,000	455,600	600,210	515,788	559,000	237,152	216,625	...	...	...	...	...
Reunion ...	...	...	...	...	...	...	...	...	...	...	...	...	...	12,000	67,000	17,000	...	51,000	8,000	2,000
Germany ...	...	...	...	...	...	...	...	...	810	800	...	...	11,200	31,918	33,640	47,100	...	...	18,042	...
Australian Commonwealth ...	14,021	140,314	181,221	216,650	18,800	103,280	12,010	11,200	...	...	...	...	12,000	...	...	...	116,000	57,000	17,000	10,500
Syria ...	...	...	...	...	...	...	1,140,800	1,612,300	118,800	82,000	84,000	111,800	170,100	300,000	109,452	200,000	30,800	...	...	14,200
Bahrein Islands ...	325,000	591,000	66,100	111,800	170,100	300,000	109,452	224,300	...	...	...	...	...	...	...	...	...	...	...	...
Smyrna ...	...	...	...	...	...	...	30,800	2,000	...	...	...	...	...	...	...	...	...	...	...	...
Somaliland (British) ...	2,200	...	8,800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	2,400	800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greece ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chile ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Argentine Republic ...	2,600	35,650	...	...	6,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	109,231,736	108,980,000	121,597,824	61,797,000	151,670,024	82,623,496	81,023,450	56,707	400	15,000	...	2,000	...	...	...	...	...	...	...	...
									34,531,240	33,102,160	31,420,600	41,313,324	31,604,400	24,319,152	24,500,320	23,473,474	22,044,504	18,193,800	16,387,302	15,769,187

COTTON PIECE-GOODS

COUNTRIES OF FOREIGN EXPORT.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
Indo-China ...	...	...	...	...	...	...	...	...
Gibraltar ...	...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...	...
Bulgaria ...	...	...	...	...	...	...	...	...
Somaliland (British) ...	...	12,700	123,700	...	4,800	...	...	32,200
Straits Settlements ...	748,911	1,041,828	2,292,556	1,880,337	2,250,591	1,002,762	398,689	392,862
Persia ...	5,398,832	18,032,192	15,015,673	6,780,339	5,611,362	2,814,283	1,451,202	3,716,005
Ceylon ...	453,662	309,027	464,463	360,727	317,972	391,379	137,022	193,768
Aden & Dependencies ...	16,809,079	58,092,723	14,137,870	11,402,270	10,027,682	12,013,881	3,398,068	3,798,167
United Kingdom ...	...	...	...	...	...	15,876	62	2,015
Other Foreign Countries ...	30	1,410	...	...	...	...	...	40
Iraq ...	...	...	...	...	...	...	1,882,161	3,316,441
Greece ...	...	...	...	...	...	...	...	...
Syria ...	...	...	...	...	...	...	104,000	...
Bahrein Islands ...	1,019,102	3,623,126	1,574,715	629,212	677,654	309,570	303,176	434,852
Sonmiani and Makran ...	...	...	...	...	...	...	...	...
China— Hong-Kong ...	40,722	30,000	1,200	20,000	10,200	60,027	...	1,210
China— Treaty Ports ...	266,259	230,403	11,952	...	281,300	...	7,906	1,252
Zanzibar and Pemba ...	874,547	5,027,136	2,192,227	1,139,252	2,231,105	2,458,784	1,457,604	2,325,150
Abyssinia ...	...	...	...	...	...	...	...	...
Maldives ...	...	...	...	...	4,000	1,600	...	...
Mauritius & Dependencies ...	2,256,302	2,812,265	2,429,500	2,172,059	891,722	1,173,475	761,854	558,468
Siam ...	2,186,910	3,714,197	3,318,420	612,325	4,437,294	2,322,670	1,197,26	311,551
Turkey in Europe ...	...	...	...	...	259,500	69,662	...	...
Do. in Asia { Levant & Black Sea Ports ...	11,000	2,791,858	2,305,622	233,005	15,000	10,000	...	...
Do. in Asia { Persian Gulf Ports ...	3,803,991	12,725,074	8,105,347	10,038,167	17,502,742	4,152,237	...	...
Nyasaland ...	...	...	...	37,137	...	...	...	...
East Africa— British ...	3,023,718	20,075,456	4,596,996	3,547,862	...	...	...	...
East Africa— German ...	...	68,250	185,185	600,870	1,238,126	2,541,233	...	...
East Africa— Portuguese ...	5,005,769	7,072,870	3,463,924	4,009,052	3,838,382	3,202,946	2,599,016	5,576,54
East Africa— French Somaliland ...	245,262	...	749,202	3,176,332	453,792	...	...	...
East Africa—Italian ...	2,230,450	4,479,810	1,243,019	259,775	644,523	1,391,805	472,656	541,302
Muskat Territory and Trucial Oman	1,160,185	1,427,454	1,189,149	1,259,122	683,300	938,351	392,233	523,171
Arabia ...	...	...	...	...	...	...	...	...
Other Native States in Arabia ...	219,818	2,640,013	549,530	193,769	355,946	282,595	242,252	223,472
Australian Commonwealth ...	...	...	141,120	56,644	...	10,260	99,622	18,18
Fiji Islands ...	3,239	1,585	...	...	...	2,550	12,960	1,200
Germany ...	...	...	...	...	...	...	...	...
Heligoland Island ...	...	...	3,600	12,852	...	...	...	...
Smyrna ...	...	...	...	...	...	...	...	...
Palestine ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Egypt ...	3,831,876	7,794,646	9,915,472	1,384,581	10,826,383	2,605,152	72,000	45,85
Japan ...	...	...	...	46,500	9,600	281	...	...
Seychelles ...	69,430	3,250	22,300	7,300	131,750	157,080	59,700	42,87
Madagascar ...	76,450	814,850	374,764	163,387	30,605	92,430	...	...
Natal ...	47,739	522,676	734,107	546,767	225,164	92,150	405,203	32,74
Tanganyika Territory ...	...	...	...	...	...	...	1,283,106	2,62,87
Java ...	...	...	...	...	...	...	...	...
British Guiana ...	...	...	157,454	6,918	...	60,552	4,224	...
Borneo (Dutch) ...	...	...	...	...	...	7,200	...	...
Reunion ...	...	232,500	...	228,250	90,600	28,600	225	...
Federated Malay States ...	72,302	105,323	441,323	102,072	1,025,219	208,100	71,469	80,95
Anglo-Egyptian Sudan ...	...	...	...	...	...	...	1,436,886	1,252,96
New Zealand ...	...	...	...	...	...	...	...	...
Other British Possessions ...	12,748	3,040	1,000	...	474	...	...	...
Kenya Colony ...	...	...	...	...	7,814,031	6,671,069	4,247,207	4,317,75
TOTAL ...	23,895,747	197,110,802	70,757,783	62,415,306	74,802,596	48,439,760	31,259,592	31,198,99

1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
...	3,000	1,300	160	...	1,800	2,400	...	...	...	...	...
352	...	...	...	...	...	...	...	...	...	...	...
...	...	9,000	...	...	...	...	...	...	...	...	...
22,000	...	...	...	8,000	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
401,476	262,623	462,193	259,259	336,479	479,540	421,090	158,448	324,231	224,630	154,547	224,039
4,261,281	5,256,395	4,187,328	716,743	289,062	61,070	175,520	143,200	322,010	12,147	120,000	32,256
493,806	252,496	736,200	333,850	222,283	351,100	74,797	79,111	116,823	119,113	67,383	579,160
2,411,916	1,691,623	1,656,631	2,080,210	1,201,617	2,324,529	1,560,806	1,708,702	979,862	379,520	245,010	423,840
400	229,575	1,033	325	480	780	3,057	...	4,156	112,211	11,434	3,898
...	472	600	29,250	1,624	29,168	...	2,042	1,480	2,488	4,200	...
6,837,255	13,000,000	10,664,148	842,815	330,200	84,018	435,921	131,320	6,700	111,222	129,657	67,650
3,500	26,000	22,800	47,520	98,000	54,000	...	...	...	...	...	...
269,292	37,856	45,900	485,800	80,880	158,788	75,000	...	...	...	...	...
457,253	600,000	640,043	630,840	229,400	132,700	159,800	38,550	4,640	1,200	7,050	34,540
...	...	...	...	...	...	...	...	...	...	...	...
1,200	258	...	840	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,710,037	2,016,843	1,470,553	1,857,227	1,456,230	1,152,858	1,184,284	641,310	412,600	232,089	200,819	118,260
...	...	...	...	...	...	...	...	...	...	...	...
...	1,160	4,000	...	7,000	600	400	...	1,250	...	...	...
392,812	479,222	423,105	418,450	672,610	212,644	178,412	51,175	55,429	118,148	43,632	1,235,555
112,226	453,924	731,800	50,158	102,715	495,766	153,140	43,238	22,948	2,000	122,120	1,200
...	...	62,250	83,280	...	29,050	...	...	...	...	...	...
...	...	...	...	...	10,000	...	...	...	...	...	...
...	...	...	98,103	411,600	28,212	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
4,503,488	6,628,363	3,530,810	2,825,853	4,317,775	2,250,292	2,383,250	2,265,420	1,395,200	1,695,650	1,320,366	1,689,565
...	1,000	42,722	406,625	216,000	246,203	520,100	352,316	451,200	312,180	324,240	540,700
765,762	254,891	867,978	810,105	278,070	176,650	244,000	125,942	7,450	37,885	45,325	16,500
614,520	352,752	409,955	107,360	107,680	143,755	141,430	72,383	83,224	20,310	22,840	35,500
...	...	...	...	...	...	...	...	...	...	...	...
209,825	220,131	372,038	309,740	178,403	220,880	343,183	132,270	185,200	21,840	77,270	54,940
59	...	5,465	1,200	840	47,168	58,879	23,747	44,525	56,000	42,738	39,156
2,052	...	700	600	3,928	7,478	11,260	1,500	475	5,512	200	16,745
...	...	...	...	...	...	...	7,000	7,000	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	7,000	2,200	24,000	8,040	40,000	22,000	...	...	...	...	...
...	750	5,700	10,080	...	5,700	11,820	...	...	...	...	...
...	...	...	...	...	32,400	...	...	...	...	...	...
234,200	103,513	322,660	572,570	1,310,582	774,308	679,350	474,300	437,400	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
46,113	57,060	109,985	35,068	179,150	53,781	88,000	2,800	27,000	30,800	37,500	83,600
930	...	...	...	...	...	...	...	...	...	...	...
112,211	63,558	161,770	75,949	104,635	108,435	97,804	4,000	36,012	1,900	12,688	14,200
2,791,159	4,976,092	3,400,722	3,134,920	1,901,910	2,816,417	2,148,100	1,748,210	2,977,688	602,148	500,370	481,460
100	1,200	8,250	600	5,700	...	...	2,575	2,400	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	30,100	...	...	...	...	...	...
84,160	64,192	150,924	163,318	154,730	124,323	121,838	44,749	41,557	20,007	41,290	80,367
1,952,852	1,417,152	749,669	435,540	1,153,650	1,203,192	1,056,188	449,020	234,630	114,350	144,183	163,730
...	...	...	...	...	...	35,400	...	...	2,450	...	...
...	1,960	...	97,480	54,200	23,021	240,520	40,400	37,600	3,410	600	209,560
1,218,820	4,182,588	3,203,365	2,407,180	2,007,028	1,679,103	2,288,803	930,131	1,043,831	220,064	408,400	253,747
31,252,262	44,398,253	37,764,864	19,848,390	17,889,990	16,348,400	13,015,000	7,793,062	8,384,803	4,041,652	4,166,192	6,240,597

COTTON PIECE-GOODS

COUNTRIES TO WHICH EXPORTED.	1915-16 yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.
Smyrna	...	...	...	...	...	...	...	...	...
Netherlands... ...	2,859	8,042	8,668	975	...	14,722	4,000	...	...
Fiji Islands ...	...	...	...	...	...	30,000	34,103	16,766	39,000
New Zealand ...	...	...	39,200	...	...	...	200	...	400
Somaliland Protectorate	9,278,199	10,055,205	10,565,697	11,853,281	17,480,315	14,420,636	2,000	3,200	...
Ceylon	...	...	...	...	...	...	17,921,705	16,648,933	15,573,110
Germany	16,942,42	18,305,900	14,899,135	17,267,238	19,682,441	18,917,025	19,852,067	21,382,422	22,025,646
Straits Settlements ...	...	...	...	...	...	...	...	...	...
Muskat Territory and Trucial Oman ...	673,252	1,808,298	2,549,668	2,111,720	2,656,481	2,483,489	2,333,543	2,481,447	2,017,040
Other Native States in Arabia	1,014,814	4,059,294	3,198,663	1,079,769	3,885,443	917,560	6,382,494	5,230,003	3,595,348
Aden	...	...	...	...	...	...	259,160	543,640	2,016,864
Aden & Dependencies ...	2,472,814	4,084,400	2,461,061	3,987,219	4,164,368	4,623,098	5,106,209	4,077,118	3,702,462
United Kingdom ...	132,06	7,142	81,151	158,862	134,677	110,522	10,442	25,402	52,002
Austria	...	...	...	...	...	...	...	...	...
Mekran and Sonmiani ...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	34,064,110	27,005,825	30,964,424
Turkey in Asia { Levant and Black Sea; Red Sea; Persian Gulf }	104,473 / 7,189,182	247,361 / 13,842,110	1,031,239 / 17,682,449	1,745,501 / 17,276,719	533,940 / 1,078,945 / 30,955,599	336,640 / 1,410,872 / 25,739,666	... / ... / ...	... / ... / ...	... / ... / ...
Gibraltar	...	...	...	...	...	15,000	1,073	386	...
Indo-China	...	...	360	2,660	2,953	...	1,055	1,520	20,945
Kenya Colony	...	...	...	...	1,689,930	2,112,259	2,045,424	3,620,054	1,370,426
U. S. A. ... { Atlantic; Pacific }	... / ...	... / 5,440	... / ...	... / ...	14,352	17,830 / 4,380	834	4,000	2,200
Turkey in Europe ...	...	...	...	...	...	...	...	1,881	...
Tanganyika Territory ...	5,958,088	33,042,291	41,664,194	21,297,364	28,405,584	15,470,968	2,081,637	1,240,956	1,434,406
Persia	2,383,131	3,594,770	1,146,076	2,017,213	...	...	28,602,755	24,785,139	24,336,000
East Africa { British; German; Portuguese; French Somaliland }	... / ... / 428,132	... / 2,003 / 1,111,215	... / 48,116 / 291,478	122,579 / 310,273 / 931,268	698,309 / 455,845 / 1,210,020	... / ... / 3,194,660	... / ... / 2,725,833	... / ... / 2,290,006	... / ... / 191,991
East Africa—Italian ...	2,646	382,134	120,911	29,228	156,469 / 45,700	12,600 / 248,805	980 / 665,962	333,277	493,72
Egypt	536,162	1,038,544	2,024,972	884,217	1,921,314	2,646,677	345,133	1,131,732	2,164,41
Sumatra	890,449	974,252	1,357,620	342,900	367,660	72,820	65,162	178,740	109,84
Java	1,479,653	250,501	458,362	357,266	320,830	558,236	329,866	158,440	901,24
Siam	194,148	2,458,164	1,777,689	324,013	912,047	440,320	1,204,802	1,206,964	1,706,20
Maldives	2,416,652	5,500	27,900	19,933	6,563	5,200	3,600	6,400	1,100
Mauritius & Dependencies	45,722	620,153	834,820	3,130,003	407,874	1,235,520	1,369,001	2,230,192	3,200,00
Australian Commonwealth	1,601,062	84,206	137,242	259,008	25,215	30,313	77,075	80,611	19,10
France	69,005	...	32,146	...	1,257,780	108,341	52,986	23,525	62,30
Natal	...	...	1,464,941	4,475,512	291,238	3,067,157	3,039,161	863,988	1,436,50
Italy	109,362	651,680	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	200
Palestine	...	...	...	...	...	...	...	...	7,600
Other British Possessions	...	...	...	...	...	...	...	...	...
Philippines	102	3,000	...	...	...	...	...	...	...
Réunion	...	...	...	...	...	...	...	...	...
Madagascar	...	407,341	39,20	846,480	38,300	349,305	...	...	...
Anglo-Egyptian Sudan ...	112,920	881,202	599,250	37,251	3,840	31,180	...	...	...
Cape Colony ...	...	...	...	...	...	...	1,078,738	963,107	1,722,856
Hong-Kong	9,100	25,930	...	...	...	...	...	...	...
China (exclusive Hong-Kong and Macao) ...	2,400	21,498	35,854	...	80	292	600	2,170	1,600
Cape of Good Hope ...	93,283	19,461	63,578	...	328,717	87,005	14,830	36,163	54,000
Other Foreign Countries	...	...	...	...	...	19,540	72,720	49,180	19,800
British Guiana ...	...	100	120	...	200	365	200	...	240
Bahamas Islands ...	...	...	...	...	...	...	...	...	2,912,000
Zanzibar and Pemba ...	1,338,940	3,210,501	3,599,315	1,747,288	2,811,274	1,646,340	2,327,006	4,383,040	3,423,000
Seychelles	313,830	1,331,150	884,763	350,100	399,400	960,720	2,216,438	1,445,000	1,422,000
Federated Malay States ...	302,340	481,830	129,465	61,860	327,618	392,800	383,005	610,758	400,000
Tonis	677,011	646,863	683,654	379,686	346,935	510,807	151,068	246,416	400,000
British Borneo ...	...	...	...	...	...	...	...	10,221	...
West Indies (French) ...	...	...	...	...	...	...	...	...	...
Transvaal	...	2,304	...	...	...	...	...	...	...
Henjam Island ...	...	...	164,160	...	...	...	...	...	21,000
Celebes & other Islands...	...	...	26,830	...	...	...	...	5,760	...
Gold Coast	...	...	...	...	5,400	...	...	...	...
Canada ... { Atlantic; Pacific }	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	861 / ...	... / ...
TOTAL ...	59,068,693	94,778,448	119,038,862	93,367,429	119,591,522	96,151,660	135,730,328	124,778,212	129,903,[illegible]

BLEACHED, PRINTED OR DYED. (ALL KINDS)

COUNTRIES TO WHICH EXPORTED.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Smyrna	...	7,600	7,20	4,200	28,800	8,000	...	...	...	...	...
Netherlands... ...	2,350	11,201	17,770	26,462	27,667	15,380	6,380	4,561	34,066	46,312	58,135
Fiji Islands ...	...	...	600	6,068	2,600	29,200	10,600	21,400	...	19,600	5,582
New Zealand ...	...	...	...	...	7,550	...	...	...	...	...	...
Somaliland Protectorate	191,181	17,203,809	21,075,714	19,176,229	17,344,862	18,426,664	17,481,251	16,545,208	12,925,074	13,294,092	17,229,664
Ceylon	...	251	213	500	...	18,446	20,456	274	1,100	2,400	...
Germany	896,231	23,464,565	24,765,436	21,035,291	18,950,000	17,204,508	10,806,136	8,901,223	7,823,664	4,931,566	5,731,330
Straits Settlements ...	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory and Trucial Oman ...	1,477,654	2,252,923	2,766,552	2,439,035	3,267,185	2,003,265	2,045,056	3,008,971	1,374,443	2,036,232	1,773,008
Other Native States in Arabia	1,266,667	1,843,809	4,217,294	3,295,306	3,883,003	4,855,727	2,538,331	2,803,042	2,711,701	2,241,928	1,678,784
Aden	...	...	...	...	...	...	...	...	...	...	...
Aden & Dependencies ...	66,388	543,548	2,268,340	467,200	148,480	28,940	...	3,000	...	...	...
United Kingdom ...	126,271	2,819,435	4,877,372	4,251,923	3,008,388	2,379,326	1,462,716	1,540,114	1,215,657	1,315,967	1,570,871
Austria	34,135	15,061	31,549	28,235	46,005	46,301	26,002	12,434	66,848	4,306	15,045
Mekran and Sonmiani ...	...	...	...	9,000	...	...	...	...	...	...	...
Iraq	1,130,192	22,888,430	37,371,400	23,635,719	18,221,176	12,469,338	8,756,665	12,747,962	4,927,469	4,552,673	2,321,141
Turkey in Asia { Levant and Black Sea; Red Sea; Persian Gulf }	... / ... / ...	... / ... / ...	... / ... / ...	26,700	1,200	...	14,400	...	...	...	...
Gibraltar	4,000	...	...	...	1,600	...	...	...	...	...	...
Indo-China	36,945	122,450	267,200	599,792	143,400	54,800	...	2,100	14,700	...	24,219
Kenya Colony	126,471	3,031,380	5,858,332	6,599,003	6,449,900	5,525,901	4,636,131	3,008,191	2,386,441	1,782,164	1,099,560
U. S. A. ... { Atlantic; Pacific }	2,200 / ...	... / ...	40,222 / 1,881	4,544	39,380	10,721	135,424	120,263	8,168	6,847	92,792
Turkey in Europe ...	27,680	91,100	305,189	149,760	204,240	159,720	16,718	12,791	...	...	...
Tanganyika Territory ...	187,487	3,457,510	6,366,494	9,570,458	9,968,662	9,020,907	50,456	1,850	5,056,124	2,235,726	1,389,880
Persia	231,267	21,758,804	37,004,199	27,390,844	23,017,560	18,609,717	8,972,625	8,018,966	7,991,044	8,794,285	6,999,237
East Africa { British; German; Portuguese; French Somaliland }	... / ... / 191,991	... / ... / 3,294,828	... / ... / 7,465,787	... / ... / 5,958,995	... / ... / 5,386,603	... / ... / 5,376,048	... / ... / 4,377,671	... / ... / 4,225,055	... / ... / 4,260,878	... / ... / 4,407,804	... / ... / 1,084,929
East Africa—Italian ...	2,400	109,045	163,940	290,685	364,168	406,875	296,352	400,105	386,275	323,440	99,030
Egypt	31,200	803,350	1,073,167	508,910	599,490	504,940	352,296	219,435	272,188	171,889	277,638
Sumatra	120,010	2,230,756	2,027,200	1,122,400	53,900	51,340	30,347	7,860	5,341	3,600	11,493
Java	46,031	184,440	245,825	120,500	30,250	44,240	48,960	22,140	89,784	21,222	194,492
Siam	192,191	1,602,723	1,225,175	2,725,383	4,072,252	3,194,550	2,990,358	2,232,489	2,417,654	729,924	184,727
Maldives	103,200	1,599,252	1,050,907	1,725,088	1,856,227	1,959,408	1,276,030	655,558	489,441	705,067	1,068,045
Mauritius & Dependencies	14,180	1,485	3,780	34,170	9,000	...	1,500	3,220	...	...	...
Australian Commonwealth	175,638	2,276,351	1,924,570	2,433,370	1,074,401	2,050,746	1,072,964	571,063	383,421	458,506	1,575,071
France	4,551	865	8,000	6,910	...	10,947	1,000	...	782	6,320	...
Natal	100	...	43,446	25,320	80,100	...	...	...	1,840	7,204	89,640
Italy	102,843	1,476,591	999,106	859,192	765,335	511,274	232,514	132,970	135,991	169,814	66,554
Greece	10,000	...	...	...	10,240	...	...	...	...	...	...
Palestine	15,840	92,640	...	...	18,000	...	...	...	...	...	...
Other British Possessions	34,300	57,120	725,374	375,096	10,080	...	...	...	...	...	...
Philippines	...	...	600	29,222	12,016	300	6,200	3,141	35,620	21,788	1,005,887
Réunion	...	...	...	...	...	...	...	...	...	...	...
Madagascar	...	...	24,000	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan ...	196,147	1,319,200	1,498,103	2,574,084	2,290,173	1,678,495	1,699,660	1,421,098	1,701,324	1,035,787	1,296,265
Cape Colony ...	...	...	...	...	...	...	...	3,150	...	...	...
Hong-Kong	220	400	...	6,637	6,782	...	...	...	...	...	...
China (exclusive Hong-Kong and Macao) ...	2,432	89,055	22,923	147,260	137,629	191,663	52,904	87,285	136,800	100,045	2,216
Cape of Good Hope ...	70,841	40,700	111,260	195,502	287,760	293,971	114,286	192,200	20,840	...	...
Other Foreign Countries	...	...	...	...	...	...	...	7,611	28,183	...	172,380
British Guiana ...	...	1,221	6,403	13,078	11,200	31,074	44,264	71,686	7,400	21,400	...
Bahamas Islands ...	...	...	...	...	...	...	5,880	...	...	...	3,161,000
Zanzibar and Pemba ...	1,518,326	3,223,671	4,330,654	4,923,652	5,305,182	4,017,230	2,395,956	4,470,402	2,003,272	3,134,033	196,047
Seychelles	1,495,200	1,213,453	3,312,477	3,445,780	2,460,485	3,595,204	2,098,428	2,966,115	1,025,566	417,200	202,260
Federated Malay States ...	418,961	431,369	579,385	476,440	450,580	400,700	103,400	98,000	170,040	114,680	1,468,468
Tonis	400,000	981,931	1,099,654	1,324,113	678,522	1,216,377	786,082	515,668	410,742	725,333	...
British Borneo ...	...	...	...	...	...	...	...	...	...	...	...
West Indies (French) ...	...	...	...	...	...	2,880	...	...	...	...	...
Transvaal	...	...	...	...	...	...	...	...	...	...	...
Henjam Island ...	2,120	...	...	...	...	...	...	...	...	...	...
Celebes & other Islands...	24,000	39,660	11,700	19,400	25,000	8,000	...	...	...	...	...
Gold Coast	...	20,353	...	...	...	...	...	...	...	...	...
Canada ... { Atlantic; Pacific }	... / ...	... / ...	... / ...	... / ...	... / ...	... / ...	240 / 4,012	11,675 / 4,211	2,745	10,067	...
TOTAL ...	136,168,434	126,545,403	175,992,768	149,279,656	131,455,230	117,184,490	87,920,216	93,393,893	61,401,253	62,069,544	59,868,801

* Shown as Tanganyika Territory from 1921-2.

Countries to which exported.	1915-16. tons.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
United Kingdom	338,861	290,257	67,768	224,321	310,070	139,023	90,850	138,176
United States of America — Atlantic	103,544	120,401	81,207	60,903	75,364	107,437	64,919	97,324
United States of America — Pacific	3,089	3,233	12,264	423	2,252	2,686	1,008	1,440
France	29,659	44,857	24,833	42,983	80,231	50,044	55,857	57,366
Ceylon	29	1	...	1	...	...	...	...
Netherlands	...	...	...	...	5,846	7,874	9,904	7,396
Germany	...	...	...	...	3,809	72,066	144,012	141,476
Straits Settlements ...	115	19	...	...	...	11	546	1
Hong-Kong	602	512	1,162	69	18	...	...	...
China—Exclusive of Hong-Kong and Macao	...	29	...	400	1,012	1,500	1,238	1,384
Australian Commonwealth ...	818	837	224	898	804	390	187	798
Austria	...	...	...	...	170	1,405	...	...
Hungary							...	...
Italy	60,740	38,451	24,795	36,015	28,576	22,809	33,288	34,878
Spain	39,533	37,698	38,144	13,056	19,138	23,857	22,130	27,264
Egypt	444	624	...	...	714	45	388	...
Belgium	...	...	...	...	30,751	25,063	21,860	20,207
Japan	4,635	4,207	7,745	6,672	19,560	7,345	12,048	11,461
Denmark	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
Native States in Arabia	...	...	...	...	...	22	...	...
Finland	...	...	...	...	...	...	...	...
Russia — Northern	207	444	...	...	...	...	...	...
Russia — Southern Ports	...	82	...	...	...	...	...	...
Czecho Slovakia ...	3,019	11,939	...	...	...	...	...	...
Aden & Dependencies ...	...	...	...	...	...	...	...	...
East Africa (British) ...	...	...	...	...	...	...	...	...
Formosa	441	367	80	36	626	681	1	78
Siam	...	...	...	...	...	...	...	...
West Africa	...	...	...	...	...	...	...	...
New Zealand	13	6	8	40	5	3	2	1
Other British Possessions... ...	1	...	...	...	1	...	2	4
Other Foreign Countries	...	...	...	3	1	1	...	...
Argentine Republic ...	1,308	1,038	178	1,076	1,413	1,954	2,790	3,388
Canada	...	...	...	...	...	...	...	...
Chili	61	105	59	204	...	60	...	...
Brazil	8,991	13,192	12,352	19,007	16,228	8,700	13,459	15,298
Cuba	...	...	...	...	...	...	...	161
Mexico	...	...	...	531	...	...	...	...
Uruguay	224	514	...	...	208	464	335	48
Greece	353	...	240	107	891	285	468	37
Turkey in Europe	...	...	...	...	...	...	...	...
Sweden	2,844	535	...	893	2,705	638	60	30
Norway	753	170	1,439	357	768	263	178	17
Switzerland	...	424	307	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Total "For orders" cargoes (a) ...	...	...	...	...	...	...	...	...
TOTAL ...	600,115	589,268	278,150	398,146	501,814	472,414	487,895	577,[illegible]

1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
116,835	172,790	174,404	179,889	227,075	221,853	164,751	197,909	154,417	139,223	177,151	169,377
82,207	57,023	67,747	56,867	82,413	92,014	77,664	51,252	47,307	38,944	49,002	49,224
1,475	1,707	1,500	454	1,813	1,800	1,721	1,837	1,008	2,380	1,748	2,231
74,457	80,659	68,259	89,945	109,403	109,954	106,473	89,093	51,889	68,914	83,066	83,058
155	...	...	...	...	...	...	...	...	...	...	...
13,113	10,856	12,857	10,833	20,946	17,073	21,836	19,456	12,976	21,874	32,616	21,407
162,207	169,573	144,625	153,051	249,855	230,146	216,467	168,870	130,853	121,740	153,417	132,063
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	491	1,919	740	2,285	2,441	3,454	5,899
3,413	7,716	3,906	4,521	5,461	5,328	6,038	7,040	6,621	6,797	7,003	9,336
315	653	550	631	640	854	466	484	1,140	1,442	846	1,270
400	170	...	88	...	...	...	...	...	...	...	650
...	...	...	...	...	...	...	...	...	...	...	1,024
42,277	40,177	49,110	45,261	46,085	60,625	54,902	42,213	44,135	37,485	62,098	87,022
24,434	38,698	29,724	33,571	45,154	42,881	44,752	33,089	35,621	42,311	53,012	42,995
46	3,028	4,656	6,602	12,759	12,664	15,746	15,047	2,544	5,401	8,496	8,806
48,616	46,352	32,602	44,579	46,701	54,859	46,386	47,215	45,266	40,836	52,020	59,797
12,763	13,768	11,403	9,184	11,747	12,033	15,007	6,140	9,919	14,468	17,745	23,503
...	46	...	...	...	...	...	46	551	468	917	949
...	...	...	...	...	...	...	...	...	...	...	...
5	5	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,110	...	...	...	...	...	...	45	...	...	...	...
...	57	...	...	...	...	...	...	550	...	...	...
...	89	1,067	...	...	...	326	1,461	2,481	312	396	3,504
...	...	...	...	...	...	143	354	...	...	...	...
89	...	...	...	...	...	...	...	...	...	89	358
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,012	1,052	402	90	1,216	729	650	265	718	307	312	445
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
4	7	23	14	40	23	47	28	40	29	7	14
...	...	...	...	...	...	...	2	4	...	...	2
...	...	...	...	...	...	...	...	288	2,119	3,800	4,742
8,859	3,603	4,646	5,722	8,438	6,590	5,851	5,202	6,307	7,141	8,211	9,049
38	...	...	...	...	...	...	...	...	...	...	224
21	500	139	...	...	...	149	16	...	...	410	2,656
13,249	18,505	15,195	11,350	19,431	15,105	18,314	15,008	15,666	13,287	19,033	17,761
34	...	125	226	124	517	523	627	147	54	34	545
1,105	1,287	1,425	1,540	1,893	2,105	2,149	1,472	583	134	288	617
493	835	574	460	538	767	509	993	549	708	667	919
427	11	1,400	472	892	2,321	1,809	1,919	1,402	1,666	1,708	1,868
...	...	...	...	...	...	...	...	...	...	...	...
937	852	88	152	221	90	597	309	691	2,180	2,432	6,468
338	270	98	658	745	494	310	454	490	1,061	990	1,328
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	134	330	771	803	2,778	2,732	1,047	4,600
...	...	...	...	...	...	...	...	...	...	...	2,327
812,982	698,000	647,154	707,783	891,307	897,983	806,854	612,706	586,618	566,063	746,106	752,474

(a) Specified separately from 1924-25.

JUTE MANUFACTURES,—GUNNY BAGS (ALL KINDS).

COUNTRIES TO WHICH EXPORTED.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.
Tunis	...	...	...	...	...	...	...	...	...	25,000	77,500	150,000	12,000	23,600	45,900	169,380	17,600	2,000	...	...
Iraq	...	...	...	...	...	...	212,550	1,339,250	1,290,746	770,400	453,200	1,019,125	1,278,250	1,127,925	1,576,774	1,415,030	1,244,544	863,114	1,118,567	980,700
Cape of Good Hope	...	...	...	...	1,315,200	2,908,800	3,327,700	3,522,000	1,738,880	3,286,950	3,405,630	3,925,185	3,786,075	3,762,350	5,640,550	4,946,370	4,056,597	4,821,250	...	...
Panama	...	...	...	...	7,000	...	...	...	...	10,000	40,000	22,000	37,200	30,00	102,000	48,000	88,000	126,000	138,400	132,000
Morocco	...	...	251,400	...	833,600	3,480,400	3,163,900	1,961,700	1,409,000	355,900	721,700	471,000	647,420	853,500	1,574,100	728,600	564,700	476,900	689,300	599,088
Honduras (British)	...	...	...	...	...	...	...	6,730	...	...	...	...	...	4,000	...	8,000	11,200	20,000	87,200	78,600
Honduras (not British)	...	...	...	...	...	33,600	...	...	...	...	...	...	...	...	...	20,000	...	...	...	3,000
Portugal	...	...	...	...	...	...	66,400	220,400	336,000	...	9,000	19,800	...	30,000	...	...	...	3,900	...	...
Henjam Island	...	6,000	10,500	6,000	...	...	52,000	18,300	53,700	50,000	7,800	40,550	17,000	1,000	5,000	...	300	...	...	...
Formosa	...	...	320,000	99,000	150,400	50,000	206,500	5,000	...	873,200	2,116,400	2,932,200	3,552,000	2,078,000	3,092,450	3,255,600	3,389,600	2,701,200	1,330,000	3,155,200
San Salvador	...	...	60,000	288,200	...	211,200	201,600	821,400	333,100	193,600	167,550	317,265	181,030	130,200	285,215	129,800	170,300	158,400	3,000	3,000
Somaliland (not British)	...	...	17,500	21,000	...	...	...	...	...	...	...	...	...	...	12,500	...	10,200	...	...	...
Seychelles	5,530	39,600	14,700	...	41,300	25,600	17,700	59,900	42,300	50,400	63,100	75,850	70,200	34,400	62,100	41,700	29,600	40,650	52,500	30,700
Somaliland (French)	66,000	72,400	9,000	65,000	7,500	37,700	...	10,000	60,150	153,500	127,400	128,900	160,000	145,000	100,000	207,000	200,400	393,200	333,200	268,600
Mexico	...	...	...	...	40,000	50,100	30,000	41,100	158,500	152,100	164,900	374,600	141,300	62,500	165,400	120,500	30,000	50,300	70,000	96,000
Argentine Republic	2,911,500	1,060,000	18,526,250	7,989,500	6,336,200	4,550,100	1,605,700	2,209,000	4,202,750	2,015,400	3,787,000	2,712,650	3,633,200	1,054,060	2,204,650	1,494,000	3,012,021	3,390,050	8,793,400	2,914,800
United States of America, Atlantic	13,083,620	13,740,300	4,666,000	6,813,200	8,942,341	11,375,700	6,147,500	3,509,700	1,893,700	4,242,100	2,964,400	6,274,610	2,230,613	2,360,300	4,592,700	1,928,700	1,114,000	1,173,000	890,000	344,800
United States of America, Pacific	31,011,200	18,835,400	41,119,800	39,634,500	34,991,750	60,436,000	47,143,800	28,153,000	[illegible]	21,432,175	23,447,100	22,185,578	18,513,300	17,541,104	12,379,640	8,656,600	7,294,000	11,597,000	7,243,234	11,585,500
Denmark	...	...	...	...	27,200	503,090	147,700	639,400	945,000	223,000	142,000	200,000	195,000	65,200	1,650,113	985,200	397,800	74,900	145,200	...
Straits Settlements	10,430,635	7,184,500	6,072,470	7,035,850	13,516,520	7,330,560	9,243,021	5,301,500	3,643,770	11,033,614	15,525,919	16,321,198	15,638,975	12,760,350	13,876,970	11,503,968	15,570,230	14,771,700	14,078,710	4,551,800
Ceylon	653,877	1,678,838	1,009,711	1,644,599	609,220	1,143,253	1,239,509	1,349,600	446,478	1,608,920	1,573,649	1,750,499	1,498,190	1,748,215	1,787,944	1,523,211	1,653,213	344,300	878,886	1,088,589
Madagascar	1,012,200	1,273,200	745,800	1,531,575	514,100	1,930,500	112,200	701,700	4,319,300	2,047,975	1,170,300	1,723,800	1,560,325	2,101,300	2,161,125	1,336,300	1,051,600	1,330,819	[illegible]	906,800
Australian Commonwealth	59,037,900	75,627,321	66,746,380	70,875,575	29,521,900	91,391,800	56,147,553	62,939,000	[illegible]	73,421,875	69,769,969	85,747,585	76,529,310	91,306,730	73,307,589	88,304,058	68,044,900	98,625,067	78,859,766	56,823,694
Hong-Kong	4,296,800	8,844,710	9,131,500	6,668,200	8,478,400	14,117,100	12,880,100	7,532,400	1,413,900	7,934,475	3,574,000	16,267,400	23,967,200	22,824,000	30,015,000	18,622,000	26,608,100	24,021,100	19,388,000	10,872,400
China (exclusive of Hong-Kong and Macao)	17,314,931	12,739,000	7,698,600	4,609,800	7,294,900	18,248,900	10,273,050	3,774,900	3,975,000	5,413,100	2,631,200	2,798,000	1,312,000	2,161,200	4,279,900	1,244,400	1,714,100	496,000	606,500	1,168,200
Java	19,639,405	20,971,120	20,717,600	22,426,800	17,391,900	21,012,530	23,263,000	19,841,300	[illegible]	24,868,700	31,930,600	26,987,186	25,769,825	42,081,275	37,288,600	41,616,730	20,606,250	13,597,708	12,760,950	9,852,450
New Zealand	9,576,800	8,445,100	6,710,400	8,506,000	4,519,050	9,721,300	7,386,700	8,333,000	8,793,110	6,467,200	9,907,625	10,792,150	10,153,250	11,017,830	10,048,700	11,592,350	6,137,825	6,216,309	8,773,150	10,189,000
Zanzibar and Pemba	214,100	90,500	313,710	66,100	506,650	520,550	378,800	353,900	553,250	541,650	304,750	388,250	465,675	316,700	307,250	440,950	318,350	282,650	240,000	178,000
Aden and Dependencies	1,239,800	515,000	542,200	212,700	121,600	416,800	426,050	369,600	509,100	282,800	482,777	516,800	287,937	423,192	330,100	119,000	345,769	196,015	124,800	127,665
West Indies, Dutch	4,000	21,500	...	..	...	...	...	...	...	...	...	7,500	2,500	...	35,260	...	13,500	...	...	...
West Indies, Danish	...	...	30,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Indies, French	312,900	32,100	35,100	222,300	55,200	210,800	135,600	15,000	..	...	...	100,700	...	...	60,000	11,100	...	20,400	...	...
Tripoli	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7,200	38,000	45,000	20,000	30,000
Persia	192,035	318,600	111,150	38,850	286,325	116,774	50,510	58,169	129,845	195,277	108,270	129,800	232,591	193,265	416,771	128,900	332,097	227,540	397,800	182,450
Sweden	...	...	..	...	40,000	678,400	81,000	50,000	75,000	132,000	...	100,000	25,000	...	...	29,000	65,000	75,000	30,000	90,000
British West India Islands	1,432,450	2,197,350	4,538,840	2,379,250	1,378,500	6,046,000	780,500	2,038,320	2,412,299	2,365,600	2,398,111	2,702,552	2,788,281	3,060,442	3,513,014	2,948,149	3,297,154	3,444,537	4,582,000	3,416,990
Réunion	15,000	...	..	550,000	...	420,000	...	112,500	...	...	250,000	8,800	251,400	510,200	...	166,400	...	...	...	50,000
Mekran and Sonmiani	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	297,392,824	349,456,400	303,136,550	135,058,200	58,312,500	48,013,316	30,773,000	31,217,790	[illegible]	41,956,287	43,553,014	38,782,796	46,121,200	44,603,960	53,016,276	40,074,860	47,501,829	46,470,829	45,073,392	47,972,520
Africa (North)	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rhodesia	272,100	834,612	1,368,500	1,633,700	571,000	1,344,700	524,950	407,100	477,250	637,450	503,000	192,500	319,800	...	...	...	...	...	..	...
Transvaal	1,677,300	4,274,830	5,353,100	6,805,550	1,503,500	3,306,750	2,051,100	310,900	563,900	171,600	202,050	89,900	38,500	71,000	...	...	...	...	...	...
Siam	12,828,240	11,380,200	14,439,900	6,048,200	5,688,900	4,606,100	15,913,506	11,371,000	10,257,700	10,679,350	9,104,000	11,157,010	14,424,500	12,410,200	10,509,600	3,998,100	6,190,700	11,836,300	[illegible]	[illegible]
Mauritius and Dependencies	3,797,700	5,019,100	2,094,000	2,783,000	3,315,200	4,110,500	2,702,800	2,064,000	3,102,900	3,472,000	3,060,900	3,804,200	2,323,700	2,866,600	3,677,100	3,838,812	2,619,183	2,514,024	3,225,000	3,859,400
Sumatra	113,500	116,500	573,500	332,800	255,200	183,000	37,000	159,000	150,500	527,400	351,050	765,550	830,600	690,700	832,200	610,800	433,800	799,000	622,000	794,800
Hawaii	9,083,300	6,970,900	5,680,800	5,576,200	5,892,004	3,831,520	4,492,000	7,330,400	3,807,800	10,663,400	7,784,200	9,082,500	11,483,463	16,559,850	17,072,150	16,858,600	20,673,550	18,141,550	17,113,400	18,871,600
France	85,688,900	30,578,900	12,275,400	6,280,550	5,191,600	13,810,600	135,000	506,400	382,100	700,590	710,710	1,110,061	1,100,255	1,054,760	2,074,427	1,075,500	748,786	685,102	679,175	650,000
Japan	7,077,800	7,775,210	18,375,600	16,686,100	21,332,000	13,858,000	33,765,333	10,808,100	11,375,630	18,580,263	16,757,650	24,901,000	18,694,200	8,752,900	15,742,043	5,365,000	4,629,000	9,436,200	6,230,100	18,155,200
Turkey in Asia, Levant & Black Sea						913,600														
Turkey in Asia, Red Sea	220,910	124,000	32,575	202,800	3,337,360	25,000	846,500	277,800	1,164,200	612,375	623,450	1,190,200	1,765,160	1,588,000	1,278,425	1,258,312	1,951,857	4,119,215	4,203,017	1,907,184
Turkey in Asia, Persian Gulf						674,900														
Do. in Europe	...	...	...	...	2,912,100	1,679,550	4,533,450	1,544,500	3,905,150	1,159,000	577,130	335,110	896,722	719,400	675,350	1,108,950	1,446,307	2,506,693	3,800,370	1,295,750
Maldives	...	...	...	...	...	...	...	...	3,000	...	800	400	400	1,000	1,700	...	2,800	...	...	...
Ecuador	...	...	...	75,000	201,000	115,000	95,600	107,900	15,000	40,300	...	...	...	95,100	24,900	32,100	94,000	...	20,000	18,000
Indo-China, etc.	11,183,500	19,967,100	12,604,780	23,236,720	12,375,800	17,373,500	25,771,400	10,338,400	8,115,000	9,142,410	9,293,325	10,290,200	13,888,200	15,421,350	12,029,000	5,271,800	4,681,700	8,587,717	7,402,100	11,823,300
Norway	75,000	250,000	1,149,500	1,746,500	2,615,621	6,091,100	1,889,400	2,794,500	2,637,630	3,849,500	1,370,100	2,406,900	906,100	280,700	807,000	1,878,400	1,895,500	753,500	804,500	548,500
Italy	...	2,125,200	10,000,000	7,496,000	...	750,000	660,030	715,200	605,100	1,231,515	620,000	...	20,000	...	46,500	105,000	180,000	115,000	144,000	...
Other British Possessions	3,900	...	...	...	...	...	2,000	...	...	6,000	...	1,971,500	2,095,200	2,402,800	4,799,940	2,177,450	2,141,250	3,589,150	5,001,350	6,271,860
Palestine	...	...	...	...	...	...	...	...	...	...	30,200	38,100	70,200	34,900	26,800	10,000	312,100	124,000	[illegible]	149,900
South-West Africa, French (West)	...	...	...	291,300	3,900	...	...	...	9,000	21,600	80,450	49,700	91,900	44,000	231,000	319,000	595,200	473,550	946,050	2,190,650
South-West Africa, German	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	1,057,500	1,568,800	752,850	892,850	969,113	1,625,190	530,600	2,145,800	3,138,080	4,055,331	3,365,050	4,241,350	4,160,575	5,440,027	5,507,422	5,124,179	3,154,649	5,676,223	4,920,150	4,337,903
East Africa, German	...	...	...	3,000	28,000	166,750	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa, Portuguese	3,141,750	1,080,600	1,616,100	2,368,000	1,073,650	4,428,610	4,757,088	5,821,424	3,686,820	7,971,229	6,900,800	8,404,360	9,670,246	12,415,230	13,552,036	12,389,315	12,352,892	11,928,399	11,711,223	14,205,401
East Africa, Other Ports	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa—Italian	148,700	15,600	115,000	110,200	25,000	75,600	43,800	79,400	108,800	241,400	96,350	134,450	176,650	62,200	77,900	155,000	148,200	182,000	[illegible]	232,700
Portuguese West Africa	1,221,500	...	...	...	...	3,000	...	21,000	152,100	183,600	315,750	438,600	966,600	1,672,100	1,567,825	1,276,350	1,098,973	1,670,700	1,587,324	2,457,450
Other Countries in Africa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Egypt	15,218,446	8,767,300	77,012,100	82,290,750	9,578,900	13,049,900	5,582,950	6,907,558	11,005,100	13,499,450	11,451,700	14,414,050	14,210,558	15,696,975	19,028,800	17,027,250	14,290,465	12,848,450	17,477,750	18,989,750
Natal*	12,979,465	11,155,550	17,605,050	17,318,000	9,198,050	10,814,750	15,164,700	16,201,800	10,850,841	13,922,030	14,523,850	12,200,900	14,763,700	16,421,338	15,125,774	15,049,769	14,157,050	13,275,198	15,412,156*	23,968,700
Chili	37,517,400	52,565,850	43,713,100	43,704,300	15,381,700	54,310,100	4,471,400	6,501,930	41,918,550	41,779,450	43,206,875	28,135,000	39,120,800	37,853,500	33,620,400	18,709,872	2,188,760	4,400,500	12,271,249	4,063,268
British Guiana	1,198,150	1,133,050	1,339,500	699,100	96,700	589,700	402,600	963,000	776,700	481,800	886,800	566,400	684,000	1,263,800	1,333,200	1,390,300	1,464,000	1,833,800	2,075,396	1,566,400
Poland (including Dantzig)	...	...	...	...	...	...	400,000	...	...	...	...	...	...	...	...	...	...	...	...	...
Irish Free State(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	225,000(a)	2,017,900
Arabia, Muskat Territory and Trucial Oman	187,150	155,800	112,814	171,100	137,039	162,846	61,787	58,200	62,200	29,150	88,700	69,550	63,578	105,801	82,815	51,110	151,250	157,675	110,945	139,050
Arabia, Other Native States	45,100	13,900	33,300	6,000	31,050	13,380	20,800	5,750	2,200	8,800	700	1,200	6,300	1,820	34,560	13,208	132	3,080	10,730	...
Austria	...	...	...	...	...	154,000	...	...	24,600	...	...	...	...	...	...	...	...	50,000	...	...
Belgium	...	...	...	...	8,818,600	15,584,780	2,001,700	3,868,000	5,789,900	8,019,700	4,065,700	5,684,500	3,816,000	7,523,275	12,491,400	11,975,547	6,721,200	6,709,700	9,123,400	8,871,800
Netherlands	...	...	...	...	190,000	1,025,000	510,400	645,100	1,150,400	900,200	610,300	586,800	1,321,125	1,210,450	1,610,100	2,770,200	1,390,800	1,455,300	1,675,200	1,142,900
Russia, Northern	28,850,700	1,030,500	...	...	...	...	...	...	...	450,000	...	1,210,000	...	...	...	...	...	...	...	...
Russia, Southern	...	50,000	...	...	...	...	...	...	...	150,000	41,600	...	...	...	...	6,000	24,800	244,800	1,141,500	1,310,600
Russia, Pacific Ports (in Asia)	57,299,000	77,180,900	1,000	...	...	...	...	...	...	...	...	320,000	2,627,900	10,000	837,600	2,963,200	10,805,600	5,904,100	...	...
Greece	80,000	...	...	...	7,292,700	4,078,900	7,505,100	4,921,750	7,105,700	2,732,300	3,031,800	4,500,950	5,207,633	4,651,300	3,004,700	3,409,500	3,947,400	1,530,700	1,820,050	2,900,015
Canada	860,500	442,500	574,000	...	225,000	761,000	1,379,000	715,400	3,000,600	390,000	416,000	978,800	917,700	517,300	831,700	882,200	477,400	1,681,600	903,859	1,469,800
Peru	3,289,900	5,249,400	3,629,300	6,474,000	2,001,700	5,063,300	3,121,600	3,909,900	5,126,700	6,339,700	4,665,600	5,509,500	4,895,200	7,003,800	9,215,700	5,876,412	4,613,200	5,398,302	6,621,603	7,488,000
Celebes and other Islands	647,700	914,500	447,000	584,530	806,300	818,900	783,200	766,500	1,239,400	909,100	904,000	1,136,900	1,808,300	2,300,200	2,647,600	2,040,000	1,077,000	1,272,400	2,602,000	2,604,400
Other Countries in Asia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
New Caledonia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippines	463,200	530,400	1,108,600	2,860,600	1,081,400	5,563,000	4,001,600	[illegible]	2,531,200	2,881,200	3,783,200	4,849,000	4,563,600	5,225,560	7,108,600	5,166,200	5,557,800	5,679,200	6,381,000	4,472,600
Germany	...	...	...	...	...	10,200	250,300	[illegible]	1,550,750	1,589,750	1,274,700	2,000,000	2,080,215	1,757,418	2,595,975	1,776,591	1,712,800	2,763,148	1,352,600	908,800
Cape Colony	5,353,620	3,462,075	7,918,600	9,056,800	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	397,300	30,800	...	80,200	[illegible]	97,600	152,300	160,050	338,437	223,377	403,183	408,250	193,648	275,425	150,155	322,404	418,228
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...	4,200	40,000	44,600	20,500	32,000	...	131,900	3,480	2,400	6,800
Borneo, British	...	...	...	18,000	500	5,000	...	...	100,400	200	12,500	45,100	5,000	20,000	...	15,200	18,500	17,700	...	...
Borneo, Dutch	743,400	300,000	916,000	404,800	300,000	244,600	530,000	[illegible]	487,400	839,200	826,900	1,003,000	969,600	1,193,350	932,300	218,200	53,500	548,600	607,600	475,650
Venezuela	11,600	...	...	...	...	...	...	...	...	40,000	100,000	...	50,000	100,000	...	...	10,000	...	30,000	90,800
Colombia	...	...	...	20,100	5,000	50,000	...	30,400	...	116,500	60,000	106,000	189,500	290,700	192,800	110,500	2,000	260,000	101,005	171,050
Gibraltar	...	...	...	...	...	...	9,900	9,900	85,300	...	...	30,000	...	...	...	...	...	...	...	...
Bahrein Islands	19,447	14,300	8,400	8,100	10,800	12,300	1,000	3,800	26,700	20,300	10,125	18,225	5,400	7,500	21,721	9,800	2,700	19,700	7,576	7,350
Bulgaria	...	...	...	...	...	20,100	123,400	75,000	107,200	130,100	240,500	443,000	96,000	97,600	104,000	66,100	290,400	191,800	104,100	20,000
Roumania	750,000	...	...	...	1,940,600	2,846,000	1,061,500	290,000	39,000	100,000	20,000	224,700	141,300	432,700	1,077,715	471,446	628,400	528,800	709,086	514,300
Spain	581,400	...	...	...	100,000	4,072,300	2,138,100	3,230,800	1,289,700	175,400	20,000	136,350	...	9,900	...	50,400	...	...	...	
Uruguay	...	...	...	...	100,000	...	...	...	...	...	...	...	...	27,500	...	...	...	...	40,000	...
Fiji Islands	551,500	316,650	98,400	71,600	25,900	799,500	777,000	229,500	253,500	290,100	195,000	195,000	363,000	388,200	417,900	9,000	198,000	239,900	269,000	300,900
Cuba	18,106,200	24,382,800	22,014,400	17,079,600	21,114,400	22,479,600	14,256,400	38,017,899	21,413,000	35,206,000	40,671,520	28,916,000	28,189,100	33,416,600	31,933,875	24,299,452	15,477,900	12,809,400	13,132,218	19,310,460
Hayti and St. Domingo	403,200	347,200	...	25,200	40,000	337,600	730,300	854,000	746,200	1,100,000	2,113,000	1,653,500	2,516,320	2,260,000	2,492,600	1,936,700	1,824,700	2,051,400	2,580,600	2,391,000
Porto Rico	1,536,000	1,687,900	2,223,400	1,088,700	1,614,700	2,841,700	2,772,900	2,444,800	2,916,000	4,206,050	4,806,400	4,471,200	5,068,400	5,123,400	4,103,000	5,946,800	6,062,000	4,844,200	3,361,600	5,845,600
Other Islands in the Pacific	...	...	...	...	...	...	15,000	45,000	...	20,000	...	15,000	30,000	...	11,100	10,200	38,350	10,500	51,331	461,256
Federated Malay States	...	...	...	...	20,000	60,000	...	...	16,000	...	...	8,060	...	...	212,650	1,500	...	20,000	8,000	17,000
Gold Coast	...	...	425,700	654,600	...	5,100	...	10,200	38,250	273,300	212,860	377,210	713,750	720,750	954,620	1,609,200	1,729,400	2,477,450	1,213,350	3,103,819
Guiana, Dutch	25,400	...	22,500	13,250	...	15,000	17,200	84,000	141,200	1,800	17,300	36,700	76,500	158,000	226,700	90,600	203,100	170,100	84,800	144,900
Guiana, German	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Guiana, French	...	...	10,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese Guiana	...	...	...	...	...	...	...	...	...	...	3,000	...	...	...	...	...	...	...	...	...
Bolivia	...	162,500	75,000	120,000	...	...	150,000	125,000	40,000	160,000	65,000	180,000	282,000	145,000	361,000	65,000	5,000	45,000	87,500	68,921
Cyprus	...	30,000	37,100	50,000	...	25,000	40,000	75,000	...	74,200	70,000	94,200	304,000	475,500	477,500	67,000	233,700	192,200	190,297	366,728
Nigeri	...	...	15,000	407,300	...	...	...	...	15,200	...	150,000	7,500	37,200	..	26,100	1,884,900	2,386,900	3,304,800	4,615,150	6,925,700
Orange River Colony	...	...	30,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nyasaland	...	40,000	...	...	...	...	...	...	...	...	6,500	500	...	...	...	...	...	...	...	...
Guatemala	...	...	...	173,500	...	40,000	10,000	218,800	274,000	230,500	159,400	213,000	122,425	125,200	110,400	45,650	150,230	78,077	42,600	95,809
Costa Rica	...	...	...	...	...	20,400	...	27,200	26,800	66,900	109,100	149,400	153,900	86,500	175,200	161,000	198,950	330,950	421,700	283,300
Brazil	...	...	...	...	...	100,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Virgin Islands of U.S.A.	...	...	...	...	...	...	39,600	...	...	...	...	...	...	...	...	...	...	...	...	...
Abyssinia	...	...	...	...	...	...	423,800	268,200	...	...	...	...	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	81,600	76,000	250,750	260,100	477,225	333,500	566,325	641,800	626,700	602,450	337,400	430,000	781,400	1,030,000
Smyrna	...	...	...	...	...	...	1,311,300	...	81,500	426,900	637,500	1,015,466	1,350,115	724,380	927,000	233,300	21,400	30,000	...	...
Serb Croat Slovene State	...	...	...	...	...	...	20,000	93,500	...	...	...	40,000	377,700	270,300	330,000	...	...	...	...	...
Syria	...	...	...	...	...	...	...	583,800	287,300	190,000	...	35,000	93,000	...	163,600	68,700	261,300	46,000	55,750	71,400
Paraguay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	35,000	875,000	1,080,000	1,285,000
South-West Africa Protectorate	...	...	...	...	...	...	...	...	16,800	...	86,950	53,700	10,000	8,400	3,600	21,600	...	...	...	...
Armenia	...	...	...	...	...	...	...	...	19,800	...	11,010	...	47,600	33,000	11,600	22,950	23,000	70,032	...	...
TOTAL	794,152,705	835,091,540	758,390,370	583,095,999	312,728,643	533,008,100	386,710,697	344,231,879	413,715,938	425,141,424	425,083,324	449,080,949	463,139,689	497,685,016	522,290,910	434,045,615	388,532,263	415,083,300	[illegible]	422,949,306

(a) Separately shown from 1933-34.

* Figures for Union of South Africa from 1933-34.

EXPORTS.

JUTE MANUFACTURES,—GUNNY CLOTHS (ALL KINDS).

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
Syria	...	...	...	...	...	...	...	90,000
Cape of Good Hope	...	...	...	...	138,500	481,350	710,800	622,449
Bolivia	...	...	...	...	110,000	...	...	...
Colombia	...	...	...	...	526,000	...	...	...
Brazil	...	...	...	...	120,000	200,000	238,000	...
Porto Rico	...	...	...	...	100,000	...	...	490,000
British West India Islands	...	...	50,000	...	...	...	...	...
Switzerland	300,000	300,000	250,300	...	...	...	...	...
Cuba	27,000	48,000	...	100,000	130,000	113,000	217,000	...
Sumatra	110,000	104,150	9,000	7,000	1,000	60,000	263,000	25,000
Bulgaria	...	...	...	...	...	...	...	...
West Indies—Danish	...	...	...	...	...	...	...	...
Java	194,200	495,500	240,000	279,800	270,000	280,000	299,303	215,000
Norway	...	...	350,000	250,000	250,000	132,500	125,000	84,000
United States of America { Atlantic	587,518,400	598,923,428	385,318,100	237,994,500	664,522,000	693,878,969	740,145,430	877,342,925
United States of America { Pacific	93,005,600	90,330,400	411,326,895	401587,585	154,364,800	239,077,500	76,640,900	77,055,200
Argentine Republic	180,268,560	142,363,400	75,353,520	135168 000	230,531,500	208,585,000	148,802,500	120,312,400
United Kingdom	181,635,038	190,150,400	103,432,500	123628,000	100,100,730	94,583,232	59,811,127	49,922,159
Sweden	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	300,000	300,000	1,322,500	425,000
Canada { Atlantic	61,884,500	46,772,500	61,234,500	56,704,600	36,981,000	37,831,000	42,589,500	60,754,700
Canada { Pacific	1,199,200	624,800	698,400	2,663,600	2,212,000	3,584,400	4,128,000	3,645,000
Straits Settlements	238,262	337,463	140,854	981,630	983,013	282,912	1,578,000	493,000
Australian Commonwealth	23,973,322	27,986,200	25,724,398	21,621,400	12,331,550	13,992,730	15,985,121	23,396,139
Ceylon	2,395,525	1,414,600	1,104,063	1,977,200	2,346,393	1,215,583	2,037,000	2,008,000
Muskat Territory etc.	...	...	...	...	...	...	...	...
Turkey in Asia	675,000	254,000	155,000	..	558,200	187,932	183,000	202,000
Portuguese West Africa	...	...	...	...	..	...	...	...
Persia	112,240	324,000	289,000	33,000	60,700	76,450	93,800	110,400
Other Foreign Countries	11,000	1,000	300	...	...	12,953	...	1,000
Italian East Africa	...	...	...	...	...	...	1,000	...
Russia	19,184,000	40,121,000	2,238,000	...	...	...	...	...
British Borneo	...	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	625,000	702,500	620,000	448,000
Tunis	...	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...	...
New Zealand	3,032,700	5,852,200	3,383,675	5,113,100	1,801,050	3,281,250	1,715,850	1,454,690
Hong-Kong	1,066,000	91,000	77,600	44,000	...	312,000	49,500	85,000
China (exclusive of Hongkong and Macao)	5,317,000	6,223,440	4,119,000	5,705,160	4,171,000	5,825,000	3,360,000	6,981,000
Austria-Hungary	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	800,000	1,153,500
Italy	...	500,000	3,200,000	...	...	49,500	118,000	60,000
Egypt	2,979,750	4,827,000	6,090,000	4,470,500	880,000	1,236,000	2,891,000	2,762,000
Borneo (Dutch)	...	...	30,000	...	...	15,000	15,000	...
Chili	1,150,150	1,664,250	596,700	3,291,100	550,100	570,000	113,095	943,000
Other Countries in South America	...	180,000	...	400,000	...	130,000	150,000	...
Mauritius and Dependencies	32,500	4,000	3,700	...	...	...	1,000	3,000
Belgium	...	...	...	...	1,451,500	3,228,800	45,384	...
Cape Colony	623,600	480,100	1,702,650	822,200	..	...	...	...
Other British Possessions	18,887	4,800	3,048	648	3,690	1,000	3,120	3,981
Portuguese East Africa	68,000	84,100	181,000	101,000	61,500	233,000	224,000	131,000
German East Africa or Tanganyika Territory	...	...	...	8,000	38,200	137,000	35,700	10,000
Zanzibar & Pemba	...	...	...	...	10,950	74,000	68,300	70,000
Kenya Colony	189,740	231,000	167,201	176,500	147,200	383,739	431,000	247,600
Uruguay	5,692,000	2,500,000	3,175,500	6,779,500	17,144,000	6,779,200	3,255,500	3,032,500
Natal	378,000	1,916,859	3,838,150	2,115,150	602,650	1,234,400	1,428,000	1,934,088
Aden and Dependencies	27,250	40,750	...	...	61,500	45,500	55,500	20,000
Transvaal	...	144,500	386,750	623,000	69,750	54,4500	128,500	82,730
Indo-China	145,500	190,000	120,000	130,000	52,500	30,000	250,000	279,000
Japan	245,000	470,000	2,880,000	1,915,000	800,000	400,000	500,000	200,000
Other Countries	...	...	...	...	...	...	...	...
France	33'032,500	55,206,000	91,575,500	75,816,000	30,263,000	18,980,299	62,200	...
Palestine	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	54,000	3,000	1,000
Roumania	...	...	...	...	200,000	100,000	100,000	50,000
Greece	...	...	...	...	936,000	110,000	471,000	625,000
Philippine Islands	2,848,400	3,815,000	4,102,000	4,084,000	2,960,000	1,848,002	5,601,000	6,917,000
Celebes and other Islands	20,000	60,000	20,000	10,000	20,000	25,000	...	15,000
Morocco	...	...	...	...	...	100,000	...	...
Madagascar	5,000	...	...	...	...	...	...	...
Hayti and St. Domingo	...	...	...	...	...	...	...	...
Peru	661,875	1,159,950	1,403,700	3,523,090	1,502,650	2,687,500	320,000	290,000
Ecuador	105,000	400,000	50,000	1,288,000	400,000	1,044,000	1,192,000	1,122,000
Hawaii	1,760,000	4,267,000	1,105,000	3,850,000	3,372,000	8,082,000	1,145,000	1,118,000
Rhodesia	5,000	15,000	75,500	58,000	25,000	37,000	64,000	84,000
Nyasaland	...	41,000	39,000	30,000	...	...	...	...
Malta and Gozo	...	...	...	...	...	13,000	...	...
Spain	...	...	...	...	...	50,000	130,000	...
Siam	...	...	...	...	...	10,000	...	...
Smyrna	...	...	...	...	...	...	50,000	148,000
Iraq	...	...	...	...	...	...	34,300	26,400
Total "For orders" cargoes (a)	...	...	...	...	...	...	..	...
TOTAL	1,192,256,719	1,230,950,789	119,682,620	1103211163	1275124650	1352738649	1120568535	125135187

COUNTRIES TO WHICH EXPORTED.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
Syria	208,000	500,000	...	...	...	...	...	...	20,000	...	...	...
Cape of Good Hope	735,000	833,600	964,050	994,540	950,050	1,003,691	918,700	711,600	562,000	705,330	...	...
Bolivia	...	4,000	...	..	...	...	...	76,000	...	6,000	10,000	...
Colombia	...	...	48,000	40,000	70,000	220,000	86,000	16,000	30,000	70,000	90,000	172,000
Brazil	768,000	630,500	937,000	140,000	174,000	432,500	162,000	160,000	...	...	...	...
Porto Rico	150,000	124,000	250,000	...	266,000	54,000	210,000	50,000	160,000	...	30,000	100,000
British West India Islands	20,000	20,000	...	...	39,600	...	...	40,000	...	...	...	...
Switzerland	...	...	..	...	...	5,000	...	...	...	...	...	...
Cuba	282,000	336,000	80,000	144,000	182,000	82,000	356,378	1,188,395	562,033	230,000	80,000	78,215
Sumatra	636,000	575,000	478,000	500,000	813,000	615,333	826,810	378,000	461,000	365,969	229,310	150,600
Bulgaria	50,000	80,000	180,000	...	...	100,000	...	...	...	...	...	...
West Indies—Danish	...	...	...	...	...	...	...	...	...	...	...	...
Java	210,000	272,300	458,000	611,300	686,000	1,001,205	851,000	1,637,093	962,663	655,500	787,400	550,000
Norway	110,000	467,800	2,218,000	1,764,000	2,165,000	2,157,500	2,102,100	5,785,200	6,539,450	3,137,400	8,344,550	5,387,000
United States of America { Atlantic	833,477,333	920,011,211	926,271,001	892,161,935	918,177,870	913,824,205	953,167,059	742,738,771	611,483,422	605,541,641	543,007,379	512,580,641
United States of America { Pacific	90,560,200	71,959,216	91,680,270	93,260,820	104,855,010	107,902,607	118,741,607	111,039,606	80,884,843	82,274,227	101,135,548	96,490,046
Argentine Republic	192,198,000	233,439,538	220,403,500	318,224,500	330,999,502	310,276,687	320,286,800	208,595,000	104,904,188	237,512,000	109,581,733	229,204,600
United Kingdom	66,109,500	60,746,503	60,272,150	50,392,070	31,146,416	20,176,094	58,503,322	40,187,257	62,175,029	57,190,547	51,620,319	40,308,486
Sweden	...	148,000	150,000	10,000	...	...	170,000	...	...	...	...	...
Netherlands	100,000	1,720,000	700,000	...	...	...	282,000	588,500	136,000	50,000	2,000	...
Canada { Atlantic	58,338,500	61,878,000	57,657,000	54,139,000	63,045,570	68,499,500	75,001,875	69,675,015	57,085,029	58,706,520	74,042,740	61,780,000
Canada { Pacific	4,020,700	3,523,000	4,202,000	5,471,000	5,788,078	7,209,389	6,550,000	4,388,500	6,207,111	6,765,500	5,152,068	6,657,000
Straits Settlements	38,000	32,070	204,068	461,379	1,000,531	893,402	1,328,521	1,239,357	1,023,109	2,091,521	1,839,501	2,799,729
Australian Commonwealth	21,583,018	60,113,360	30,353,650	26,515,355	24,552,730	22,172,527	26,023,019	18,330,217	10,853,094	24,808,459	19,894,420	24,125,391
Ceylon	2,633,400	3,008,776	3,176,200	3,165,508	3,310,170	3,445,362	3,260,040	2,600,000	2,865,280	2,316,262	2,553,366	2,263,835
Muskat Territory etc.	5,140	46,235	5,400	16,508	2,000	2,600	1,000	...	...	...	...	...
Turkey in Asia	402,000	400,000	310,000	1,030,000	460,000	265,000	103,000	166,000	415,000	916,000	1,542,600	2,098,980
Portuguese West Africa	20,000	20,000	...	...	200,000	387,000	...	10,000	5,000	63,000	85,000	5,000
Persia	278,050	413,696	223,050	627,016	173,280	202,450	113,700	238,710	1,203,796	1,192,700	644,096	1,110,170
Other Foreign Countries	155,140	1,000	100	118,250	...	...	773,500	1,134,550	1,500,225	1,775,000	372,734	184,000
Italian East Africa	...	10,000	12,000	17,000	...	...	3,000	...	...	...	...	...
Russia	50,000	...	...	...	...	...	...	...	...	450,000	...	...
British Borneo	...	10,000	...	...	...	...	...	...	...	...	...	...
Turkey in Europe	650,000	2,350,000	1,699,750	2,758,000	3,368,000	4,003,000	2,750,000	1,834,000	2,710,000	2,885,000	2,016,005	6,838,200
Tunis	...	500,000	...	...	105,000	...	...	...	...	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	2,811,051	3,203,500	3,476,500	3,613,250	3,012,389	3,873,105	3,828,754	3,321,281	2,985,421	2,926,110	4,427,215	4,316,041
Hong-Kong	2,339,000	5,037,000	6,717,500	5,187,000	2,565,400	5,388,200	1,453,000	1,455,600	1,867,000	504,000	1,516,000	631,000
China (exclusive of Hongkong and Macao)	10,019,000	6,054,000	9,202,000	9,642,000	8,401,000	11,109,000	8,913,912	3,507,000	3,962,000	3,716,400	1,537,000	1,137,000
Austria-Hungary	...	...	...	...	...	...	...	...	...	...	...	...
Germany	320,000	1,382,500	1,786,000	1,837,000	394,500	192,500	1,240,500	2,535,500	1,673,000	778,000	296,000	14,000
Italy	2,000	100,000	20,000	166,000	...	...	...	...	...	...	...	...
Egypt	4,811,000	5,296,000	3,682,000	2,607,000	3,575,300	3,530,200	5,631,000	3,781,000	6,860,000	8,568,500	11,355,059	9,618,000
Borneo (Dutch)	...	55,000	52,000	16,000	36,000	32,000	16,000	...	6,000	30,000	38,800	144,400
Chili	510,000	815,000	906,000	992,000	926,458	1,681,982	2,410,463	990,117	346,016	902,788	670,143	598,000
Other Countries in South America	...	410,000	612,000	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	2,300	4,000	17,250	28,750	28,750	19,100	35,000	11,000	39,000	62,000	49,000	20,432
Belgium	...	...	...	...	...	149,200	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	3,250	5,622	642	12,734	51,533	82,594	227,450	72,523	45,000	391,334	563,000	915,050
Portuguese East Africa	588,600	444,300	751,750	1,209,000	1,764,250	1,240,000	1,391,300	914,000	985,150	1,469,500	1,167,925	2,023,500
German East Africa or Tanganyika Territory	25,000	225,000	78,000	160,000	258,500	250,000	336,200	300,000	161,000	115,000	311,000	417,000
Zanzibar & Pemba	260,635	233,000	42,000	307,000	170,000	181,000	107,100	51,000	34,000	124,000	109,000	168,000
Kenya Colony	831,400	1,195,462	1,220,450	911,310	528,240	1,534,000	1,188,728	702,416	1,109,600	1,492,710	1,895,366	1,690,054
Uruguay	11,780,816	12,638,118	12,168,000	15,541,000	15,359,500	14,364,500	14,012,000	14,079,549	10,369,181	9,634,661	10,211,000	7,812,000
Natal	1,669,200	1,774,900	2,950,450	2,015,700	2,705,292	3,267,050	4,532,850	4,909,510	3,853,500	3,788,820	6,374,850	6,929,250
Aden and Dependencies	41,000	42,500	141,770	82,210	114,500	128,000	80,500	63,500	109,000	78,000	125,500	93,500
Transvaal	60,000	32,000	45,000	10,000	215,000	...	...	...	10,000	...	...	...
Indo-China	200,000	240,000	230,000	275,000	280,000	120,000	115,000	353,000	105,000	63,000	329,000	263,000
Japan	475,000	406,000	353,000	1,737,200	739,000	357,000	120,000	135,000	105,000	382,000	20,000	1,090,000
Other Countries	50,000	...	...	...	...	...	...	...	...	...	...	...
France	...	398,000	260,000	208,000	1,000	...	25,000	...	...	...	...	...
Palestine	50,000	10,060	...	...	...	...	...	...	...	...	...	83,000
Seychelles	9,000	3,000	6,000	4,000	5,400	2,000	4,000	...	...	...	...	...
Roumania	...	20,000	...	...	...	...	...	...	20,000	200,000	...	...
Greece	1,326,000	2,874,500	2,333,500	2,338,500	952,000	1,461,000	1,701,000	2,010,800	3,316,500	1,680,000	1,244,200	1,599,630
Philippine Islands	185,000	6,860,000	7,309,000	6,224,000	12,347,000	10,327,000	14,590,600	15,840,000	16,177,000	20,932,000	17,819,000	13,665,130
Celebes and other Islands	50,000	...	105,000	115,000	150,000	180,000	179,000	90,000	40,000	66,000	170,000	75,000
Morocco	200,000	1,043,000	143,000	...	...	...	35,500	20,000	20,000	10,000	...	...
Madagascar	...	96,500	320,000	...	150,000	46,900	2,000	115,000	...	...	...	...
Hayti and St. Domingo	...	250,000	150,500	146,000	220,000	80,000	80,000	51,000	40,000	20,000	40,000	...
Peru	1,800,000	1,704,000	2,273,400	2,278,000	2,418,000	2,078,000	2,539,000	1,466,000	1,724,000	2,169,000	3,012,000	3,920,000
Ecuador	1,400,000	1,096,000	1,480,132	726,000	1,807,115	1,673,453	1,729,267	1,457,000	1,489,000	819,096	1,621,247	1,241,000
Hawaii	2,237,000	81,000	100,000	...	32,000	13,000	16,000	84,000	6,000	1,000	18,000	6,500
Rhodesia	63,000	109,000	34,000	245,000	84,500	5,000	...	...	...	...	...	...
Nyasaland	...	...	...	6,000	5,000	...	...	...	1,000	...	...	...
Malta and Gozo	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...
Siam	6,000	...	...	...	20,000	...	3,000	26,000	2,000	11,600	95,000	390,000
Smyrna	21,000	66,000	50,000	397,000	320,000	480,000	876,000	300,000	9,000	...	...	...
Iraq	315,510	777,800	308,061	334,000	471,241	427,100	523,000	703,300	1,016,160	718,592	473,500	888,462
Total "For orders" cargoes (a)	...	...	...	...	...	...	...	...	...	...	...	880,000
TOTAL	1318742513	1,456,288,120	1,461,380,991	1,503,127,686	1,552,751,590	1,568,293,876	1650525254	1270990875	1021070023	1011690776	1052,581,163	1063473232

(a) Specified separately from 1934-35.

EXPORTS.

SILK RAW.—(EXCLUDING TASSAR, MUNGA, ERI AND OTHER WILD SILK).

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.
United Kingdom	88,689	36,287	142,800	101,493	52,612	29,132	46,186	69,5
France	32,492	177,012	48,695	172,623	108,034	55,610	41,570	84,2
Siam	1,735	5,337	...	10,880	19,000	13,366	3,874	18,3
Aden and Dependencies	...	...	...	750	...	645	1,197	1,94
Indo-China, &c.	...	...	...	...	...	...	80	...
Maskat Territory &c.	...	...	...	...	...	...	...	...
Italy	1,350	...	...	...	...	26,737	1,050	4,200
Persia	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Other British Possessions	...	...	20	7	10	...	12	4
Egypt	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	158	...
French Somaliland	...	...	...	...	...	...	1,710	...
United States	900	...	...	5,125	...	...	...	...
Other Foreign Countries	...	...	...	103	...	...	200	...
East Africa—Italian	...	...	...	...	...	1,500	...	200
Austria	...	...	...	...	...	...	...	...
TOTAL	125,166	218,636	191,515	290,981	179,671	126,990	96,037	173,493

COUNTRIES TO WHICH EXPORTED.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
United Kingdom	91,800	57,115	37,402	6,869	21,008	53,881	97,639	3,381	...	...	1,500	...
France	79,670	51,010	70,092	97,450	78,497	57,417	10,294	...	1,380	...	...	...
Siam	10,680	15,161	17,157	...	27,412	7,009	4,415	18,470	...	4,027	6,181	20,648
Aden and Dependencies	1,053	6,063	6,550	5,284	9,030	2,260	586	600	50	150	...	...
Indo-China, &c.	1,610	...	...	...	...	...	...	...	...	...	...	...
Maskat Territory &c.	657	87	4	60	60	38	305	2,130	...	800	3,026	1,362
Italy	4,213	20,910	...	6,888	20,776	17,652	39,283	...	2,496	...	...	...
Persia	453	421	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	10	14	...	...	...	135	545	303	475	455	695	944
Egypt	...	...	...	...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...	...	...	...	...
French Somaliland	...	...	725	2,725	2,774	2,118	3,268	...	...	...	150	...
United States	...	...	...	...	...	1,670	112	...	...	...	...	...
Other Foreign Countries	...	...	...	150	2,172	...	75	36	...	...	90	...
East Africa—Italian	225	175	100	1,425	2,174	930	600	100	750	...	...	...
Austria	...	...	...	...	...	...	...	1,131	...	...	...	...
TOTAL	191,301	150,956	132,030	120,859	163,903	143,250	157,212	26,156	5,160	5,432	11,642	22,954

EXPORTS.

SILK, CHUSSUM OR WASTE AND COCOONS.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.
United Kingdom	245,619	247,053	295,657	488,260	303,177	241,926	156,371	165,819	134,324
France	851,673	1,039,115	318,321	139,095	804,588	604,974	731,364	770,339	845,084
Italy	6,970	25,209	...	15,000	60,532	160,147	125,535	131,462	418,688
Bahrein Islands	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
United States of America	...	14,000	...	...	...	...	...	3,360	24,106
Egypt	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	11,200	...	...
Japan	...	...	...	19,600	94,122	24,000	...	...	50
Ceylon	...	...	...	...	...	...	...	...	...
China— { Hong-Kong	...	...	...	...	...	...	...	...	...
China— { Treaty Ports	33,000	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...
Other Foreign Countries	375	...	...	...	...	672	192	493	94
Other British Possessions	...	...	...	...	...	600	55	...	...
Federated Malay States	...	...	...	1,424	...	...	...	...	5,920
Indo-China	...	...	...	...	...	1,314	...	...	...
TOTAL	1,137,637	1,325,407	613,978	663,979	1,271,419	1,033,729	1,054,717	1,071,473	1,428,266

COUNTRIES TO WHICH EXPORTED.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
United Kingdom	272,394	177,810	186,819	84,341	67,092	67,424	88,140	22,735	39,755	120,815	92,571
France	899,588	811,274	718,381	805,920	553,713	573,736	318,324	294,381	42,384	161,733	174,317
Italy	320,941	323,441	267,143	217,294	378,967	508,254	219,948	213,096	25,681	145,630	386,482
Bahrein Islands	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	41,836	...	...	...	...	...	...
United States of America	...	...	...	580	41,175	4,250	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	4,928	...	...
Switzerland	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...
Ceylon	40	...	...	...	...	...	10	...	...	...	2
China— { Hong-Kong	...	...	...	...	...	...	...	...	...	...	...
China— { Treaty Ports	...	...	...	...	...	...	...	...	...	...	...
Germany	1,120	20,776	...	...	...	...	...	...	...	...	10,976
Austria-Hungary	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	832	300	200	472	378	...	416	...	500	8,718	...
Other British Possessions	552	700	1,600	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...	...	...	...
Indo-China	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,495,470	1,334,301	1,171,413	1,108,616	1,085,781	1,153,681	624,838	530,812	113,551	436,890	664,348

EXPORTS. SILK.

Countries to which exported.	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
United Kingdom	65,629	74,833	8,830	8,200	94,221	145,486	4,845	30,98
Gibraltar	...	...	...	...	...	...	...	...
Malta	...	4,500	255	9,255	16,410	4,576	...	1,00
Egypt	...	...	...	...	...	...	...	...
France	...	240	9,004	...	240	6,308	2,261	200
Germany	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Aden and Dependencies	...	200	3,502	...	...	...	...	...
Straits Settlements	...	50,351	43,118	119	18,370	2,614	4,078	...
Ceylon	...	2,262	4,765	1,222	2,202	1,612	2,485	...
China— { Hong-Kong	...	6,000	...	14,147	1,353	7,092	2,924	56
{ Treaty Ports	...	...	...	...	...	...	2,924	1,00
Other Islands and States in Arabia	...	...	...	...	...	...	2,300	1,00
Mesopotamia	...	...	...	...	...	...	1,000	600
Fiji Islands	...	...	...	...	...	...	...	...
Bermuda	...	...	...	...	120	...	...	...
British Honduras	...	...	...	...	...	...	19,100	1,00
Canada	...	...	...	...	...	...	...	...
British Island Australia	...	...	...	200	...	...	24	...
Salomon Islands	...	2,092	...	...	...	...	...	...
Samoa	...	780	6,402	2,202	1,200	1,200	1,200	...
Siam	...	...	106	1,265	400	7,100	3,172	...
Madras and Dependencies	...	...	...	...	...	6,280	180	2,812
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Seychelles and Somaliland	...	105	...	...	...	...	...	...
Transvaal Territory	...	...	...	...	7	50	963	...
Jersey	...	...	...	...	...	...	...	1,200
Aden-Hungary	...	...	...	...	...	...	...	...
Italy	...	600	...	...	...	...	440	...
Portugal	...	...	...	...	...	...	...	...
Africa and Political Territory &c.	...	2,202	...	960	...	...	2,400	...
Turkey in Asia { Red Sea	...	50	4,631	6,001	5,431	2,441	...	...
{ Persian Gulf	...	1,016	2,200	1,143	220	2,000	2,800	...
Do. in Europe	...	...	...	...	...	2,202	3,202	1,600
Australian Commonwealth	...	...	...	10,708	119,541	2,000	1,400	...
South Africa, Union	...	400	...	...	...	82,300	2,301	...
Sudan	...	...	136	560	...	...	...	...
Algeria	...	35,077	14,818	13,685	18,160	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	1,840	1,200
East Africa— { British	...	410	600	...	...	2,812	10,812	1,200
{ Portuguese	...	...	...	...	1,265	...	...	200
Africa (North)— { Italian	...	...	...	...	5	5	...	...
Other Countries	...	...	...	...	500	456	...	...
Iraq	...	...	...	...	...	...	...	...
East Indies—British	...	...	...	...	...	...	...	...
Dutch East Indies	...	1,500	...	...	...	...	600	200
Philippine Islands	...	200	...	...	...	...	...	...
Indo-China, Other States	...	2,202	2,252	500	600	...	15,212	1,200
Other Asia	...	14,000	6,054	3,202	200	52	227	1,200
Other Foreign Countries	...	2,602	200	...	...	160	1,252	72
	...	...	...	637	1,628	60	...	200
TOTAL	...	195,145	181,303	94,140	254,815	201,240	106,127	23,879

EXPORTS. WOOL.

Countries to which exported.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.
France	...	...	...	...	...	...	...	...
Italy—Sicilia	...	...	...	...	...	...	...	...
United Kingdom	...	101	73	...	272	1,242	...	1
Malta	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Australia—United States	...	...	...	127	...	...	...	...
Straits Settlements	...	...	...	...	63	24	425	26
Ceylon	...	1,372	1,515	...	...	...	...	...
China— { Hong-Kong	...	...	...	...	...	...	...	...
{ Treaty Ports	...	...	...	...	...	...	...	...
Aden and Dependencies	...	500	1,074	61	250	61	539	207
Cape Colony	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	272	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	88	...	...
Malta	...	...	...	...	...	...	...	...
Madras &c. &c.	...	...	...	...	...	...	...	...
Turkey in Asia { Red Sea	...	...	40	1	...	...	...	...
Do. in Europe { Persian Gulf	...	...	...	...	141	100	...	185
Algeria	...	...	...	...	500	...	...	...
Australian Commonwealth	...	...	...	...	778	50	...	...
Dutch East Indies	...	...	...	...	...	...	...	...
Hawaii	...	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Portugal and Spain	...	...	...	...	...	...	...	...
Japan	...	500	...	...	...	...	...	...
Natal	...	...	...	25	...	...	...	...
Java	...	...	...	...	...	...	100	...
East Africa— { British	...	...	...	...	...	...	252	...
{ Other Ports	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
Other British Possessions	...	...	45	...	...	...	...	...
Other States in Arabia	...	156	...	...	...	...	...	...
Other Foreign Countries	...	140	271	65	187	29	19	29
	...	...	...	...	...	...	702	2
TOTAL	...	3,071	3,023	319	1,209	696	2,336	2,041

PIECE-GOODS. EXPORTS.

1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
32,157	17,110	12,589	8,376	9,671	15,240	12,281	3,900	1,238	11,840	10,975
1,387	...	...	72	240	...	1,226	...	...	...	...
1,412	1,119	...	...	...	...	...	...	1,487	...	...
...	...	...	...	...	...	...	...	...	...	...
1,408	...	...	...	600	...	2,800	...	...	...	...
1,000	2,655	12,520	21,171	4,253	4,000	4,000	100	2,720	...	...
4,412	22,593	11,810	13,047	7,002	11,000	3,676	700	30,038	29,971	86,110
...	...	...	...	...	...	...	...	...	...	...
...	...	...	200	...	...	...	...	...	...	...
100	100	...	100	1,052	61	...	100	...	...	...
...	...	...	...	...	...	...	...	...	...	...
1,407	815	2,612	200	200	...	...	...	...	...	...
100	100	155	451	6,500	3,413	1,868	2,520	1,200	600	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	600	...	...	310	440	...	...	...	...	...
...	2,202	...	960	...	...	2,400	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
111	4,802	291	1,000	816	...	100	...	...	...	...
...	...	...	...	600	...	...	...	...	...	...
1,000	...	1,420	...	...	...	...	...	...	...	...
2,500	2,032	1,394	1,201	224	200	500	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
1,100	1,402	600	...	...	...	...	600	200	...	...
...	...	...	...	...	...	...	...	...	...	...
...	1,252	140	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	1,214	...	82	5	25	...	100	...	1,067	828	2,100
100	825	1,252	7,402	1,240	1,252	814	2,202	...	...	...	1,242
...	...	1,452	...	...	...	...	...	...	...	...	...
...	30	...	200	200	52	4	120	90	252	2,218	2,052
22,516	23,742	56,402	44,284	34,207	40,602	33,330	14,200	8,276	46,168	35,485	115,454

SHAWLS. EXPORTS.

1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	16	9	9	...	...
170	...	565	2,671	22	6	...	30,272	...	...
555	411	462	22	200	1,035	160	400	...	...
...	...	...	...	...	...	...	...	...	...
35	...	...	...	...	...	...	...	1,620	200
...	600	...	20	7	200	1,198	2,980	212	20
...	...	...	30	...	...	...	...	...	...
151	...	...	...	...	...	...	...	...	...
60	816	200	5,240	...	400	485	480	200	200	1,600	3,480
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	400	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	500	...	...	...
...	...	...	...	...	...	...	...	...	...
12	200	600	...	264	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
14	85	120	179	73	52	192	1,145	192	4,864	700	1,812
21	...	20	...	252	20	20	...	480	621	1,200	2,100
...	...	...	...	...	...	...	...	...	...
1,268	2,268	1,789	8,502	1,454	1,713	3,067	6,195	33,537	7,176	4,500	9,972

Countries to which Exported	1915-16. yards.	1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.
France	...	...	...	...	...	...	...	...
United Kingdom	800	...	...	...	14,379	4,805	1,082	700
Persia	...	...	...	880	2,472	708	100	320
Seychelles	...	...	...	...	...	...	...	...
Ceylon	848	...	822	233	3,818	635	60	2,240
United States	...	...	...	...	238	...	...	518
Mauritius and Dependencies...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	168	...	250	1,000
China— Hong-Kong ...	...	...	...	...	10,237	...	...	...
China— Treaty Ports ...	...	...	...	...	...	...	...	...
Straits Settlements ...	400	105	...	...	36	258	190	15
Federated Malay States ...	...	...	...	...	...	...	1,848	54
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	585	...	200	330	...
Other Native States Arabia ...	...	...	...	...	1,500	...	...	477
Muskat Territory, etc. ...	...	...	...	...	...	...	...	1,333
Australian Commonwealth ...	...	5,534	...	...	...	3,160	...	288
Cyprus ...	...	...	...	...	...	...	392	...
Turkey in Asia { Persian Gulf	...	...	...	...	12,310	14,788	...	...
Turkey in Asia { Red Sea					...	...	...	...
Iraq	...	...	...	...	...	...	7,492	3,505
East Africa— British ...	2,657	108	...	...	...	...	...	...
East Africa— Portuguese ...	...	...	...	...	...	...	...	...
Kenya Colony ...	...	...	...	...	974	...	76	2,000
Austria-Hungary ...	...	...	...	...	...	...	...	...
Spain—Gibraltar ...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan ...	...	...	...	...	...	...	250	...
Natal ...	...	...	...	...	...	...	...	...
Siam ...	...	...	...	...	...	...	190	1,502
Cape Colony ...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...
Java ...	...	...	...	...	...	...	750	...
Japan ...	56	2,400	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	170	6
Other Foreign Countries ...	694	810	46	...	...	...	...	12
Zanzibar and Pemba ...	405	...	...	1,110	53	...	...	...
TOTAL ...	5,860	9,057	868	2,809	46,186	25,922	14,410	14,3[illegible]

Countries to which Exported	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.
France	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...	...	...	...	...
Persia	1,118	5,233	723	4,749	565	4,309	440	120	...	...	...	...
Seychelles	...	377	40	140	...	512	...	1,040	...	...	...	...
Ceylon	...	1,200	...	...	...	...	...	...	...	...	...	...
United States	763	1,824	116	2,088	840	50	...	328	...	...	...	...
Mauritius and Dependencies...	4,000	10,690	5,734	20,569	14,091	2,050	2,050	4,322	2,220	87,971	4,204	57,676
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...	...	...	...
China— Hong-Kong ...	...	...	...	...	...	...	...	...	...	...	...	...
China— Treaty Ports ...	200	318	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States ...	564	75	...	...	600	...	...	200	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...	...	...	...
Other Native States Arabia ...	...	...	...	...	...	...	...	...	...	...	...	...
Muskat Territory, etc. ...	...	...	200	1,085	...	947	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	3,195	...	...	...	...	...	...
Cyprus	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf	400	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Red Sea	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...	...	...
East Africa— British ...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa— Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony ...	...	...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary ...	1,839	2,689	402	640	...	...	...	...	...	...	...	...
Spain—Gibraltar ...	...	...	...	...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan ...	...	...	...	...	...	...	...	...	...	...	...	...
Natal	...	30	100	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	45	...	...	...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...	...	...	...	...
Java	438	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	224	250	654	445	460	27	100	50	780	939	75	2,725
Zanzibar and Pemba ...	253	500	40	623	1,511	592	...	188	25	1,504	210	141
TOTAL ...	20	...	...	...	...	...	...	...	...	...	...	...
	12,511	23,417	8,019	31,131	19,544	12,332	3,305	6,596	3,038	90,314	4,489	60,542

COUNTRIES TO WHICH EXPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.
	WHEAT							
United Kingdom	19,102,716	8,241,461	1,468,945	133,204	61	95,667	29,558	191,228
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...
France	254,713	3,166,077	3,558,102	420,101	4	19,511	...	4,261
Ceylon	1,600	873	548	29	285	1	1	51
Aden and Dependencies	4,768	5,252	3,283	2,223	2,782	199	158	16
Palestine	...	...	...	...	...	...	...	...
Straits Settlements	1,350	4,340	2,563	2,240	1,368	118	183	162
Norway	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Persia	581	33,649	251,934	41,432	24,888	929	1,774	252
Crete	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...
Gibraltar	288,935	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Other British Possessions	64	106	35	...	...	1	...	1
Malta and Gozo	24,000	165,660	114,400	...	...	...	...	326
Somaliland Protectorate	...	...	...	108	...	...	...	...
Natal	2,011	20,023	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Zanzibar and Pemba	4,616	6,173	4,136	4,036	4,575	277	321	288
East Africa— British	2,115	3,513	2,879	52	134	...	...	...
East Africa— German	...	72	1,044	135	...	...	...	...
East Africa— Portuguese	...	520	7	...	...	...	...	...
East Africa— Italian	...	156	10,017	2,038	15	2	...	35
Italy	20,000	2,589,747	3,005,903	528,861	...	1	...	...
Arabia— Muskat Territory and Trucial Oman & Other Native States in Arabia	34,840 / 5,945	50,501 / 37,059	65,840 / 188,984	21,588 / 3,584	21,709 / 2,536	785 / 918	687 / 2,253	4,530 / 1,162 / 237
Belgium	...	...	...	...	...	22,171	6,130	11,812
Cape Colony	61,301	184,334	10,600	...	...	...	...	...
Tripoli	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	5,456	...
Australian Commonwealth ...	100,100	3	3	...	...	27,700	13,135	150
Cape of Good Hope	...	...	...	...	...	...	...	...
Egypt	57	231,583	18,416,678	8,165,417	...	36,356	...	3,378
Turkey in Asia— Levant & Black Sea	...	...	...	...	...	...	...	...
Turkey in Asia— Red Sea	5,278	39,836	18,233	12,470	48,483	1,796	...	...
Turkey in Asia— Persian Gulf	11,380	116,624	340,031	53,254	4,316	1,374	...	...
Turkey European	...	...	...	...	...	...	...	...
Netherlands	112,880	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	14,944	7,106	250
Iraq	...	...	...	...	...	...	...	...
Smyrna	...	...	610,292	99,390	...	...	803	...
Spain	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...
Bahrein Islands	...	...	...	...	...	...	1	...
West Indies (British)	9,903	39,693	68,956	24,242	48,135	1,453	1,593	9
Siam	...	...	...	...	...	...	...	...
China— Hong-Kong	491	562	582	240	255	8	12	...
China— Treaty Ports	10,752	10,276	9,302	8,163	13,083	653	485	6
Abyssinia	5	...	...	...	...	...	13	...
Algeria	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Sierra Leone	5	13	70	...	...	...	...	...
Tanganyika Territory	...	...	837,370	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	4
TOTAL ...	67 / 19,657,572	6 / 14,978,272	11 / 29,687,492	21 / 9,522,060	45 / 172,851	1 / 237,925	3 / 80,909	1 / 220,184

1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
462,980	753,913	104,838	140,860	251,053	76,418	6,984	176,283	16,775	...	...	8,612
1	10	4	4	5	6	2	4	2	...	...	...
63,574	51,559	5,514	13,400	20,499	2,703	2	5,268	10	9	...	...
29	19	42	22	24	26	33	75	145	166	229	268
164	189	145	145	378	231	254	234	257	211	159	223
...	266	...	...	...	...	...	...	...	...	...	...
175	265	290	234	249	263	277	354	312	330	254	215
4,959	5,027	...	...	...	...	...	...	...	...	...	...
...	10,314	...	...	...	2,000	...	...	...	...	...	...
131	826	8,078	466	92	22	6	4	...	...	...	...
...	...	...	...	1,400	2,350	2,000	1,700	...	...	...	...
...	843	5,112	...	...	4,804	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	3	24	27	51	54	70	43	49	25	1
2	5	...	...	4	2	5	2	41	10	23	13
...	500	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
2,371	4,001	1	3,000	1	1	...	1	...	...	...	...
...	...	150	...	...	2	...	...	...	...	...	...
296	282	287	322	301	270	281	269	291	301	243	235
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
18	3	6	4	3	1	...	3	4	6	9	11
1	1	18	...	27	28	102	75	9	...	...	...
28,151	38,080	9,630	250	...	...	...	...	...	...	...	...
2,224	2,232	1,722	1,222	1,327	1,147	900	885	830	387	327	347
1,604	1,782	5,306	474	1,312	2,598	1,390	1,147	832	231	284	409
38,441	123,174	9,578	7,430	19,675	,280	...	6,359	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	340	...	...	...	...	...	...	...	...	...	...
...	27	...	...	...	...	...	...	...	...	...	...
30	14,220	1,250	900	625	150	...	70	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	5,745	...	...	...	...	...	...	...	...	...	...
370	59,848	25,803	3,511	102	9,505	...	3,815	201	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	7	...	...	...	...	...	...	...	...	...
1,650	17,060	900	...	...	650	...	400	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	7,707	30,636	340	...	4	2	...	...	...	...	...
...	9,106	...	...	...	...	...	...	...	...	...	...
...	...	...	...	20	1,100	...	...	...	...	...	...
84	86	121	138	135	120	127	128	123	117	157	177
1,165	1,506	1,537	1,485	1,735	712	278	67	6	1	47	4
...	...	...	...	...	...	...	...	...	...	...	...
10	13	7	9	12	10	9	19	12	14	...	...
692	607	751	784	376	308	62	31	84	120	24	135
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
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16	...	100	...	...	1	...	...	...	...	...	...
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60	130	174	205	220	228	229	243	228	244	250	271
5	6	2	2	11	23	14	17	4	7	29	21
638,232	111,169	211,657	175,849	229,733	114,707	12,971	196,505	20,212	2,194	2,060	10,902

EXPORTS. RICE, IN THE HUSK. (PADDY). EXPORTS.

Countries to which Exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Ceylon ...	552,351	1,015,806	504,201	702,000	676,403	35,258	36,630	37,307	29,374	27,553	35,535	29,150	33,726	42,770	22,374	17,413	20,803	13,672	9,632	13,653
United Kingdom ...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	2	...	1	1	...	594
Straits Settlements ...	1	37	50	1,036	13	1	2,381	99	...	56	116	584	518	7,057	4,733	813	209	...	...	...
America (U. S.) ...	...	...	73	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	702	...
Sumatra ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Maldives ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	22	10	2	2	2,000	6	4	4	1,146	26,485	36,457	781	...
Russia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Indies ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa: British ...	7	10	1	458	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa: Portuguese ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy (including Fiume) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160	...
China—Hong-Kong ...	...	...	...	...	...	...	...	...	141	...	...	...	...	...	...	...	56	...	...	...
Japan ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...
Turkey European ...	...	...	...	...	...	...	...	...	...	...	100	...	...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	1	...
Other British Possessions ...	79	207	35	4	61	...	3	7	8	5	...	7	1	...	...	1	9	1	4	...
Other Foreign Countries ...	4	15	93	40	24	1	4	2	...	4	7	4	11	1	9	3	...	...	...	50
Canada: Atlantic Coast ...	...	...	...	...	...	...	...	...	...	...	...	...	127	...	...	...	...	...	...	...
Canada: Pacific Coast ...	...	...	...	...	...	...	...	...	...	...	...	...	...	600	...	...	85	...	500	...
Netherlands ...	...	...	...	...	...	...	...	...	...	...	...	...	...	900	400	5,188	19,357	7,016	100	59
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...	...	150	...	601	3,354	1,320	5	...
Federated Malay States ...	...	...	...	...	...	...	...	...	...	5	...	1	...	...	40	144	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	110	...	...	...
Cuba ...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	13	...	...
Roumania ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150	...	...	...	...
Total ...	552,450	1,016,165	504,467	703,598	676,503	35,260	39,018	37,3[illegible]	29,636	27,625	35,772	22,761	34,392	51,470	27,612	25,448	70,291	58,844	11,384	14,357

COUNTRIES TO WHICH EXPORTED.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
Cape of Good Hope	...	...	...	...	...	7,822	160	4,41	
Natal	...	...	...	29,600	...	500	...	...	
Portuguese East Africa ...	...	...	...	3,300	...	...	...	...	
Seychelles	...	116,700	209,292	329,134	66	...	...	...	
Norway	25,522	44,550	44,368	25,324	...	25,000	6,360	...	
United Kingdom	36,168	35,000	54,600	127,212	...	...	1,288	1,401	2,466
Malta	5,916,847	6,475,856	10,462,848	5,472,867	1,145,410	179,854	641	506	48
Russia and Dependencies ...	6,707,138	7,210,627	7,606,975	6,548,184	4,494,866	179,854	109,116	19,372	52,541
Peru	127,250	1,000,024	611,645	844,268	981,285	225,840	305,982	417,148	391,291
West Indies { British / French / Dutch }	40,264	324,703	434,266	344,621	83,845	35,840	44,255	61,862	61,912
	40,264	68,250	112,258	352,722	...	5,025	1,461	3,170	2,000
	40,360	68,250	47,185	99,357	...	...	5,287	15,157	15,357
Bahrein Islands	3,721,023	5,110,261	5,96,431	6,753,500	3,681,274	183,859	159,176	172,441	152,043
France	...	47,232	24	...	...	...	...	...	...
Germany	477,588	148,091	671,253	2,019,262	...	2	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	1,848	104
Holland	709,203	391,978	929,330	295,874	100	51,292	231,278	245,336	157,285
Adjacent Dependencies ...	13,266	12,708	29,027	61,563	68,325	18,241	14,662	32,846	4,086
U. S. A. { Atlantic	77,259	321,266	213,630	166,853	288,326	5,219	3,285	2,346	535
U. S. A. { Pacific	10,231	13,254	124,768	52,322	212	7,000	8,246	15,230	15,347
Other Countries in the Pacific	...	39,001	31,431	1,077,448	...	2,000	2,000	190	2,000
Inland Map States	...	...	...	...	22,000	...	1	1	1
Iran	19,000	25,422	31,256	17,159	83,247	510	...	...	...
Mesopotamia Sumiani ...	4,590	54,852	82,397	149,824	10,560	42,460	1,310	15,676	8,000
St. Helena	...	...	...	...	...	7,024	4,633	1,332	1,000
Egypt	719,112	66,664	39,390	5,966	1,769	15,720	34,362	25,192	21,101
Turkey-Asia { Levant & Black Sea / Red Sea / Persian Gulf	137,266	171,156	216,161	451,336	367,419	21,047	3,330	1,056	120
Turkey-Asia { Turpan	...	218,246	397,652	450,052	149,167	7,672	...	...	...
Netherland	...	...	...	...	...	13	...	136	135
Belgium	109,540	679,970	154,000	69,666	...	625	...	...	2,380
Denmark	431,599	...	...	...	...	3,026	23,203	63,002	65,476
Gibraltar	12,964	33,574	55,316	25,177	94	10,025	2,407	6,832	12,000
Honduras	285	69	...	...	540	...	5	136	...
Cape Colony of Hongkong and Kowloon	50,003	55,238	87,220	77,107	192	...	...	...	...
Japan	157,671	328,325	69,670	29,325	295,352	24,329	35,641	16,158	2,828
Siam	31,676	2,225	646,382	4,137,438	655	3,848	17,600	22,02	125,455
Java	416,836	...	...	...	615	12,415	45,008	32,330	4,155
Jiddah	1,416,000	2,838,245	1,254,726	1,078,202	...	...	...	2,000	...
Malta and Gozo	...	...	...	224,352	129,420	27,020	133,212	72,736	27,656
East Indies { Zanzibar and Pemba / Other Ports	414	...	2,272	...	...	1,000	...	6,000	...
	228,231	351,000	179,274	253,840	129,282	6,100	9,000	14,000	379
Natal	312,001	351,903	445,152	277,831	86,455	3,769	8,842	15,837	9,513
Port Sudan	126,000	...	...	...	...	1,000	...	...	...
British Guiana	35,560	63,266	37,016	51,564	...	631	584	400	2,380
Peru	351	476	746	...	16,100	...	...	...	...
Aden { Makkat &c., &c. / Other native states }	...	5,165	...	...	200	...	...	...	...
Italy	673,496	875,391	960,275	740,847	218,440	16,800	24,000	31,000	28,278
Portugal	...	...	511,601	2,159,208	3,667,438	149,205	79,041	21,377	41,024
Turkey	422,265	969,188	897,171	656,272	...	2,100	11,000	3,000	2,000
Africa	410,384	257,528	86,000	...	14,228	5,808	32,154	77,118	75,813
Mozambique	...	...	...	...	...	7,723	1,000	4,000	2,000
Dahomey, Saigon	...	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...	...
Cape Colony	28,000	4,000	...	22,011	...	...	...	...	...
Cuba	28,942	61,876	160,023	370,000	...	...	708	2,100	...
Texas	1,001,241	1,713,012	988,842	293,000	22,160	...	...	...	...
Guadeloupe, &c.	60,000	...	200,276	133,013	114,000	10,051	15,334	18,000	...
Foreign Seychelles	2,799	...	...	...	90	1,295	...	1,000	...
South Guana	195,566	44,000	...	...	...	...	...	...	...
East Africa { British / German / Portuguese / Italian / Other Ports	153,125	146,551	323,264	395,197	68,116	...	...	1,000	15
	...	200	42,254	27,605	39,157	558	...	...	...
	70,151	109,496	420,264	560,556	32,783	9,966	1,823	4,815	...
	13,531	19,454	9,276	30,246	3,139	566	4	624	...
Rangoon	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...
Philippines	354,574	107,684	...	360,978	...	...	...	...	...
West Africa	...	...	3	45,030	45	5,021	1,000	5	...
Somaliland { French / Portuguese / British / French }	4,682	40,000	...	...	...	1,000	...	...	...
	34,343	9,032	52,317	12,982	38,234	868	2,203	1,042	...
New Zealand	1,628	110	622	...	4,000	...	...	13	...
Other British Possessions ...	986	...	...	...	...	40	...	1	...
Kenya Colony	...	...	...	...	...	...	1	...	...
Bahrein Islands	...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	223,924	435,105	419,272	438,825	265,038	14,281	3,213	1,813	1,840
Burma { British / Foreign	11,000	...	...	...	...	59,266	57,165	37,000	32,283
Gilbert and other Islands ...	...	...	...	...	...	1	...	...	...
Fiji Islands	107,040	85,146	174,832	...	...	...	53	1,000	1,000
Hopian Islands	...	...	...	...	...	...	159	1,000	1,000
Bahrein	7,000	3,160	723	125	16,160	1,000	...	1,000	1,000
Fiji	722	156	141	8,540	183	21	37	1,000	1,000
Ceylon and St. Boulogne ...	...	...	6,100	3,100	...	...	31,281	1,000	1,000
Kenya	...	...	...	...	...	...	2,000	1,000	1,000
Egypt and Syrian Islands ...	...	...	...	...	...	659	564	1,000	1,000
Canada Territories	...	...	...	...	...	...	16	...	1,000
Temporarily Territory ...	...	...	...	...	...	...	2,000	1,000	1,000
Africa	...	...	...	...	...	...	21	1,000	1,000
Cuba	...	...	...	...	...	...	21	1,000	1,000
British Honduras	...	...	...	...	...	...	...	1,000	1,000
Palestine	...	...	...	...	...	...	...	1,000	1,000
TOTAL	26,785,780	31,779,576	35,750,000	40,854,832	12,552,119	1,009,831	1,306,456	1,067,836	1,[illegible]

1924-25. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
3,870	7,416	6,207	4,756	5,023	3,852	5,980	6,662	4,285	3,54	...	...
...	...	16,845	31,980	16,402	38,007	31,230	...	...	8,78	...	...
...	...	10	...	...	...	44	...	12	6	4	...
...	...	...	...	...	...	...	...	...	...	...	...
1,865	1,500	2,052	3,083	2,577	2,292	2,431	2,038	2,832	1,910	1,793	2,466
...	1,000	1,000	993	...	600	600	600	...	200	400	100
42,722	183,107	85,000	61,027	40,653	32,727	38,545	12,828	33,832	30,753	71,415	52,541
248,872	412,002	472,122	382,733	490,868	417,148	488,351	144,527	409,262	70,355	408,323	391,291
20,000	56,100	57,225	52,760	64,924	57,024	61,852	69,056	59,016	59,180	52,352	61,912
2,000	20,000	12,225	7,210	5,000	5,181	8,848	3,846	952	1,46	402	2,000
17,000	13,341	17,023	19,660	13,558	14,863	24,388	12,866	10,121	14,36	10,929	15,551
2,000	2,000	1,000	500	800	800	800	1,000	600	120	377	192
222,411	328,022	223,985	229,816	160,823	175,857	223,662	265,352	237,786	156,48	153,971	125,043
...	...	...	...	...	...	...	...	...	1,000	...	...
1,194	2,777	1,461	160	320	400	1,288	3,104	1,456	261	171	104
43,000	499,212	278,878	252,276	315,251	207,870	210,851	162,278	181,002	28,386	216,113	157,285
2,000	12,019	20,228	11,240	18,268	8,271	4,066	1,016	3,214	4,720	4,761	4,086
3,172	251	527	546	892	260	438	51	122	181	109	535
10,035	4,184	10,248	7,250	13,109	15,886	10,328	13,421	9,003	4,325	14,680	15,347
283	1,057	1,231	1,537	1,972	3,472	1,621	2,041	450	52	818	2,000
...	...	152	...	...	1	...	1	...	...	...	1
...	...	1,000	2,000	...	510	...	...	...	...	...	...
62,129	32,314	38,223	35,288	41,017	47,841	69,274	72,282	63,184	52,218	59,001	53,067
8,195	6,148	6,258	5,083	6,015	7,852	5,707	8,351	6,216	913	223	37
41,268	63,003	23,875	56,874	25,836	49,201	44,870	21,201	56,273	36,870	21,102	19,574
60	1,732	3,415	496	5,718	2,024	1,622	575	400	338	123	136
103	453	196	125	624	739	1,016	1,600	1,432	1,288	135	350
...	207	1,000	1,000	...	...	...	...	...	...	...	2,380
27,279	96,477	104,361	89,079	96,010	75,824	124,050	100,364	157,772	91,051	57,785	65,476
16,917	15,207	13,231	4,242	6,000	9,212	25,242	46,416	48,876	25,862	65,042	12,000
552	918	213	392	200	48	18	...	...	...	...	5
...	...	2,000	...	...	...	...	...	...	...	...	...
15,103	31,230	32,266	2,823	4,660	8,251	38,339	70,070	68,225	21,87	51,953	2,828
120,876	47,718	145,678	181,185	100,003	53,416	226,203	206,313	333,256	228,83	170,033	125,455
227,767	223,543	283,435	122,013	160,200	7,604	3,200	2,000	452	24,080	253	4,155
...	...	...	...	...	...	...	3,000	3,000	4,000	3,000	2,000
133,728	41,983	113,016	23,938	6,013	43,640	155,133	54,298	63,179	15,35	4,283	27,656
15,613	34,200	12,000	14,285	10,016	2,450	...	...	31	300	...	...
15,320	10,477	20,241	20,248	19,148	11,737	16,258	15,602	14,193	11,083	13,653	9,513
12,428	10,016	33,108	17,781	23,153	29,232	19,186	23,136	23,249	21,186	25,244	23,850
563	780	16,100	500	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
28,000	13,100	25,000	21,378	29,257	17,000	22,731	23,371	18,817	13,549	16,130	19,097
22,412	16,822	19,888	18,765	23,618	31,779	34,627	27,286	23,583	22,862	22,347	28,278
10,000	23,000	18,000	19,000	27,000	20,000	11,000	13,000	18,000	18,000	68,000	29,813
24,384	50,737	63,370	63,025	121,517	112,683	131,281	159,307	95,843	62,891	000	2,000
4,851	10,000	10,000	11,330	12,242	8,284	12,543	5,450	2,850	1,181	...	...
...	...	...	...	...	...	...	...	230	...	...	...
3,000	11	...	...	...	...	...	...	...	315	...	...
1,179	3,656	2,956	1,545	3,156	1,025	5,000	4,087	6,000	1,670	7,250	7,451
90,054	176,022	46,703	117,097	110,167	78,499	88,771	91,816	79,172	39,815	42,216	13,283
...	182	...	...	...	...	...	...	215	215	215	233
5,175	7,411	3,000	5,634	400	1,007	5,701	5,629	170	...	...	...
4,438	4,677	3,147	4,673	3,668	2,260	2,882	3,146	2,323	1,296	2,268	2,268
1,052	1,254	2,769	1,019	2,019	2,000	2,000	1,203	2,000	1,000	2,023	2,014
100	...	...	...	...	...	...	...	...	...	...	...
...	1,000	2,261	3,800	4,000	3,400	3,400	2,710	8,351	1,000	1,251	10,638
...	...	...	...	...	...	...	2,000	...	...	...	...
1,115	402	1,466	1,057	1,448	1,038	2,428	1,625	1,688	1,231	3,429	2,543
1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
7,554	123	2,265	331	1,231	1,367	1,145	882	1,293	501	1,739	2,222
...	...	3,200	1,582	6,419	5,104	6,871	12,006	4,116	2,519	2,000	2,000
...	...	...	...	...	...	...	...	...	...	1,840	1,834
3,192	2,732	3,192	3,669	2,780	2,660	2,660	2,660	3,013	1,840	1,840	12,283
23,778	39,342	25,007	14,857	16,411	27,833	18,178	25,492	16,054	18,176	17,133	39,252	33,042
...	251	457	1,338	1,136	...	27,833	43,097	74,007	17,200	39,252	...
...	53	...	1,338	...	...	...	...	...	...	...	...
120	...	200	1,000	...	...	...	...	1,456	50	172	179
...	...	...	...	...	...	...	...	...	15	18	18
54	3	200	665	9	15	200	62	20	...	...	...
...	...	...	...	...	...	...	...	200	200	200	27
4,588	8,053	12,640	3,400	2,619	1,200	1,200	2,619	1,200	2,000	2,000	27,027
1,295	...	3,128	5,128	1,128	2,000	515	2,619	1,929	2,000	600	...
1,000	5,851	3,264	3,000	19,238	20,753	17,000	62	1,000	587	...	188
2,000	2,000	2,000	77	54	100	200	200	146	146	192	192
21	68	87	...	...	248	222	223	1,000	159	159	159
...	...	...	513	266	24,447	4,000	1,000	1,000	...	...	125
97	215	400	...	...	...	...	...	1,000	587	21	244
19,257	19,720	10,539	6	30	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2,179,291	2,272,737	2,548,464	2,524,551	2,351,253	1,520,253	2,020,200	2,053,784	2,201,419	1,826,192	1,200,330	1,090,330

NUT IN THE HUSK. (ALL KINDS).

* Daily (including Finzo) from 1933-34.

EXPORTS. LIN. SEED. EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Belgium	618	1,472	3,802	321	...	60	...	...
New Zealand	2,402,696	6,022,187	2,220,521	4,816,312	3,564,514	135,662	82,703	131,285
United Kingdom ...	17,708	55,310	...	105,472	...	...	350	300
United States of America { Atlantic	320,949	603,682	229,513	65,506	...	...	...	...
United States of America { Pacific	...	...	...	133,357	835,328	13,954	30,892	39,816
Newfoundland	...	...	...	...	...	396	9,750	7,812
Holland	...	...	...	...	553,198	17,748	20,024	52,223
Other British Possessions	24	...	39	122	3	27	3	...
Ceylon	162	...	192	197	7	171	3	...
Australian Commonwealth	117,590	209,131	315,223	333,528	124,893	15,652	11,341	11,996
Egypt	3,103	5,880	32,486	...	...	...	1,785	...
Mauritius and Dependencies	216	183	530	108	210	8	9	10
Cape Colony	...	...	...	...	...	...	...	...
Germany	...	...	...	...	38,407	1,618	3,269	2,816
Italy	243,263	351,614	76,106	262,617	157,489	5,606	13,614	38,514
Japan	...	...	...	...	...	...	...	...
British West Indies	...	...	...	...	...	...	...	...
British Guiana ...	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	18,001	...	...	...	...
Mexico	...	...	...	...	200	...	...	...
Spain	47,500	4,001	...	...	...	322	1,316	3,591
Sweden	...	...	...	...	...	...	...	...
Norway	551	722	1,098	...	147	...	236	5
Denmark	...	...	...	10,057	...	...	...	...
Norway	24,008	29,000	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	3,296
Java	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Hong-Kong	50	74	103	...	...	...	...	...
China (exclusive of Hong-kong and Japan)	...	...	...	...	...	...	...	...
Turkey { Levant & Black sea	...	...	...	...	62	...	...	...
Turkey { Red sea	...	...	...	...	12	...	...	...
Branch Dependencies ...	...	107	3,889	3	59	6	2	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	14,702	...	...	...	...
Switzerland	3,662	...	...	...	10,822	356	26	25
Other Foreign Countries	26	...	17	41	32	...	...	...
TOTAL ...	3,859,747	7,993,561	2,922,216	5,849,027	5,048,378	189,449	123,653	214,298

Countries to which exported.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Belgium	...	1,050	...	1,000	...	1,000	...	100	...	...	...	...
New Zealand	181,757	102,513	159,876	49,500	52,453	18,072	79,536	37,651	14,133	14,573	130,152	103,784
United Kingdom ...	...	...	400	4	...	...	2,000	...	...	100	43,951	63,198
United States of America { Atlantic	...	...	...	...	...	...	...	...	48	...	600	...
United States of America { Pacific	78,479	81,027	51,003	51,218	60,880	11,000	50,741	24,880	43,313	21,011	6,000	13,714
Newfoundland	20,159	19,215	10,908	4,815	2,800	400	7,254	22,230	400	200	7,241	298
Holland	58,402	42,984	52,575	17,460	3,000	1,500	12,835	31,223	100	312	16,101	824
Other British Possessions	...	...	...	1	...	4	...	2	50	27	56	73
Ceylon	...	4	12	13	10	11	18	9	...	...	...	...
Australian Commonwealth	13,278	16,435	20,263	15,019	16,077	21,651	22,232	10,016	10,018	8,415	11,878	13,412
Egypt	81	3,657	1,372	...	1,285	2,722	13,478	68,015	12,764	1,626	38	1,552
Mauritius and Dependencies	8	18	8	11	6	9	9	7	13	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...	...
Germany	7,219	11,175	5,634	12,716	17,541	9,325	16,471	10,605	9,541	6,016	10,316	5,421
Italy	25,826	43,451	39,486	28,254	10,095	27,752	28,625	22,600	14,646	10,228	21,600	16,176
Japan	...	6	...	...	...	...	...	...	...	...	...	...
British West Indies	...	...	...	...	...	...	...	...	...	...	...	...
British Guiana ...	...	...	...	...	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...	...	...	...	7,144
Japan	104	1,202	2,281	3,327	7,789	10,621	10,240	2,854	2,250	158	1,404	...
Mexico	...	...	...	...	200	...	...	...	...	...	...	...
Spain	4,116	12,217	9,450	5,534	3,313	7,125	7,052	8,401	3,810	1,659	9,100	3,067
Sweden	...	...	...	...	...	...	...	...	...	...	...	...
Norway	2	15	...	1	4	...	5	1	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...
Norway	300	...	500	...	...	...	...	...	...	250	350	500
Portugal	...	...	...	...	...	...	...	...	...	...	...	300
Java	1,170	1,166	2,202	1,953	3,660	2,766	3,165	2,057	3,100	2,816	6,293	4,624
Greece	7	7	5	...	...	1	1	1	4	...	...	...
Hong-Kong	...	...	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hong-kong and Japan)	...	...	...	...	...	...	...	...	...	...	...	...
Turkey { Levant & Black sea	...	...	...	...	...	...	...	...	...	...	...	...
Turkey { Red sea	...	...	...	...	...	...	...	...	...	...	...	...
Branch Dependencies ...	...	202	200	...	...	...	400	...	...	...	...	...
Aden and Dependencies ...	...	...	...	1	2	5	4	...	4	...	...	...
Arabia	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	76	50	...	8	94	63	63	106	2	3	101	7
Switzerland	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	368,777	371,015	304,145	191,882	222,527	155,747	248,162	256,199	130,487	70,102	178,848	228,565

EXPORTS. RAPE SEED. EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Belgium	...	...	...	...	...	...	...	...
Norway	1	6,000	...	...	19	300	...	300
Denmark	...	...	...	...	...	...	...	...
New Zealand	...	...	...	...	...	...	...	...
United Kingdom ...	649,470	1,180,416	238,001	1,059,764	1,766,022	25,318	57,868	42,236
France	895,507	478,515	54,208	214,578	347,417	10,625	7,891	29,936
Spain	...	...	...	...	...	...	...	...
Holland	...	...	...	...	607,320	119,219	45,063	53,968
Mauritius and Dependencies	120	157	471	452	159	1	12	13
Austria	...	...	...	...	...	...	300	600
Germany	...	...	...	...	24,192	28,209	43,128	30,000
Netherlands	...	...	...	...	165	5,324	22,265	8,833
Italy	127,492	55,177	4,495	81,365	52,350	8,623	10,168	37,056
Denmark	...	...	...	196	...	...	...	...
Egypt	...	...	...	7,000	...	...	...	...
Portugal	...	...	...	151	...	...	5	...
Hong-Kong	14,000	...	68	...	...	...	652	150
United States of America	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Ceylon	3,318	1,075	2,873	692	917	63	120	198
Australian Commonwealth	...	...	...	221	...	57	3	54
Muscat, Tuntary and Trucial Oman	...	...	...	...	...	...	...	...
Russia	326	235	457	200	443	20	22	26
Russia	...	...	...	...	...	...	...	...
West Indies	...	...	...	...	...	...	...	...
Japan	3,269	62,599	384,222	196,119	...	...	1,476	3,588
Arabia	...	...	...	...	...	...	...	...
Straits Settlements	177	642	668	252	2,883	24	27	28
Other Countries ...	...	...	...	...	...	...	...	...
Other British Possessions	109	19	19	8	18	1	1	7
Other Foreign Countries	69	38	34	157	11	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	500	...	...	...
TOTAL ...	1,004,252	2,445,453	1,186,183	1,553,241	2,456,263	183,823	133,682	153,331

Countries to which exported.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Belgium	604	800	800	600	150	316	600	1,000	800	808	1,200	...
Norway	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	19,266	41,883	25,895	9,324	12,028	24,722	7,840	10,833	11,413	10,858	19,710	12,171
United Kingdom ...	24,293	23,462	13,055	14,216	10,248	11,276	9,240	10,543	5,018	6,856	11,673	2,193
France	...	...	...	...	...	...	...	...	...	...	...	...
Spain	33,810	29,517	9,122	4,626	1,226	1,205	2,201	1,835	1,250	5,775	4,348	3,664
Holland	7	1	6	5	2	12	13	7	8	...	...	...
Mauritius and Dependencies	3,350	...	650	...	...	...	...	2,200	...	6,658	8,379	4,164
Austria	71,408	35,120	7,495	10,643	9,851	3,476	6,259	3,253	3,752	11,336	14,531	6,045
Germany	30,852	33,183	6,200	11,112	8,251	11,858	15,267	3,253	8,752	11,336	14,531	6,045
Netherlands	81,249	84,602	43,816	43,257	20,658	13,726	725	1,760	19,933	20,487	5,672	2,833
Italy	...	196	...	...	...	...	...	...	...	...	...	...
Denmark	2	2,022	...	...	...	...	...	...	...	...	...	...
Egypt	7	6	...	5	...	6	1	...	100	802	1,074	819
Portugal	...	1,286	1,203	650	1,264	585	165	200	175	275	1,175	1,166
Hong-Kong	...	...	100	...	...	25	101	325	10	...	...	...
United States of America	...	...	...	...	...	...	...	14	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	172	302	419	228	319
Ceylon	28	315	325	310	397	293	157	...	49	12	...	15
Australian Commonwealth	256	165	33	25	...	12	5	...	...	...	...	...
Muscat, Tuntary and Trucial Oman	...	325	...	...	...	...	...	...	...	...	...	...
Russia	16	70	18	14	27	9	9	22	6	13	16	10
Russia	...	...	...	...	...	...	...	...	...	...	...	...
West Indies	...	...	...	...	...	...	...	...	...	...	...	...
Japan	5,863	2,600	25	...	700	399	...	...	200	100	...	...
Arabia	...	...	...	...	...	...	85	118	103	71	25	68
Straits Settlements	36	28	28	79	112	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	13	...	2	3	13	4	34
Other British Possessions	...	...	...	...	...	...	...	6	7	6	1	1
Other Foreign Countries	3	...	3	...	6	200	3	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	500	...	...	...	...	...	...	...
TOTAL ...	330,026	260,637	111,785	94,198	66,264	77,499	44,826	35,843	53,468	114,548	73,463	36,624

EXPORTS. TIL (OR GINGELLY SEED). EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
Sweden	...	...	...	...	...	...	...	...	290	...	...	...	...	...	...	...	...	...	...	...
Redonhel	...	...	...	...	...	75,430	8,200	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta and Gozo	...	...	...	...	...	...	...	...	...	...	1,000	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	100	100	9,291	100	2,744	3,646	852	...	...	...	...	...
Japan	159,144	1,634,312	90,273	...	3,600	254,452	703	...	4,851	6,011	2	...	572	9,428	5,455	...	99	108	107	62
United Kingdom	7,050	427,457	20,000	...	...	...	6	...	...	...	13	...	...	1,165	15	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	153	...	...	22	...	...	...	...	...	108
Italy	31,312	169,032	19,002	...	...	303,560	5,022	...	835	16,014	11,711	59	1,200	9,484	1,700	12	3,400	4,336	3,454	183
Mediterranean Dependencies	...	1	185	5	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...
Tonga	561	1,204	1,262	...	847	1,272	22	...	...	17	10	3	10	18	62	16	...	...	...	...
Java and Dependencies	9,472	17,003	30,252	4,828	...	56,461	611	...	45	145	416	73	521	1,308	251	256	218	38	243	491
Dutch East Indies	...	...	...	...	...	...	...	...	...	...	...	...	15	...	...	...	...	...	...	...
Nepal	...	...	...	...	...	...	...	...	...	5	4	...	9	7	6	8	...	...	...	...
Cyprus	3,666	...	...	...	...	...	...	...	...	100	320	...	...	100	100	...	...	...	...	...
Egypt	38,650	14,357	35,828	12,590	...	9,352	820	...	1,741	1,161	1,446	684	1,602	1,121	616	132	317	416	502	650
Aden Jurisdiction	204	698	506	859	...	772	47	...	20	23	19	26	19	123	23	6	11	12	...	...
East Africa—British	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	38,816	738	...	165	1,698	3,810	185	876	902	37	133	105	2,201	3,577	568
Egypt	164	2,005	63,309	511	...	4,016	...	...	61	28	18	35	6	15	55	3	13	14	...	...
Arabia { Nejd Territory &c.	9,254	1,553	663	810	...	344	26	...	11	28	18	145	886	951	345	518	138	445	637	1,007
Arabia { Other Native States	...	10,743	3,678	3,382	...	10,374	171	...	322	237	459	...	...	...	...	...	135	38	5	...
China—Hong-Kong	...	...	...	...	...	...	...	...	...	600	1,100	...	224	310	...	...	406	...	...	3
India—British	...	...	...	...	...	99,726	1,256	...	...	...	...	...	210	1,000	...	...	4,232	162	58	153
United States of America ...	...	...	...	...	...	152	...	...	...	...	...	...	...	...	1	6	338	437	655	22
French Settlements	1	1,358	41,337	9,616	...	1,155	113	...	18	41	302	...	36	...	46	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	5,416	...	...	...	...	1,013	34	...	...	215	...	...	...	...	...
Do. in Asia { Levant & Black Sea	1,153	4,880	12,920	8,921	...	1,005	...	...	...	...	75	15	...	...	...	...	...	...	...	...
Do. in Asia { Red Sea, Persian Gulf	...	...	...	...	...	3,452	836	...	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	462	2	...	280	1,228	2,248	9	1	595	411	...	505	208	352	110
Netherlands	...	...	...	...	...	5,902	...	...	300	2,628	6,016	...	1,956	3,454	2,252	...	722	596	...	1
Japan	...	...	9,066	25	...	...	1	...	...	...	...	...	...	...	117	...	1,205	...	...	...
Portugal	...	...	...	...	...	...	...	...	...	20	125	4	...	56	...	6	118	223	...	16
Syria	...	33	17	268	31	3	...	...	...	...	8	7	1	248	10	1	164	251	...	60
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	502	1,641	93	7	...	3	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa—Portuguese	1	...	...	...	...	...	...	...	...	...	161	115	102	1,180	80	...	1	378	87	91
Other Foreign Countries	25	...	78	...	44	72	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	275,521	1,683,615	323,851	47,657	960,543	11,832	31,098	32,436	8,537	30,510	39,580	1,167	11,003	30,485	10,793	1,118	12,312	10,281	15,245	4,815

EXPORTS. SUGAR (95 DUTCH STANDARD AND BELOW). EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.
United Kingdom	4,998	906	...	...	174,137	11,851	1,476	...	...	...	...	...	...	...	...	...	...	...	...	...
Portugal	22	56	32	109	80	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Cyprus	63,131	109,097	31,724	73,415	83,102	4,862	2,489	522	6,739	6,816	31,214	410	534	415	114	253	131	159	67	62
Malta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	2,577	3,170	2,047	9,325	7,843	75	108	1	1	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa { British	666	284	622	288	232	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa { Italian	241	...	18	6	5	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa { German	...	6	122	74	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa { Portuguese	198	178	104	2,382	192	7	6	...	...	...	...	...	...	...	...	...	...	...	...	...
South-West Africa (German)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta and Somaliland ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South Africa	...	...	126	258	146	136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swaziland (British) ...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	2,382	192	...	600	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements ...	419	745	224	142	4,332	305	...	166	2,119	45	8	17	16	5	4	47	1	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Red Sea	21	142	33	38	53	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf	43	8	3	49	43	21	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bahrein Islands ...	15	72	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia { Nejd Territory & Trucial Oman	292	667	74	223	684	6	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia { Other Native States	8,911	16,353	3,712	1,084	861	619	305	227	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sudan	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canada and Newfoundland	151	288	62	187	602	5	8	...	...	...	...	...	...	...	...	...	...	...	...	...
Hong-Kong	352	342	382	287	116	17	6	...	...	...	...	...	...	...	...	...	...	...	...	...
Other territories of Hongkong and China	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	74	...	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	133	166	309	52	243	12	43	...	...	...	...	...	...	...	...	...	...	...	...	...
Federated Malay States ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bahrein	...	...	...	...	510	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	43	86	21	21	26	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ...	62,000	123,300	59,024	87,047	223,700	18,522	4,946	...	3,007	676	325	428	854	421	118	400	134	159	67	16

EXPORTS. (...E STANDARD AND ABOVE.) EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons	1928-29 tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33 tons.	1933-34. tons.	1934-35. tons.
Zanzibar and Pemba ...	955	1,420	1,091	662	627	44	40													
United Kingdom ...	1	94	22	203	2,025	3	...			62	25	9	12	6	...	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	630			1	...	...	...	...	...	...	...	...	...	...
Ceylon ...	6,111	4,785	3,670	15,393	7,150	866	62			73	37	62	43	46	29	13	11	2	1	...
Arabia { Muskat Territory and Trucial Oman	520	692	1,404	2,272	380	28	36			3	71	62	37	48	65	33	18	77	323	344
Arabia { Other Native States	514	2,092	825	1,364	1,590	22	81			40	22	14	16	1	4	2	...	...	...	...
Aden and Dependencies ...	6,081	2,140	3,145	1,776	2,660	203	184			20	12	6	20	14	4	2	...	...	...	...
United States of America ...	...	...	...	...	...	1,662	...			23	6	2	4	3	...	...	...	...	...	...
Turkey in Asia { Levant & Black Sea	...	...	...	...	20	...	...			...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Red Sea ...	1,845	9,492	8,847	16,511	4,064	40	...			...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf ...	478	6,971	9,622	41,166	22,432	639	...			...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe ...	...	...	...	...	...	2	...			...	...	...	...	...	...	...	...	...	...	...
Maldives ...	122	18	84	43	47	4	4			1	2	2	3	...	2	...	...	...	...	...
Persia ...	1,919	9,884	8,278	71,084	6,666	117	78			6	49	22	11	10	3	3	1	1	...	...
Bahrein Islands ...	552	856	1,156	1,025	381	23	30			17	42	27	9	30	16	23	8	8	...	...
East Africa { British	624	933	2,690	267	606	28	...			...	...	...	...	...	...	...	...	...	...	...
East Africa { German	...	45	332	212	160	4	...			...	8	7	8	10	9	1	2	3	...	...
East Africa { Portuguese	161	221	146	190	130	8	7			7	...	...	...	...	...	...	...	...	...	...
East Africa { Other Ports	...	...	...	...	...	...	...			...	...	...	...	...	7	3	...	...	...	...
East Africa—Italian ...	1,425	31	91	62	416	7	11			1	...	3	...	...	...	...	...	...	...	...
Somaliland (British) ...	93	7	2	...	30	...	...			...	...	...	...	...	...	...	...	...	...	...
Somaliland (French) ...	...	...	...	...	79	...	1			...	...	...	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	7			7	12	5	1	...	...	...	...	...	...	...
Abyssinia ...	...	...	...	...	...	...	...			...	...	...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan ...	...	...	...	...	...	...	28			...	...	...	...	...	...	7	...	...	...	...
Straits Settlements ...	270	308	272	434	748	31	8			...	...	11	6	9	14	15	10	6	...	...
Mauritius and Dependencies	...	...	...	...	...	1	4			1	...	1	...	1	2	...	...	...	...	...
China { Hong-Kong ...	...	60	...	...	...	...	...			...	...	...	...	...	...	...	...	...	...	...
China { Treaty Ports...	...	...	...	...	1,960	...	3			...	...	...	...	...	...	...	...	...	...	...
Henjam Island ...	...	...	...	...	...	...	...			...	...	...	...	...	...	...	...	...	...	...
Egypt ...	617	169	359	231	981	36	1			...	...	...	...	...	...	...	...	...	...	...
Natal ...	118	282	79	146	91	8	6			...	...	...	...	...	...	...	...	...	...	...
Kenya Colony ...	...	...	...	...	...	28	18			5	...	1	...	...	10	9	4	1	...	...
Siam ...	...	...	...	...	118	...	...			26	4	20	15	9	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	3	2			...	...	...	...	...	...	...	...	...	...	...
Other British Possessions ...	54	55	44	61	12	...	...			1	...	1	1	...	2	1	4	...	1	...
Gibraltar ...	...	3,000	...	...	...	...	...			...	...	1	...	1	...	...	...	...	...	3
Other Foreign Countries ...	10	21	98	46	62	1	...			...	...	...	...	...	...	...	...	...	5	...
Fiji Islands ...	...	...	...	...	...	...	...			...	...	...	...	1	...	...	...	...	...	4
Total ...	22,472	43,495	41,998	162,238	53,435	3,614	1,[illegible]			298	384	277	199	202	183	157	93	88	85	328	347

N.B.—Figures from 1930-31, are for Sugar, below 23 D. S. but not below 16 D. S.

EXPORTS.

TEA (BLACK AND GREEN.)

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1915-16.		1916-17.		1917-18.		1918-19.		1919-20.	
	Black. lbs.	Green. lbs.	Black lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.
Georgia	...	...	...	...	...	...	...	...	...	...
Tunis	...	...	...	...	...	...	...	...	...	...
Palestine	...	...	...	...	...	...	...	...	...	...
South-West African Protectorate	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	600	...
Henjam Island	...	...	...	...	...	...	...	...	660	...
Korea	...	...	...	...	...	...	...	...	...	...
Tripoli	...	...	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...	...	...
Armenia	...	...	...	...	...	...	...	...	...	...
Smyrna	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	35,660	...
Ecuador	...	...	...	...	...	...	...	...	8,250	...
Bolivia	...	...	...	...	...	...	10,000	...	15,000	...
Transvaal	...	...	...	...	12,000	...	20,008	...	2,500	...
Iraq	...	...	...	...	...	...	...	...	...	...
Peru	11,530	...	1,000	...	32,306	...	185,090	...	217,150	...
Turkistan (Russian)	...	...	912,995	...	510,268	...	...	...	...	...
United Kingdom	250,239,435	856	224,791,454	136,441	266,963,516	...	282,205,196	...	336,885,577	...
Australian Commonwealth	9,155,025	...	4,617,810	...	9,920,214	...	7,026,886	...	7,043,877	...
Straits Settlements	863,955	...	491,513	...	361,375	...	304,901	...	232,037	...
Persia	6,875,565	...	1,202,890	...	3,486,360	...	8,357,929	...	1,958,022	...
Denmark	...	...	...	...	...	...	27,721	...	153,500	...
U. S. A.—Atlantic Coast	3,232,581	3,000	2,792,493	...	16,763,985	...	1,416,820	...	4,345,107	500
U. S. A.—Pacific	207,387	...	230,155	...	3,901,488	...	404,469	...	2,218,776	...
Ceylon	4,242,812	4,150	3,647,157	...	4,484,234	...	1,283,086	...	1,720,735	...
Germany	...	...	...	...	...	...	...	...	...	...
Norway	1,011	...	4,108	...	35,600	...	3,175	...	5,137	...
Turkey in Asia—Levant & Black Sea	2,327,156	...	...	...	...	...	...	...	40,443	...
Turkey in Asia—Red Sea			266,268	...	570,490	...	481,129	...	267,804	...
Turkey in Asia—Persian Gulf			1,216,709	...	1,406,047	...	7,501,314	...	4,337,554	...
Do. in Europe	...	...	...	...	...	...	...	...	205,050	...
China—Hong-Kong	93,993	...	75,478	...	50	...	95	...	78,182	...
China—Treaty Ports	9,765,683	...	9,225,928	3,330	3,242,310	2,322	620,895	...	83,174	...
France	183,171	...	80,078	...	719,696	...	1,694,707	...	736,180	...
Sweden	2,376	...	...	...	...	...	...	...	4,200	...
Mauritius and Dependencies	50,593	...	48,983	...	10,632	...	12,132	...	35,487	...
Egypt	994,973	...	1,081,273	...	6,226,321	...	600,708	...	1,184,020	...
British Guiana	...	...	4,525	...	33,217	...	2,675	...	...	...
West Indies (British)	...	...	...	...	71,617	...	6,050	...	...	...
Austria	...	...	...	...	...	...	...	...	34,002	...
Argentine Republic	...	...	...	...	352,676	...	312,908	...	126,510	...
Aden and Dependencies	338,484	...	439,001	...	204,403	...	146,737	...	430,070	...
Java	641	...	230	...	16,675	...	16,785	...	...	...
Italy	8,980	...	348	...	45	...	29,672	...	53,715	...
Russia—Northern	7,418,932	...	1,349,836	...	256,988	...	...	...	...	...
Russia—Southern	17,853,555	...	16,682,760	...	3,891,660	...	...	...	20,010	...
Russia—Pacific	11,307,631	...	9,571,288	...	3,973,518	...	...	...	...	...
Chili, &c.	942,150	...	1,736,093	...	1,596,578	...	4,163,408	...	8,010,732	...
Brazil	50	...	...	...	1,600	...	90,253	...	...	...
Borneo (Dutch)	...	...	200	...	...	...	...	...	...	...
Natal	135,229	...	118,000	...	1,081,548	...	485,220	...	291,631	2,700
Zanzibar and Pemba	105,174	...	121,135	...	148,327	...	136,366	...	143,725	...
Abyssinia	...	...	...	...	...	...	...	...	...	...
Federated Malay States	10,833	...	320	...	2,610	...	2,620	...	480	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...
Kenya Colony	364,729	...	311,517	...	559,598	...	415,592	4,500	307,989	...
Portuguese East Africa	56,428	...	51,584	...	86,816	...	201,669	51,825	24,779	...
Anglo Egyptian Soudan	...	...	1,811	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	24,310	...	37,739	...	31,360	...
Somaliland (French and British)	29,111	...	5,923	...	21,992	...	5,833	...	8,206	...
Other Countries in Africa	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	287,586	...
Netherlands	...	...	...	...	...	...	...	...	55,290	...
Canada—Atlantic	8,022,836	123,193	7,638,238	100,109	18,391,939	...	494,423	...	7,751,216	...
Canada—Pacific	696,549	...	701,655	...	2,770,978	...	432,010	...	548,363	...
Cape of Good Hope	384,413	...	605,973	...	3,229,162	...	1,403,844	...	911,492	...
Malta and Gozo	16,749	...	...	...	229,962	...	41,731	...	...	...
Arabia—Muskat Territory &c.	...	...	24,002	...	371,441	...	894,480	...	174,355	...
Arabia—Other Native States	760,045	...	294,477	...	1,676,232	...	857,012	...	1,216,408	...
Siam	11,561	...	12,925	...	17,546	...	4,616	...	6,122	...
Seychelles	3,592	...	2,237	...	7,017	...	2,090	...	300	...
Greece	...	...	...	...	...	...	...	...	58,360	...
Roumania	...	...	...	...	...	...	...	...	46,515	...
Spain	...	...	...	...	...	...	...	...	85,274	...
East Africa—Italian	178,263	...	32,609	...	6,257	...	4,348	...	95,506	...
Madagascar	7,388	...	10,735	...	10,610	...	6,220	...	13,560	...
St. Helena	...	...	...	...	...	...	...	...	...	...
Japan	15,259	...	6,400	...	13,789	...	110,130	...	31,691	...
Cuba	...	...	...	...	...	...	30,601	...	306,340	...
Maldives	...	...	...	...	...	...	...	...	...	...
Bahrein Islands	802,655	...	126,502	...	581,791	...	659,056	...	435,797	...
New Zealand	435,647	...	542,080	...	856,051	...	370,605	...	739,099	...
Sumatra	11,831	...	2,600	...	164	...	...	...	...	...
Other British Possessions	145	...	2,521	520	34,740	...	4,440	600	...	480
Other Foreign Countries	3,064	...	3,000	...	7,991	1,936	12,763	180	...	...
Guatemala	...	...	...	...	...	...	...	...	6,638	...
Mexico	...	...	...	...	...	...	...	...	...	...
Irish Free State (a)	...	...	...	...	...	...	...	...	...	...
TOTAL	338,279,063	101,199	291,162,117	240,490	359,169,974	4,258	323,606,105	57,105	379,761,353	3,680

COUNTRIES TO WHICH EXPORTED.	1920-21.		1921-22.		1922-23.		1923-24.		1924-25.	
	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.
Georgia	...	...	...	...	...	...	...	...	...	...
Tunis	...	...	...	...	...	...	46,610	...	...	...
Palestine	...	...	1,008	...	3,686	...	20,632	...	23,041	...
South-West African Protectorate	...	...	...	...	5,800	...	...	...	...	...
Switzerland	750	...	1,900	...	2,248	...	2,813	...	498	...
Henjam Island	733	...	736	...	934	...	2,028	...	1,310	...
Korea	...	...	720	...	900	...	1,100	...	...	...
Tripoli	...	...	...	...	2,050	...	13,361	...	10,188	...
Syria	...	...	41,994	...	61,379	...	83,120	...	20,686	...
Armenia	...	...	23,290	...	155,300	...	520,059	...	361,433	...
Smyrna	...	...	126,634	...	33,044	...	24,612	...	27,500	...
Colombia	...	...	24,000	...	...	...	...	...	...	...
Ecuador	...	...	...	...	...	...	...	...	...	...
Bolivia	...	...	...	...	...	...	...	...	...	...
Transvaal	26	...	...	...	4,331	...	100	...	10,000	...
Iraq	...	...	2,580,178	...	6,009,835	...	3,318,240	...	2,357,733	...
Peru	97,375	...	3,750	...	453,693	...	40,222	...	52,000	...
Turkistan (Russian)	...	...	...	...	...	...	...	...	...	...
United Kingdom	218,111,440	...	268,716,705	...	248,237,877	25,284	295,897,074	9,976	298,188,056	874,047
Australian Commonwealth	5,937,310	...	7,526,609	...	3,083,316	...	4,300,442	...	4,363,658	...
Straits Settlements	292,062	...	279,869	...	295,303	...	357,633	...	281,013	...
Persia	2,050,451	...	1,282,752	...	2,025,787	...	2,351,813	...	3,005,001	...
Denmark	101	...	30	...	28,237	...	25,718	...	39,019	...
U. S. A.—Atlantic Coast	2,986,514	2,000	7,452,696	...	3,599,362	106,966	5,129,165	17,716	5,561,373	...
U. S. A.—Pacific	158,001	...	528,816	...	636,223	...	722,331	...	641,872	...
Ceylon	3,274,846	...	4,115,485	...	2,579,260	...	3,815,870	...	3,980,705	4,477
Germany	17,376	...	59,192	...	89,351	...	309,938	...	386,282	...
Norway	...	...	8,000	...	5,629	...	...	...	100	...
Turkey in Asia—Levant & Black Sea	47,523	...	2,001	...	43,831	...	62,721	...	222,603	...
Turkey in Asia—Red Sea	872,237	...								
Turkey in Asia—Persian Gulf	4,426,120	...								
Do. in Europe	40,728	...	148,420	...	221,455	...	345,509	...	358,036	...
China—Hong-Kong	26,010	...	183	...	3,153	...	5,040	...	5,680	...
China—Treaty Ports	2,700	...	15,140	...	6,321	...	9,588	...	189,015	...
France	66,929	...	101,749	...	187,791	...	352,292	...	276,728	...
Sweden	400	...	3,760	...	3,459	...	600	...	6,813	...
Mauritius and Dependencies	31,510	...	13,134	...	9,674	...	15,532	...	28,074	...
Egypt	1,780,292	...	3,083,468	...	2,359,976	...	1,052,660	...	2,714,573	...
British Guiana	5,516	...	1,250	...	9,845	...	13,700	...	7,305	...
West Indies (British)	14,505	...	11,050	...	...	...	7,200	...	9,350	...
Austria	52	...	...	...	953	...	1,050	...	330	...
Argentine Republic	300,665	...	28,410	...	76,314	...	156,237	...	117,466	...
Aden and Dependencies	257,721	...	121,416	...	271,848	...	324,272	...	250,809	...
Java	...	...	...	...	...	...	...	...	1,200	...
Italy	39,713	...	1,627	...	2,678	...	137,945	...	48,618	...
Russia—Northern	...	...	...	...	...	...	...	...	152,000	...
Russia—Southern	...	...	...	...	...	...	...	...	1,236,207	...
Russia—Pacific	...	...	...	...	...	...	...	...	...	...
Chili, &c.	1,779,934	...	616,719	...	870,566	...	1,174,500	...	920,713	...
Brazil	200	...	...	...	5,100	...	1,380	...	280	...
Borneo (Dutch)	...	...	...	...	...	...	...	...	...	...
Natal	287,503	...	345,593	...	204,606	...	94,177	...	336,098	...
Zanzibar and Pemba	39,043	...	92,157	...	145,329	...	75,781	...	79,873	...
Abyssinia	...	...	253,110	...	...	...	...	...	...	...
Federated Malay States	2,160	...	2,021	...	923	...	546	...	640	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...
Kenya Colony	293,120	...	292,532	...	460,374	...	579,620	...	654,682	...
Portuguese East Africa	62,740	...	110,991	...	76,575	...	68,417	...	65,130	...
Anglo Egyptian Soudan	...	...	24,735	...	45,076	...	5,129	...	2,638	...
Tanganyika Territory	19,300	...	10,076	...	33,062	...	11,759	...	35,058	...
Somaliland (French and British)	15,407	...	1,106	...	40,249	...	12,730	...	20,931	...
Other Countries in Africa	...	...	...	...	...	...	...	...	...	...
Belgium	954	...	3,050	...	1,131	...	931	...	3,055	...
Netherlands	24,513	...	209,503	...	200,727	...	130,411	...	109,528	...
Canada—Atlantic	6,961,050	226,111	8,527,160	356,641	7,638,723	647,787	8,532,400	226,840	6,879,605	...
Canada—Pacific	807,879	...	3,016,613	...	2,161,651	...	3,418,731	...	2,210,661	...
Cape of Good Hope	260,304	...	1,190,880	...	918,773	...	719,800	...	863,132	...
Malta and Gozo	...	...	...	...	7,500	...	...	...	...	...
Arabia—Muskat Territory &c.	63,619	...	9,839	...	27,490	...	122,904	...	61,001	...
Arabia—Other Native States	1,635,209	...	1,419,962	...	750,023	...	1,257,430	...	788,312	...
Siam	6,442	...	8,041	...	17,268	...	13,336	...	8,988	...
Seychelles	4,969	...	2,082	...	5,109	...	9,262	...	3,755	...
Greece	10	...	24,740	...	615,683	...	482,491	...	106,702	...
Roumania	...	...	...	...	...	...	11,000	...	...	...
Spain	...	...	625	...	...	...	220	...	...	...
East Africa—Italian	10,022	...	7,054	...	43,688	...	71,350	...	65,215	...
Madagascar	3,988	...	510	...	5,155	...	1,820	...	553	...
St. Helena	...	...	...	...	...	...	...	...	...	...
Japan	390	...	7,912	...	40,000	...	48,150	...	12,245	...
Cuba	600	...	...	...	276	...	...	...	...	...
Maldives	...	...	...	...	...	...	...	...	...	...
Bahrein Islands	30,182	...	256,571	...	315,835	...	694,765	...	390,018	...
New Zealand	33,079	...	762,152	...	450,220	...	471,597	...	741,566	...
Sumatra	...	...	...	...	...	...	...	...	...	...
Other British Possessions	850	...	2,552	259	200	200	...	...	280	...
Other Foreign Countries	...	504	791	...	1,414	200	2,213	600	922	...
Guatemala	100	...	...	...	...	...	...	...	...	...
Mexico	...	...	10,900	...	...	...	...	...	...	...
Irish Free State (a)	...	...	...	...	...	...	...	...	...	...
TOTAL	523,234	228,615	313,521,249	356,900	287,515,763	780,437	338,500,236	255,141	339,227,811	870,131

COUNTRIES TO WHICH EXPORTED.	1925-26.		1926-27.		1927-28.		1928-29.		1929-30.	
	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green lbs.	Black lbs.	Green. lbs.
Georgia	250,100	...	837,493	...	1,480,476	...	1,725,242	...	2,044,828	...
Tunis	4,125	...	10,000	...	...	...	...	...	...	...
Palestine	32,110	...	56,280	...	51,121	...	34,790	...	36,105	...
South-West African Protectorate	...	...	...	...	6,432	...	21,724	...	...	...
Switzerland	1,114	...	83	...	400	...	...	...	...	...
Henjam Island	5,250	...	2,600	...	2,800	...	1,618	...	1,884	...
Korea	...	...	...	...	...	...	...	...	...	...
Tripoli	18,360	...	8,800	...	...	...	1,250	...	25,625	...
Syria	15,031	...	46,035	...	97,460	...	118,610	...	77,868	...
Armenia	430,887	...	389,618	...	113,094	...	21,826	...	1,000	...
Smyrna	31,550	...	12,500	...	17,500	...	23,750	...	20,000	...
Colombia	...	...	...	...	...	...	...	...	...	...
Ecuador	...	...	...	...	...	...	...	...	...	...
Bolivia	...	...	...	...	...	...	...	...	...	...
Transvaal	...	...	...	...	...	...	...	...	...	...
Iraq	3,017,907	...	3,704,218	...	2,215,651	...	2,114,860	...	1,502,979	...
Peru	53,950	...	18,750	...	14,900	...	37,500	...	8,950	...
Turkistan (Russian)	...	...	...	...	...	...	...	...	...	...
United Kingdom	278,701,584	1,305,180	290,478,306	1,220,331	306,144,418	943,539	298,421,576	439,064	316,895,850	465,244
Australian Commonwealth	5,854,080	...	8,008,804	...	2,795,996	...	5,521,463	...	4,592,895	...
Straits Settlements	390,738	...	375,764	...	293,767	...	262,500	...	330,647	...
Persia	3,187,714	...	5,023,908	...	4,217,754	...	4,154,481	...	5,562,901	...
Denmark	20,110	...	8,831	...	5,627	...	5,550	...	8,728	...
U. S. A.—Atlantic Coast	4,409,330	...	6,901,025	...	8,158,818	...	7,345,339	...	7,869,219	...
U. S. A.—Pacific	492,080	...	718,530	...	639,979	...	482,687	...	577,067	...
Ceylon	4,170,816	2,400	4,427,361	...	4,716,351	...	4,618,215	...	3,733,103	...
Germany	375,203	...	412,356	...	387,998	...	209,370	...	189,527	...
Norway	4,507	...	3,360	...	66	...	2,150	...	5	...
Turkey in Asia—Levant & Black Sea	353,890	...	527,781	...	164,120	...	452,067	...	262,651	...
Turkey in Asia—Red Sea										
Turkey in Asia—Persian Gulf										
Do. in Europe	306,889	...	526,362	...	195,573	...	207,475	...	213,375	...
China—Hong-Kong	26,560	...	2,618	...	47,191	...	...	...	491	...
China—Treaty Ports	2,063,212	...	487,384	...	3,545,482	...	6,140,235	...	12,540	...
France	165,169	...	146,488	...	319,100	...	109,951	...	203,995	...
Sweden	704	...	9,710	...	184	...	7,236	...	11,737	...
Mauritius and Dependencies	20,063	...	21,606	...	11,024	...	13,995	...	5,728	...
Egypt	3,570,431	...	2,000,259	...	2,175,756	...	3,288,685	...	5,066,770	...
British Guiana	14,035	...	26,400	...	15,121	...	16,109	...	19,580	...
West Indies (British)	19,600	...	20,011	...	19,082	...	50,177	...	73,489	...
Austria	...	...	180	...	...	...	...	...	...	...
Argentine Republic	129,283	...	107,409	...	219,898	...	190,138	...	126,022	...
Aden and Dependencies	450,068	...	379,315	...	455,506	...	353,883	...	261,244	...
Java	1,557	...	88	...	153	...	319	...	879	...
Italy	38,714	...	31,609	...	15,624	...	27,500	...	22,544	...
Russia—Northern	267,714	...	100,900	...	...	...	414,542	...	308	...
Russia—Southern	1,703,214	...	...	...	3,364	...	2,016,463	...	2,016,091	...
Russia—Pacific	...	...	...	...	6,329,498	...	1,677,697	...	3,282,215	...
Chili, &c.	1,456,720	...	1,212,061	...	936,524	...	1,139,890	...	833,611	...
Brazil	...	...	1,265	...	50	...	130	...	180	...
Borneo (Dutch)	...	...	...	...	...	...	...	...	...	...
Natal	437,210	...	230,087	...	257,909	...	210,875	...	107,685	...
Zanzibar and Pemba	109,935	...	61,614	...	54,016	...	71,948	...	71,220	...
Abyssinia	1,910	...	...	...	...	...	...	...	...	...
Federated Malay States	2,753	...	3,056	...	12,021	...	13,207	...	11,048	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...
Kenya Colony	652,075	...	630,912	...	617,380	...	625,262	...	451,457	...
Portuguese East Africa	55,707	...	68,600	...	67,483	...	73,361	...	117,466	...
Anglo Egyptian Soudan	19,504	...	2,765,611	...	1,077,789	...	1,135,498	...	1,916,071	...
Tanganyika Territory	65,986	...	58,078	...	77,798	...	107,098	...	133,576	...
Somaliland (French and British)	33,229	...	68,853	...	72,086	...	182,974	...	144,897	...
Other Countries in Africa	...	...	...	...	...	...	...	...	...	...
Belgium	121,466	...	1,580	...	1,110	...	5,490	...	2,740	...
Netherlands	30,206	...	88,035	...	205,650	...	66,463	...	84,172	...
Canada—Atlantic	5,008,852	...	7,702,455	...	5,767,563	1,300	6,816,568	...	6,670,833	...
Canada—Pacific	2,942,390	...	3,825,980	...	3,517,274	...	4,391,150	...	5,681,807	...
Cape of Good Hope	874,933	...	907,927	...	889,598	...	868,199	...	911,758	...
Malta and Gozo	1,000	...	...	...	...	...	...	...	1,675	...
Arabia—Muskat Territory &c.	169,938	...	113,672	...	86,857	...	111,688	...	62,182	...
Arabia—Other Native States	151,995	...	682,150	...	515,977	...	1,033,490	...	1,314,849	...
Siam	3,531	...	3,836	...	6,020	...	8,651	...	3,104	...
Seychelles	9,418	...	6,172	...	11,341	...	9,488	...	11,111	...
Greece	143,692	...	116,600	...	239,074	...	336,442	...	224,469	...
Roumania	74,730	...	78,500	...	93,090	...	85,900	...	17,340	...
Spain	...	...	...	...	...	...	...	...	...	...
East Africa—Italian	211,338	...	152,328	...	134,025	...	230,830	...	279,965	...
Madagascar	...	...	880	...	2,350	...	8,916	...	3,942	...
St. Helena	...	...	...	...	...	...	...	...	...	...
Japan	86,063	...	2,934	...	1,705	...	3,788	...	13,531	...
Cuba	65,000	...	36,450	...	2,949	...	170	...	...	...
Maldives	...	...	...	...	...	...	...	...	...	...
Bahrein Islands	465,015	...	768,068	...	409,567	...	1,035,035	...	809,300	...
New Zealand	506,243	...	744,321	...	228,809	...	273,186	...	310,389	...
Sumatra	...	...	...	...	9,000	...	13,800	...	20,100	...
Other British Possessions	1,702	...	910	...	1,370	...	1,308	...	30,288	...
Other Foreign Countries	8,260	185	420	...	625	780	108,187	60	55,000	...
Guatemala	...	...	...	...	...	...	...	...	...	...
Mexico	...	...	...	...	...	...	...	...	...	...
Irish Free State (a)	...	...	...	...	...	...	...	...	...	...
TOTAL	324,425,260	1,307,765	318,043,097	1,220,331	360,608,503	945,619	359,163,073	439,124	376,168,045	465,244

COUNTRIES TO WHICH EXPORTED.	1930-31.		1931-32.		1932-33.		1933-34.		1934-35.	
	Black lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.	Black. lbs.	Green. lbs.
Georgia	2,199,578	...	1,816,542	...	614,320	...	...	...	...	...
Tunis	...	...	...	...	...	...	...	...	63,822	...
Palestine	33,029	...	343,491	...	165,026	...	157,416	...	148,758	...
South-West African Protectorate	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...	...
Henjam Island	4,138	...	2,450	...	...	...	...	...	...	...
Korea	...	...	...	...	...	...	...	...	...	...
Tripoli	8,750	...	6,250	...	...	...	...	...	...	...
Syria	94,780	...	197,956	...	185,645	...	8,700	...	...	...
Armenia	14,175	...	625	...	3,600	...	106,414	...	143,355	...
Smyrna	16,750	...	8,750	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...
Ecuador	...	...	...	...	...	...	...	...	...	...
Bolivia	...	...	...	...	...	...	...	...	...	...
Transvaal	...	...	...	...	...	...	...	...	...	...
Iraq	1,160,792	...	915,271	...	505,071	...	506,476	...	486,722	...
Peru	3,500	...	28,100	...	56,856	...	22,211	...	15,991	...
Turkistan (Russian)	...	...	...	...	...	...	...	...	...	...
United Kingdom	297,931,211	938,040	290,590,767	608,174	330,660,980	...	276,262,141	...	288,517,818	...
Australian Commonwealth	4,529,037	...	2,508,835	...	1,639,612	...	1,986,655	...	1,585,625	...
Straits Settlements	318,407	...	276,723	...	226,920	...	120,589	...	13,695	...
Persia	4,200,932	...	2,014,544	...	1,482,420	...	1,075,198	...	325,149	...
Denmark	8,835	...	4,998	...	8,330	...	5,395	...	9,013	...
U. S. A.—Atlantic Coast	9,435,051	...	9,855,653	...	10,772,360	...	8,017,555	...	7,655,457	...
U. S. A.—Pacific	463,614	...	441,661	...	365,002	...	299,829	...	347,808	...
Ceylon	5,005,974	...	2,906,768	...	3,531,315	...	3,246,815	...	3,045,858	...
Germany	146,220	...	106,481	...	126,808	...	258,809	...	142,947	...
Norway	3,000	...	1,320	...	...	...	...	...	...	...
Turkey in Asia—Levant & Black Sea	372,115	...	290,052	...	426,013	...	307,212	...	178,109	...
Turkey in Asia—Red Sea										
Turkey in Asia—Persian Gulf										
Do. in Europe	230,295	...	179,700	...	97,750	...	420,750	...	201,177	...
China—Hong-Kong	492	...	2,311	...	...	...	...	...	..	...
China—Treaty Ports	1,741,896	...	1,202,987	...	78	...	221	...	...	...
France	130,103	...	192,261	...	355,555	...	245,535	...	84,669	...
Sweden	7,580	...	21,029	...	20,226	...	15,849	...	8,091	...
Mauritius and Dependencies	1,255	...	11,926	...	5,128	...	4,675	...	...	...
Egypt	3,537,439	...	3,273,851	...	2,002,275	...	1,266,879	...	684,551	...
British Guiana	7,400	...	11,320	...	22,500	...	12,874	...	21,550	...
West Indies (British)	33,430	...	57,700	...	174,604	...	66,550	...	114,150	...
Austria	...	...	...	...	...	...	...	...	...	...
Argentine Republic	103,601	...	180,080	...	124,025	...	106,302	...	49,020	...
Aden and Dependencies	283,891	...	415,198	...	312,038	...	321,261	...	345,841	...
Java	3,916	...	52	...	...	...	...	...	...	...
Italy	5,329	...	5,120	...	12,906	...	7,676	...	4,738	...
Russia—Northern	572,798	...	218,003	...	...	...	228,015	...	...	...
Russia—Southern	2,470,287	...	1,383,601	...	2,761,350	...	480,101	...	40,432	...
Russia—Pacific	3,200,663	...	1,826,747	...	95,874	...	...	...	...	...
Chili, &c.	434,881	...	332,440	...	366,517	...	2,250	...	1,489,574	...
Brazil	80	...	...	...	...	...	...	...	...	...
Borneo (Dutch)	...	...	...	...	...	...	...	...	...	...
Natal	139,152	...	88,639	...	66,761	...	...	...	...	...
Zanzibar and Pemba	41,141	...	56,058	...	40,346	...	7,260	...	6,600	...
Abyssinia	...	...	...	...	...	...	...	...	...	...
Federated Malay States	4,017	...	1,128	...	1,503	...	5,565	...	...	...
Fiji Islands	11,102	...	15,619	...	16,768	...	20,315	...	14,316	...
Kenya Colony	96,372	...	64,681	...	2,930	...	5,144	...	6,681	...
Portuguese East Africa	48,851	...	58,899	...	49,568	...	23,244	...	20,376	...
Anglo Egyptian Soudan	1,734,456	...	434,262	...	92,074	...	385,559	...	489,869	...
Tanganyika Territory	62,481	...	7,020	...	2,198	...	200	...	...	...
Somaliland (French and British)	270,796	...	214,089	...	133,712	...	167,902	...	166,331	...
Other Countries in Africa	...	...	...	...	...	...	...	...	...	...
Belgium	2,009	...	2,120	...	6,821	...	3,225	...	3,340	...
Netherlands	76,136	...	79,033	...	122,071	...	86,612	...	109,493	...
Canada—Atlantic	5,503,732	...	7,089,461	...	9,492,887	...	9,697,693	...	9,174,861	...
Canada—Pacific	4,671,972	...	6,444,001	...	7,202,172	...	5,431,274	...	3,639,850	...
Cape of Good Hope	634,123	...	561,655	...	465,264	...	543,023*	...	443,581	...
Malta and Gozo	1,530	...	...	...	...	...	...	...	...	...
Arabia—Muskat Territory &c.	68,581	...	89,271	...	129,474	...	118,159	...	204,127	...
Arabia—Other Native States	1,140,460	...	1,180,869	...	1,598,058	...	438,063	...	944,210	...
Siam	3,312	...	2,179	...	1,625	...	...	...	...	...
Seychelles	11,283	...	11,008	...	12,065	...	7,988	...	10,335	...
Greece	125,085	...	59,525	...	30	...	11,600	...	1,500	...
Roumania	27,500	...	21,250	...	11,000	...	38,150	...	30,500	...
Spain	...	...	...	...	...	...	...	...	...	...
East Africa—Italian	210,790	...	370,600	...	353,876	...	320,095	...	514,776	...
Madagascar	5,648	...	5,192	...	1,100	...	...	...	...	...
St. Helena	...	...	...	...	...	...	...	...	...	...
Japan	16,492	...	11,275	...	9,876	...	6,420	...	12,392	...
Cuba	...	...	...	...	17,000	...	...	...	...	...
Maldives	...	...	...	...	...	...	...	...	...	...
Bahrein Islands	988,198	...	1,160,625	...	712,072	...	260,775	...	314,585	...
New Zealand	357,969	...	1,011,072	...	1,145,896	...	2,497,399	...	1,116,341	...
Sumatra	8,400	...	8,400	...	8,400	...	3,600	...	...	...
Other British Possessions	1,144	...	60	...	4,917	...	3,546	...	18,444	...
Other Foreign Countries	99,892	128	73,062	...	13,974	...	24,760	24	42,512	...
Guatemala	...	...	...	...	...	...	...	...	...	...
Mexico	...	...	...	...	...	...	...	...	...	...
Irish Free State (a)	...	...	...	...	...	...	2,148,182	...	1,807,106	...
TOTAL	355,300,772	938,168	310,910,130	608,174	378,836,566	...	317,316,111	24	324,833,133	...

* Figures for Union of South Africa from 1933-34.

(a) Separately shown from 1933-34.

EXPORTS.

TOBACCO MANUFACTURED.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.
Algeria	...	...	...	...	...	...	...	...	...	162,360
Java	...	...	...	...	...	...	...	...	2,012	5,400
Iraq	...	...	...	...	...	...	18,728	...	8	...
Aden and Dependencies	5,201,346	5,824,871	4,273,317	6,410,603	873,158	6,103,057	4,770,091	4,539,028	5,037,876	5,794,000
Mauritius and Dependencies	8,820	12,250	4,150	14,142	...	10,956	514	1,008	3,240	1,278
Straits Settlements	1,840,552	1,338,089	2,491,724	3,043,319	2,804,282	2,528,972	2,809,748	3,600,573	3,624,128	3,715,011
United Kingdom	5,470,145	5,421,712	179,246	2,919,104	12,683,387	1,677,016	2,059,691	3,577,282	5,396,074	8,205,008
Ceylon	110,529	90,216	78,910	79,784	155,633	69,379	96,786	85,816	163,518	106,765
Australian Commonwealth	...	...	...	3,009	...	32,200	...	2,500	...	...
Maldives	25,760	24,882	17,005	15,288	10,080	..	1,344	12,068	8,804	3,660
Persia	55,171	...	21,466	64,110	23,550	114,368	...	6,393	1,260	...
Denmark	...	...	...	...	...	50,000	11	...	...	...
China—Treaty Ports	42,000	...	...	240	...	...	35,280	5,460	9,345	15,671
China—Hong-Kong	1,698,338	1,658,882	1,569,280	1,027,610	2,611,472	9,353,431	6,016,135	3,283,454	2,020,215	5,457,116
Norway	...	...	...	...	...	112,931	...	...	...	...
Germany	...	...	...	...	...	...	15,734	3,094,649	4,672,956	2,196,774
Morocco	358,920	288,000	...	614,160	...	...	...	...	...	...
France	7,539,204	5,092,708	5,815,003	13,085,489	4,259,012	361,950	2,131,880	...	...	550,041
Bahrein Islands	44,955	43,612	15,820	52,357	126,746	38,762	12,432	82,310	20,657	13,328
Cyprus	...	...	64,316	164,288	20,000	...	46,265	...	...	...
Other Foreign Countries	2,198	23	1,066	...	1,500	1,838	130	..	...	...
Italy	...	...	...	...	20,720	...	...	...	...	...
Federated Malay States	534,251	902,267	1,011,583	1,163,189	1,189,657	1,368,588	1,273,730	1,280,575	1,331,105	1,195,371
Egypt	72,431	99,454	2,833,609	364,960	303,895	45,016	1,626	4,608	...	...
Arabia—Muskat Territory and Trucial Oman	24,274	42,314	10,107	36,795	87,398	20,187	34,394	26,740	46,060	73,178
Arabia—Other Native States	134,313	129,073	150,009	89,502	141,008	64,297	38,763	28,193	5,994	36,215
Turkey in Asia—Red Sea	975,110	3,558	686	...	2,023	11,000	...	...	...	...
Turkey in Asia—Persian Gulf		442,591	1,555,001	1,636,767	355,951	157,936	...	...	...	...
Netherlands	1,095	5,719,849	...	...	2,083,910	311,222	1,359,928	1,264,007	8,345,986	12,226,127
Mekran and Sonmiani	...	...	...	...	...	...	...	...	...	...
East Africa—Italian	75,703	...	47,803	...	...	15,552	12,684	36,203	44,926	59,088
Belgium	...	...	...	...	961,800	34,125	7,582	197,385	813,650	1,711,221
Formosa	...	...	...	...	...	13,719	...	...	...	...
French Somaliland	...	...	...	11,080	...	...	...	...	...	...
United States of America	...	...	...	1,323	7,088	17,300	100	90	...	38,400
Kenya Colony	...	...	...	...	...	...	5,475	10,447	...	28
Siam	...	...	...	...	...	...	10,660	1,564	23,210	14,688
Japan	...	...	...	108,010	121,421	790,732	614,952	431,813	682,117	1,606,062
Other British Possessions	23,209	7,034	109	...	6,066	534	781	759	1,053	112
Sumatra	...	...	...	...	...	...	18,866	17,336	17,820	9,000
Irish Free State (a)	...	...	...	...	...	...	...	...	...	...
TOTAL	24,250,324	27,742,302	20,243,963	31,505,095	28,919,756	23,300,028	22,903,303	21,596,323	32,915,829	43,196,132

COUNTRIES TO WHICH EXPORTED.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
Algeria	...	...	...	...	...	..	...	...	...	...
Java	896	6,584	...	...	...	50	...	...	...	...
Iraq	...	...	...	1,792	...	...	...	...	...	...
Aden and Dependencies	4,512,923	4,867,046	6,792,078	8,485,146	4,194,628	5,364,408	4,427,350	4,394,177	5,307,090	6,039,537
Mauritius and Dependencies	3,760	1,250	1,375	530	280	475	750	..	...	..
Straits Settlements	4,864,134	4,141,584	3,825,455	3,805,006	3,958,290	2,518,072	1,555,300	800,867	1,166,760	1,236,380
United Kingdom	7,816,726	10,308,073	7,006,815	11,580,552	10,558,003	9,055,617	10,023,568	9,046,489	13,299,068	9,260,058
Ceylon	132,837	107,960	84,270	130,685	130,650	120,808	151,302	80,720	214,968	275,474
Australian Commonwealth	...	...	...	...	...	...	...	...	...	...
Maldives	20,104	29,008	16,410	8,064	1,080	6,404	3,340	...	...	...
Persia	245	84	...	...	...	...	...	...	...	...
Denmark	9,491	...	...	34,348	...	20,100	29,320	26,523	...	...
China—Treaty Ports	463,784	563,920	438,666	477,150	244,537	108,000	216,000	71,820	2,068	9,020
China—Hong-Kong	6,027,313	2,622,239	2,153,504	2,168,144	847,022	916,936	2,649,514	428,496	711,840	1,185,913
Norway	...	...	...	30,944	...	127	...	...	...	...
Germany	4,361,850	1,443,874	554,115	104,828	12,000	295,216	...	101,491	12,500	...
Morocco	...	...	...	...	...	...	...	...	...	...
France	328	1,168	...	...	...	...	...	...	...	...
Bahrein Islands	26,044	12,372	21,068	10,141	...	...	...	...	...	...
Cyprus	16,000	...	...	...	...	...	...	...	...	...
Other Foreign Countries	2,371	...	63,303	76,102	...	32,523	104,582	241,214	2,240	23,421
Italy	...	...	...	...	...	...	...	...	...	...
Federated Malay States	1,352,841	1,432,740	1,624,910	1,551,251	1,661,919	1,233,337	735,850	330,221	511,931	680,089
Egypt	1,276	...	5,488	...	...	...	...	...	...	...
Arabia—Muskat Territory and Trucial Oman	24,332	7,776	41,748	46,645	54,872	47,036	30,902	35,068	14,302	19,712
Arabia—Other Native States	...	5,180	75,376	336	...	...	42,383	355,600	264,992	103,661
Turkey in Asia—Red Sea	..	...	...	...	...	...	...	21,385	35,016	..
Turkey in Asia—Persian Gulf										
Netherlands	4,467,983	1,703,526	1,871,957	734,880	1,166,150	2,341,461	945,359	1,666,649	3,512,446	1,420,307
Mekran and Sonmiani	...	...	...	...	...	...	...	...	...	...
East Africa—Italian	112,112	40,880	37,296	153,864	29,512	62,008	13,216	...	...	...
Belgium	1,365,093	616,503	62,064	208,885	111,154	1,022,182	118,318	24,188	367,265	83,325
Formosa	...	...	...	...	...	...	...	...	...	...
French Somaliland	...	...	...	...	...	...	...	...	...	...
United States of America	6	...	...	..	...	...	...	...	...	...
Kenya Colony	2,824	224	112	1,232	...	...	...	...	...	...
Siam	1,906	15,912	18,376	3,573	14,670	65,610	7,832	...	483	1,971
Japan	1,547,650	848,539	2,715,279	3,297,905	3,176,298	3,840,058	3,000,518	3,141,652	4,313,988	5,898,070
Other British Possessions	490	2,184	75,917	2,096	984	3,573	1,080	66,314	97,208	90,239
Sumatra	27,225	14,220	2,049	...	...	...	...	...	...	...
Irish Free State (a)	...	..	...	...	...	...	...	...	282,000	12,500
TOTAL	37,193,250	28,882,036	28,087,663	32,032,102	25,972,767	27,070,510	25,426,632	20,892,804	20,206,470	26,319,287

(a) Specified separately from 1933-34.

Exports.

COCOANUT OIL.

Countries to which exported.	1915-16. gallons.	1916-17. gallons.	1917-18. gallons.	1918-19. gallons.	1919-20 gallons.	1920-21. gallons.	1921-22. gallons.	1922-23. gallons.
Iraq	...	...	...	...	...	...	3,711	2,340
Zanzibar and Pemba	...	...	819	230	37	...	...	...
United Kingdom	1,140,190	1,587,877	2,494,035	5,758,293	3,812,261	895,822	614,981	354,060
Straits Settlements	18	1,230	520	...	...	40	...	...
Australian Commonwealth	4,905	2,417	737	...	...	128	1,244	7,73
France	16,148	14,581	36,000	24,000	37,228	2	...	...
Austria-Hungary	...	...	...	...	13,216	...	...	...
United States of America	854,378	400,041	...	...	336,739	40,777	140,282	190,58
Italy	...	...	32,592	857,033	26,444	84	...	...
Fiji Islands	...	...	...	...	...	250	...	...
Germany	...	...	...	...	...	4,772	15,797	58,92
Canada	...	8,384	5,968	359,920	...	4,716	...	31,607
Aden and Dependencies	2,255	1,364	14,047	861	1,037	4,607	9,183	3,249
Arabia — Muskat Territory and Trucial Oman	451	1,422	1,977	884	3,431	4,077	5,182	5,947
Arabia — Other Native States	2,155	453	...	1,091	1,075	12,038	8,406	6,630
Siam	...	...	...	...	...	...	...	...
Natal	16,712	19,850	23,466	33,118	11,564	9,501	13,078	13,455
Ceylon	20	...	...	...	...	...	...	...
Madagascar	641	...	...	933	338	2,031	...	...
Mauritius and Dependencies	...	...	450	...	466	...	...	...
Netherlands	...	...	...	...	3,600	224,291	66,026	33,611
Sweden	...	...	...	...	50	2,445	25,232	18,06
East Africa — Portuguese	697	45	...	...	37	306	394	272
East Africa — British	300	571	604	16	466	...	...	...
East Africa — Italian	...	...	...	...	...	...	...	367
East Africa — Other Ports	...	...	...	...	...	...	...	...
Persia	559	1,795	572	376	3,002	4,025	6,473	5,11
Belgium	...	...	...	...	224,525	363,864	79,440	24,00
Egypt	340	250	550,330	157,629	171,976	242	9	228
Cape of Good Hope	3,018	2,430	8,255	1,274	683	1,044	350	2,450
China — Hong-Kong	...	...	...	...	...	...	...	...
China — Treaty Ports	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Bahrein Islands	1,438	6,760	94	575	87	2,935	1,688	1,94
Mekran and Sonmiani	...	...	...	...	...	...	...	...
Argentine Republic	...	...	...	...	...	...	...	1,22
Turkey in Asia — Levant and Black Sea, Red Sea, Persian Gulf	233	715	2,711	1,989	2,785	2,398	...	...
Switzerland	...	...	...	...	101,290	...	...	...
Denmark	...	...	...	...	...	...	...	...
Norway	...	...	...	...	214	259,161	...	72,045
Other British Possessions	203	677	156	...	40	328	13	302
Other Foreign Countries	233	452	268	185	289	437	133	...
Anglo Egyptian Sudan	...	...	...	...	...	...	522	46
Total	2,044,894	2,051,314	3,173,601	7,198,407	4,753,780	1,846,045	992,144	834,243

Exports.

Countries to which exported.	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.	1934-35. gallons.
Iraq	2,827	1,181	1,877	1,389	931	1,324	1,255	1,671	501	...	...	—
Zanzibar and Pemba	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	81,929	64,368	62,437	82,013	31,425	17,405	14,881	13,146	11,467	12,049	12,476	15,691
Straits Settlements	...	18	156	...	12	225	...	30	...	...	...	...
Australian Commonwealth	1,206	240	119	...	...	270	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	39,906	15,714	7,240	13,279	3,073	7,248	...	9	2,412	...	2,412	...
Italy	...	2,390	245	10,336	...	...	...	...	...	...	...	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...	...	...
Germany	2,454	1,212	2,893	20,558	5,949	3,609	1,800	1,236	...	...	...	...
Canada	3,601	...	...	...	2,400	...	...	...	...	...	...	...
Aden and Dependencies	4,759	1,272	389	760	1,384	308	200	36	42	...	...	...
Arabia — Muskat Territory and Trucial Oman	2,877	5,318	3,674	2,296	3,056	2,845	4,638	3,960	1,422	4,015	2,572	4,810
Arabia — Other Native States	3,185	2,783	1,231	2,071	3,224	4,593	4,707	2,632	2,824	4,222	5,093	3,644
Siam	...	...	...	...	...	...	...	...	...	...	...	...
Natal	6,821	2,655	1,353	433	439	8	25	15	...	...	...	—
Ceylon	...	316	1,544	978	1,574	648	1,458	624	911	313	180	—
Madagascar	199	...	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	134	175	608	779	960	...	...	...	...	...	...
Netherlands	17,990	19,530	40,305	55,942	20,203	44,001	41,088	20,624	13,414	3,660	3,644	8,376
Sweden	1,206	...	...	1,050	...	492	1,212	1,220	...	...	...	—
East Africa — Portuguese	67	33	10	...	...	...	...	...	...	...	...	...
East Africa — British	...	...	...	...	...	...	...	...	...	...	...	...
East Africa — Italian	778	90	...	...	...	...	...	...	...	...	...	...
East Africa — Other Ports	...	...	...	...	...	...	...	...	...	...	...	...
Persia	575	2,642	1,707	877	2,424	2,217	2,116	1,307	96	2,291	901	...
Belgium	...	...	...	...	...	...	...	2,213	1,380	...	...	...
Egypt	...	...	...	...	...	...	...	...	...	...	...	...
Cape of Good Hope	1,009	137	...	...	...	...	...	...	...	...	...	...
China — Hong-Kong	...	...	...	...	...	...	...	...	...	...	...	...
China — Treaty Ports	...	1,888	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...
Bahrein Islands	89	253	112	288	660	552	394	525	273	...	...	...
Mekran and Sonmiani	...	...	...	...	...	...	...	...	...	...	...	...
Argentine Republic	2,414	2,381	...	...	...	...	...	...	...	...	...	...
Turkey in Asia — Levant and Black Sea, Red Sea, Persian Gulf	...	...	...	...	—	...	...	...	...	—	...	—
Switzerland	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	99	232	51	291	74	128	228	173	671	706	1,321	116
Other Foreign Countries	...	4	83	29	294	399	403	201	274	2,022	3,012	6,481
Anglo Egyptian Sudan	645	543	542	364	736	1,027	370	1,128	486	...	...	...
Total	174,638	125,334	126,143	193,562	78,657	88,259	74,835	50,750	36,174	29,278	31,611	39,127

Exports.

CINCHONA BARK.

Countries to which exported.	1915-16. lbs.	1916-17. lbs.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22 lbs.	1922-23. lbs.
United Kingdom	607,807	688,143	37,355	15,379	198,506	328,172	233,185	15,3
Federated Malay States	...	400	...	...	...	...	...	...
Japan	...	...	...	140	...	...	...	...
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Ceylon	...	...	2,825	11,550	...	...	...	7
Other British Possessions	...	...	...	399	...	...	...	...
Total	607,807	688,543	40,180	27,468	198,506	328,172	233,185	16,0

Exports.

Countries to which exported.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32. lbs.	1932-33. lbs.	1933-34. lbs.	1934-35. lbs.
United Kingdom	176,440	534,698	433,097	69,795	173,529	138,104	74,533	88,781	84,558	6,629	94,841	141,798
Federated Malay States	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	91,657	24,894	53,090	10,896	...	...	...	654	4,480	2,400	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...
Total	268,097	559,592	486,187	80,691	173,529	138,104	74,533	89,435	89,038	9,029	94,841	141,798

Countries to which exported.	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.	1934-35. gallons.
United Kingdom	698,280	1,121,935	1,086,301	893,776	9,445	2,313	32,956	399,492	296,201	219,192	320,647	467,215	264,486	336,763	318,126	309,174	685,376	766,976	752,876	612,381
Australian Commonwealth	131,877	102,087	89,563	14,977	11,349	32,503	23,811	24,988	58,534	36,567	34,099	16,104	15,542	18,450	22,073	13,211	8,855	8,244	10,845	13,985
Straits Settlements	91,740	85,970	67,572	3,073	17,363	15,266	17,444	21,131	19,546	20,048	23,109	22,223	17,439	14,625	14,240	11,145	8,690	8,067	9,654	9,178
Mauritius and Dependencies	118,696	81,817	77,541	17,069	59,882	44,457	33,414	22,178	24,504	33,874	30,220	26,070	22,715	23,804	20,628	16,893	19,969	13,866	27,339	22,131
China—Hong-Kong	2,332	2,695	2,155	467	1,654	...	382	466	455	...	...	12	...	...	...	...	...	...	...	...
China—Treaty Ports	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	66,872	54,920	50,459	11,930	17,121	22,699	25,961	19,483	23,495	26,257	30,820	24,016	16,811	15,958	7,829	14,091	131,189	158,520	240,452	260,864
United States of America	...	...	...	...	...	...	...	...	4,419	...	...	...	...	1,200	...	...	...	6,723	3,600	...
France	1,822	2,331	...	...	...	...	1,089	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	1,100	27	...	...	...	...	...	...	...	...	...	...	5,424	2,496	12,420	27,304
Norway	...	...	...	...	1,325	27	...	1,588	1,276	...	...	...	...	...	...	...	...	...	...	6,536
British Guiana	1,004	4,529	...	...	...	469	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy	...	12,567	326,345	627,173	4,472	48	...	...	...	2,200	7,700	2,200	...	...	...	...	11,676	...	19,920	27,312
Aden and Dependencies	1,074	1,072	1,026	167	360	1,467	955	712	1,334	235	3,564	...	42	282	36	...	...	...	...	...
Egypt	826	1,967	32,968	402	8,354	...	408	...	250	...	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	31,211	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal*	62,626	54,223	135,806	22,945	83,205	35,477	16,451	37,878	44,905	41,123	51,528	32,220	53,794	41,347	31,104	30,707	24,602	24,622	43,265*	36,577
West Indies—British	5,777	6,805	...	637	2,403	1,310	1,873	1,116	2,442	3,132	4,298	642	654	450	1,068	216	...	...	...	...
Réunion	2,236	6,796	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Islands in the Pacific	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...	...	19,808	...	...	15,778	2,400	3,600	1,630	6,000	62,849	51,040
Germany	...	...	...	...	...	...	6,106	3,300	25,581	68,679	81,141	24,016	31,295	25,170	25,048	21,600	18,144	23,416	27,222	18,223
Japan	9,220	20,930	690	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cochin-China, Saigon	...	...	...	...	...	...	...	...	...	...	...	...	2,442	1,780	3,092	3,180	360	2,618	1,871	...
East Africa—Portuguese	13,819	5,369	20,363	...	2,409	6,429	4,669	2,510	1,637	3,669	6,619	2,087	...	...	...	...	...	...	...	...
East Africa—British	2,318	554	540	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa—Other Ports	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta	...	...	...	...	...	...	...	...	183	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	400	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	10,605	5,145	16,303	1,492	...	...	...	...	186	...	42	...	...	...	...	...	...	...	...	...
Siam	13,572	11,700	12,488	336	689	...	142	457	...	...	...	...	12,173	...	5,610	19,476	23,076	15,539	22,572	38,148
Belgium	...	...	...	...	...	...	...	...	...	...	1,140	...	...	...	1,120	1,120	12,220	21,856	16,691	21,876
Denmark	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippines	615	633	...	...	...	...	...	...	495	282	...	...	...	...	...	...	...	...	...	3,648
Sumatra	1,658	577	...	...	364	...	100	...	...	...	...	...	...	...	...	...	...	...	...	...
Roumania	...	...	...	...	...	9,310	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf	379	205	212	550	772	13,140	...	...	...	...	...	1,637	75	...	68	18	...	...	...	...
Turkey in Asia—Sea Ports	11	...	...	...	137	19	...	...	...	...	...	...	...	...	...	...	6,085	24,636	53,444	20,353
Persia	...	...	...	...	...	...	...	...	64,013	35,799	72,625	24,689	21,804	36,212	31,899	30,088	22,065	34,555	30,000	30,848
Canada *Via* Atlantic Coast	...	...	...	...	...	...	...	...	246	284	112	710	294	368	1,482	1	177	2,984	8,085	10,609
New Zealand	212,515	126,441	102,921	58,997	22,389	116,682	135,363	42,686	250	299	251	205	417	647	121	176	328	1,458	1,668	2,026
Other Foreign Countries	285	110	161	7	91	150	32	413	50	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	724	746	445	198	515	140	223	20	245	...	144	841	1,877	674	1,630	1,654	1,731	...	...	...
Zanzibar and Pemba	657	492	...	...	...	...	...	...	412	160	252	560	800	...	...	...	...	...	...	...
Fiji Islands	521	499	990	450	270	741	19	...	3,249	1,200	4,400	...	400	800	...	...	...	...	...	...
Federated Malay States	319	118	1,625	800	200	440	350	182	175	397	309	...	630	156	106	...	121	...	...	...
Rhodesia	...	1,900	259	...	5,999	...	10,167	...	3,313	1,666	2,004	1,692	4,672	4,091	96	343	834	2,003	...	...
Transvaal	50	1,946	8,826	2,093	456	400	...	...	1,084	2,462	3,834	76	...	90	...	...	...	...	...	...
Kenya Colony	...	...	...	...	1,573	349	...	160												
Cape of Good Hope	...	...	...	...	7,921	1,692	1,235	3,384												
Iraq	...	...	...	...	...	...	809	...												
Total	1,451,655	1,724,707	2,084,959	1,658,539	297,029	306,346	193,459	602,877	381,330	497,476	699,626	647,114	474,451	538,662	508,355	476,642	982,092	1,124,618	1,334,773	1,213,039

* Figures for Union of South Africa from 1933-34.

EXPORTS. INDIA-GO. EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
Turpd ...	...	...	...	...	...	...	...	...	13	...	...	...	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	20	94	73	20	60	148	47	2	...	...	...	...	...
Bahrain	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Tunis	...	...	...	...	...	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	...	9	...	...	...	...	...	27	26	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	...	39,572	16,168	5,510	4,748	1,224	1,129	67	799	473	342	307	452	245	215	135	182	60	110	32
France	...	71	81	...	...	18	...	76	1	28	14	...	1	...	...	...	...	...	...	98
Java	...	30	2,418	2,593	668	611	763	1,415	984	212	312	92	75	18	27	43	40	...	12	...
United States of America	...	5,048	6,410	12,083	7,189	88	28	92	...	...	...	...	...	...	...	...	...	...	...	...
Palestine	...	...	...	...	...	...	...	53	12	...	9	...	...	...	1	...	...	...	...	...
Russia	...	339	472	...	...	...	...	...	...	10	...	...	16	11	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	25	21	16	5	13	...	4	21	4	...	9	...
Turkey in Asia	...	28	281	331	561	3,436	711	...	610	669	372	417	437	109	85	169	11	8	...	4
Iraq	...	...	...	...	...	...	...	503	...	...	2	...	10	1	11	11	29	...	...	...
Aden and Dependencies	...	...	11	...	4	23	6	1,258	85	118	30	31	22	3	2	18	9	...	...	...
Cyprus	...	...	...	...	...	...	...	8	...	...	3	2	8	...	14	...	...	...	...	...
Cyclades	...	...	13	2	400	6	1	10	...	...	...	...	...	...	...	...	...	...	...	...
Africa, Nth	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...	11	26	5	55	17	35	11	11	33	18	14	3	7
Netherlands	...	...	...	...	...	...	...	...	...	...	13	7	15	...	...	3	...	...	...	...
Greece	...	...	...	...	...	68	...	...	...	...	14	2	48	...	...	16	17	...	...	...
Italy	...	666	750	371	110	19	41	...	1,530	685	538	225	172	60	107	34	8	18	21	24
India	...	...	...	...	...	...	...	...	75	16	11	14	8	...	...	...	...	...	...	...
Egypt	...	2,557	6,307	5,401	4,275	5,606	1,371	1,047	...	...	...	...	...	...	...	...	...	...	...	...
Aden (Colonies)	...	7	129	136	28	10	45	60	63	203	223	312	311	302	314	360	352	188	337	321
China—Hong-Kong	...	2	...	...	...	22	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Treaty Ports	...	15	620	326	187	236	181	44	2,189	647	33	30	61	69	61	23	10	44	3	15
Cover	...	...	...	...	54	15	50	270	...	...	...	...	...	...	...	...	...	...	...	...
Australia Commonwealth	...	72	12	169	6	28	35	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	1,433	471	2,811	14,338	21,808	5,830	7,150	...	...	...	...	...	...	...	...	...	...	...	...
British India	...	...	...	...	4	7	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Spain (excluding Gibraltar)	...	136	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	53	40	141	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indo-China	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arawan	...	...	...	...	...	...	...	...	49	3	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	6	21	58	73	4	...	2	...	...	2	...	...	9	13	55	...	...	10	26
Other British Possessions	...	3	20	41	...	54	...	...	...	...	...	...	...	...	...	...	...	15	7	17
TOTAL ...	41,832	34,230	31,062	32,707	32,687	10,250	12,362	4,52	6,702	3,308	2,017	1,588	1,859	889	867	934	709	345	502	544

EXPORTS. HIDES RAW. EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons.	1922-23. tons.
Uzbegistan	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	6	35
Gibraltar	...	...	...	...	...	...	1	...
Denmark	...	...	...	...	...	26	1	...
Cape of Good Hope	...	...	...	580	219	2,530	25	...
New Zealand	...	...	...	...	...	14	...	...
Canada	...	11,079	12,818	1,183	...	9,110	...	9
Norway	...	16,353	13,861	757	...	6,801	317	291
United Kingdom	...	99,290	145,140	176,847	217,752	324,633	3,146	2,602
United States of America	...	312,065	461 167	78,123	41,456	450,161	3,108	60
Germany	...	...	...	...	...	1,828	3,072	11,252
France	...	21,924	37,562	1,577	3,369	28,105	286	168
Straits Settlements	...	3,267	1,707	1,218	5,490	12,088	836	1,248
Persia	...	...	...	...	1	...	...	...
Palestine	...	...	...	...	...	...	...	...
Sub Crat Foven State	...	...	...	...	...	...	...	...
Tripoli	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	3,703	153	43
Do. in Europe	...	...	...	...	...	257	80	58
Ceylon	...	427	194	...	...	2,257	64	73
Aden and Dependencies	...	...	405	...	...	...	...	...
Cyprus	...	126	60	504	...	101	60	1
Netherlands	...	...	...	...	...	21,457	933	160
Belgium	...	...	...	...	...	22,701	137	269
Austria	...	...	...	...	...	573	145	12
Java	...	...	...	...	...	...	...	...
Bohemia	...	...	...	...	...	...	64	16
Australian Commonwealth	...	...	...	110	228	385	21	4,687
Italy	...	353,360	172,871	156,331	100,778	114,223	2,258	87
Sweden	...	6,264	...	...	...	29,174	913	692
Portugal	...	...	...	...	...	...	...	...
British Guiana	...	...	...	...	...	...	...	...
Egypt	...	908	1,607	681	160	3,129	21	156
Arabia (Muskat Territory &c.)	...	...	...	...	...	...	...	...
Spain	...	29,229	41,317	...	3,560	29,328	1,707	3,254
Greece	...	614	...	...	8,038	5,283	85	181
Roumania	...	...	...	...	...	...	...	17
Russia	...	...	1,702	...	...	...	...	10
Other Foreign Countries	...	29	...	...	3	...	...	...
Japan	...	...	2,403	94	674	739	33	1
Siam	...	...	...	...	...	...	...	...
China—Hong-Kong	...	174	384	...	72	7	7	33
Treaty Ports	...	...	...	...	...	...	...	...
East Africa (British	...	34	23	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	64	97	...	...
Syria	...	565	687	91	...	...	...	...
Sangreas	...	...	...	...	...	...	10	26
Other British Possessions	...	...	...	...	...	...	...	126
Iraq	...	...	...	2	...	...	...	...
TOTAL ...	881,882	894,028	417,903	331,942	1,094,755	18,463	25,336	29

	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.
Other Foreign Countries ...	...	...	...	1	...	...	...	8	...	...	...	...
Other British Possessions ...	...	...	...	2	...	...	...	...	...	...	...	...
Netherlands ...	...	...	26	...	36	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...	...	...
Siam ...	...	...	274	81	287	49	...	...	...	...	...	...
Hawaii ...	...	...	...	...	...	...	...	...	...	...	...	...
Bermuda ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	414,047	527,396	452,654	475,320	379,976	380,087	294,099	314,2				

EXPORTS. SALTPETRE. EXPORTS.

Countries to which exported.	1915-16. cwts.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. cwts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.
United Kingdom	333,005	460,973	408,122	331,927	110,638	110,808	86,812	42,[illegible]	16,842	21,400	15,000	15,000	15,462	14,082	27,614	22,540	24,699	46,372	57,004	37,544
China— Hong-Kong ...	17,662		..	7,043	44,626	45,046	50,793	45,[illegible]	32,419	34,001	25,725	2,588	...	...	...	...	410	33,008	8,308	5,238
China— Treaty Ports ...	...	...	...	...	...	...	...	...	...	...	100	620	...	...	...	...	...	...	...	...
U. S. A. Atlantic Coast ...	9,984	13,000	14,865	104,372	29,656	68,070	9,320	2,[illegible]	1,600	1	...	1,000	...	...	...	...	...	1,220	...	...
U. S. A. Pacific Coast ...	...	...	...	...	3,932	9,144	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	79	208	681	738	[illegible]	488	305	21	13	3	187	...	12	11	...	...	...
Straits Settlements	5,031	...	4	3,194	4,151	3,890	8,110	7,[illegible]	3,668	5,712	4,507	5,145	3,548	3,486	1,893	1,840	3,129	3,087	4,296	4,577
Ceylon	32,448	1,060	...	8,888	99,204	36,666	44,725	60,[illegible]	56,682	64,090	80,691	68,491	64,110	66,738	52,680	53,031	58,200	23,382	21,108	40,409
France	...	...	...	8,941	4,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia	...	10,350	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	50	...	...	...	3	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies ...	4,495	6,395	4,700	...	46,026	107,816	29,884	41,[illegible]	29,485	32,100	4,840	3,130	12,082	6,350	2,278	4,457	45,837	48,167	88,054	70,257
Federated Malay States ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200	...	...	...	...
Australian Commonwealth ...	2,672	3,049	5,318	9,535	2,006	1,819	975	1,[illegible]	1,440	1,432	140	740	616	400	200	321	440	670	1,680	740
West Indies (British) ...	...	...	...	...	...	3,504	600	[illegible]	400	1,154	...	...	...	...	...	...	...	3,056	5,002	1,000
West Indies (French) ...	...	...	...	...	...	...	...	17,[illegible]	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...	...	680	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape of Good Hope... ...	...	...	...	...	241	...	87	1,[illegible]	18	29	18	28	18	...	...	...	...	...	...	...
Arabia Muskat Territory and Trucial Oman ...	...	...	...	...	107	28	...	...	61	51	93	96	81	137	104	88	141	...	...	...
Arabia Other Native States ...	...	...	...	...	235	7	48	[illegible]	108	82	49	41	54	103	68	69	96	...	...	...
Natal	...	...	...	...	1,242	1,140	1,800	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	7,682	32,054	20,005	...	12,437	100	398	...	1,628	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa—Italian ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
New Zealand	460	500	649	1,400	770	260	310	...	80	170	190	100	100	40	...	...	40	...	...	...
Sandwich Islands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Zanzibar and Pemba ...	...	...	...	...	13	1	3	[illegible]	69	64	25	49	99	78	71	60	13	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...	10	14	51	26	43	84	57	63	129	...	...	...
Somaliland (French) ...	...	...	...	...	9,200	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
									...	...	...	...	...	...	...	...	...	...	...	...
									17	...	...	...	...	...	...	...	...	...	...	...
									512	...	...	...	...	...	...	...	...	...	...	12,000
									...	...	...	...	...	...	20	24	697	479	...	...
									867	1,810	2,182	1,201	2,177	...	...	...	...	...	...	...
									...	...	...	...	...	...	...	...	...	...	2,000	...
									...	...	...	...	...	...	...	...	...	280	248	471
									19	50	45	20	39	266	84	35	27	239	322	407
									2	12	15	2	25	21	103	1	9			
									164,221	163,265	133,625	98,309	99,063	91,972	85,172	83,241	133,938	159,060	188,112	172,643

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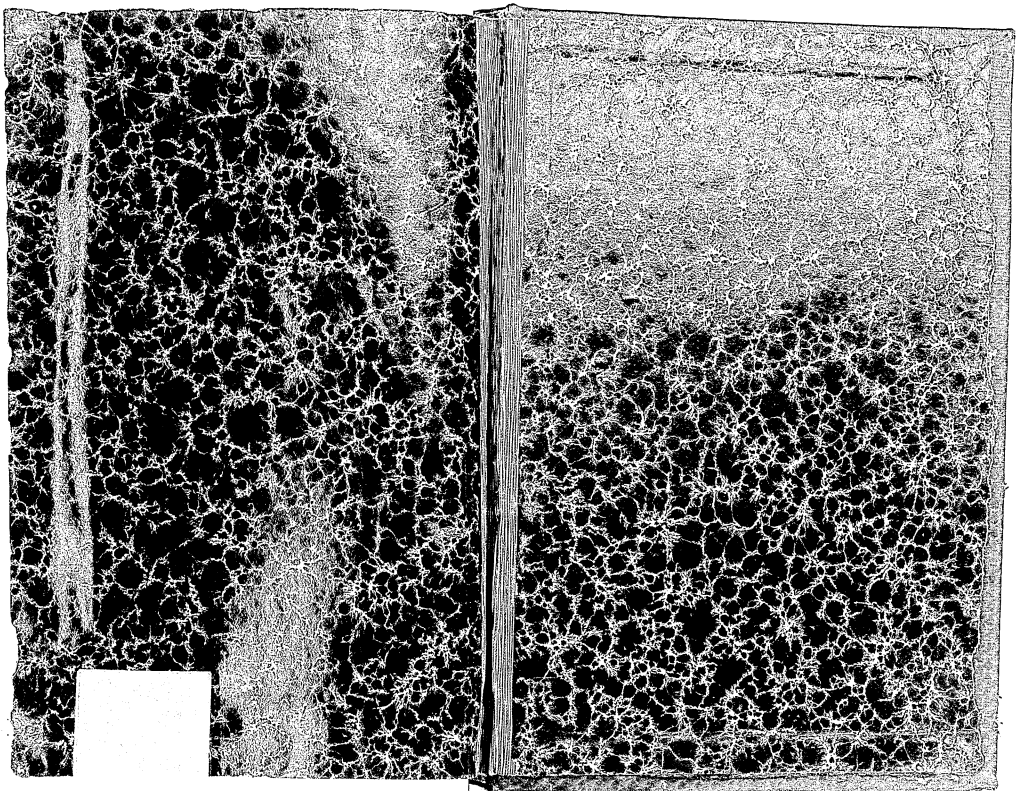
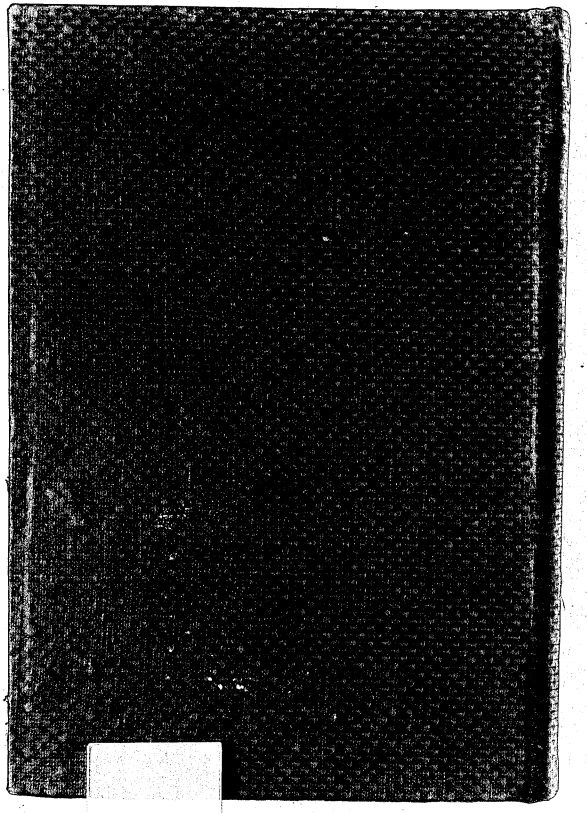
(2)





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APPENDICES