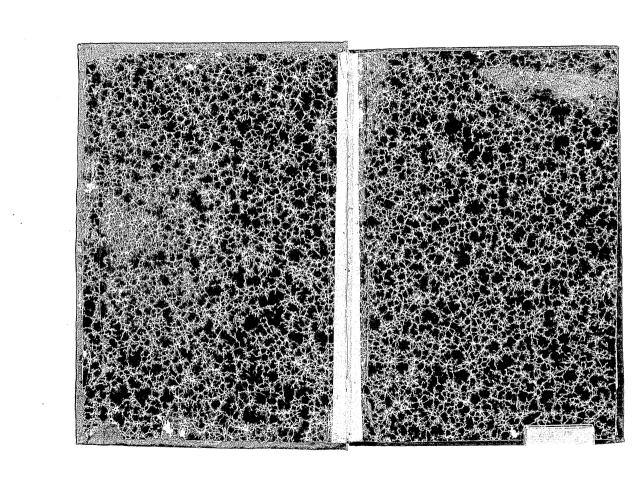
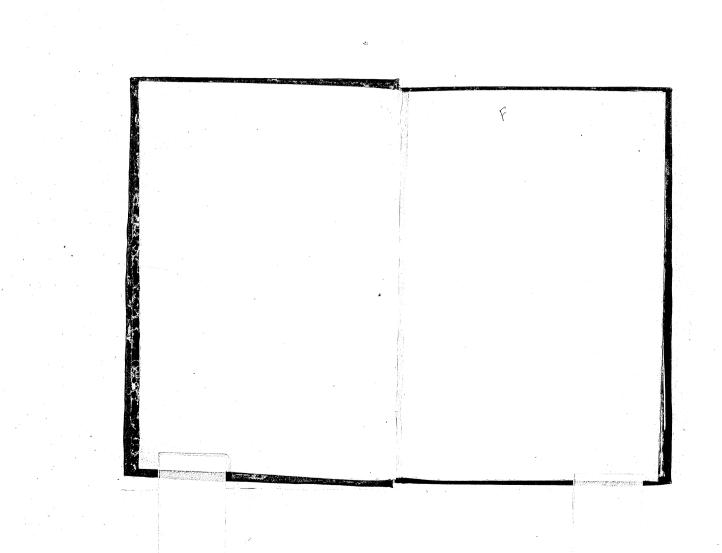
REPORT 0 F THE COMMITTEE

OF THE BENGAL CHAMBER OF COMMERCE FOR THE YEAR 1936

APPENDICES





REPORT

OF

THE COMMITTEE

OF THE

BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1936.

APPENDICES.

CALCUTTA:
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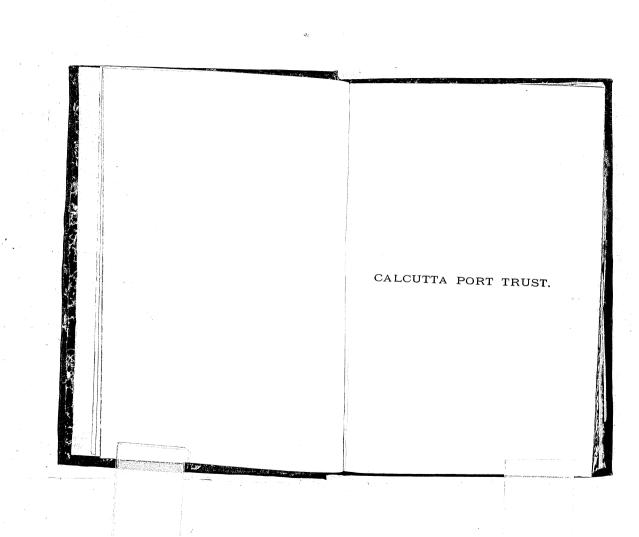
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CALCUTTA PORT TRUST

PORT BOUNDARIES.

NOTIFICATION No. 13-MARINE.

The 14th February 1929.

In exercise of the power conferred by section 5 of the Indian Post Act, 1908 (XV of 1908) the Governor in Council is pleased to make the following alteration in the limits of the Port of Calentta 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 Calenta 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 cast 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 to a pillar on the left bank of the river to a pillar on the left bank of the 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 bearing north-west of the first

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

 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 depêt 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 Kalaa on the right bank of the river in the district of Burdwan to a masonry pillar on the left bank of the river.

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

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 Calentata to be Conservators of the Port of Calentata 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 Acb VII of 1880, and with the previous sanction of the Governor-General in Council, the Lieuteanat-Governor is pleased to appoint the Courmissioners 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 scaface and channels of the Sunderbans as far as the longitude of the Haringhta river in the Backergung District and along the coast of the Hocophy as far as the estuary of the Subarnarekha river in the Balascon District.

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

The Lieutenant-Governor is pleased to direct that all Receivers of 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 Calentta Gazatte (and also in the Bengall and Oriya Gazette, at the discretion of the Receiver); and if the value to over Rs. 500, in addition to the notice and advertisement directed above, shall be inserted on three consecutive Mondays in the Calculate 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 Constoms Officers at Panelipara. Whilst Customs Officers are no board, the Master is required to provide them with accommodation for themselves and servants and facilities for preparing
- (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 delarance certificate or cocket and at the Custom Bouse, where he will be informed on enquiry of any other steps it will be necessary to take.
- If he has any duly authorised agents they may enter the vessel for him, and take all necessary steps on his behalf.

* Notification dated 26th May 1881.

† Notification No. 101 Marine of 8th September 1908.

No. 7-Mns.-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-Mnc., 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
- "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 seagoing 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 brows 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-Mnc., 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 prohibited 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 show 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
- 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 deek, 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,

- 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-
 - (f) 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 book until the cbb 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
- (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.
- (q) 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 noesty, slacken species, stop or reverse their engines, until any sengoing vessels, which are approaching, have passed clear. Small craft nos mechanically propelled shall proceed with caution and, in consistent of the property of any sengoing vessels, which are approaching, there passed and any sengoing vessels, which are approaching have passed and

- 11. (a) Fishing rules.—Fishing boats shall observe such of the above rules as relute to small cenfs. 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 Uniberia Reach.
- (b) Between the south end of Uluberia Reach and Fultah Point the awaigable channel shall be kept clear for the passage of sengoing 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.
- 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 Pancipara Flat Upper Euoy 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 maneuriving of sea-going vessels. Small craft may lie sahore 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 Aills 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.
- 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 borths 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 permisson.—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 east off from the moorings or for any other assistance, shall be made, either personally or by lettler, to the Harbour Master. Applications shall, as far as possible, be complied with in order of time of received.
- 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 lee go. In cases where the vessel has no spare haves 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 obb 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—Sen-going vessels occupying moorings shall not turn their serves 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 Jesties.
- *29. Ships not to have projections from ships side.—No sea going vessel lying above Garden House shall have any anchor or spar, or other thing projecting from her side in such a way as to cause damage.
 - * Amended Vide Notification No. 7 mnc., dated the 3rd February 1937.

- 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 continuent.
- (b) Sailing vessels.—All sailing vessele 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 Plot 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 the hoisted until the Pilot assumes charge of the vessel to take hor to some
- 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 ather their 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 vectors 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 cent or beau other than a beat enrying the agent or his representative or a duly authorised official shall proceed alongoide any sea-going vessel for the purpose of taking in or discharging passengers or cargo until the vessel has hoisted International Code Fing "A" on the triatic stay. This fing shall be hoisted by order of the Assistant Harbour Master in charge after he has finished with the engines and morored 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 r.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 sirena.—No son-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 disteres. 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 scarchlights on board any seas-going vessel of the burden of 200 tons or upwards whilst in the Port of Calcutta or in any of the navigable chumels 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 affont 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 sca-going vessel may, without danger to other vessels, be afloat without currying such crew as is set forth in the second schedule hereto, it shall be lawfut 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 Ferm B in the second schedule hereto, to revoke such license, and from and after the publication of such revocation, which shall be effected by possing 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 affoat in such

- 48. Regulation of vessels at dock entrances.—The sorang or their person in charge of an Inland Steam Vessel or small craft within the Kinderpore 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 five 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 coil
- (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 on into wet or dry docks unless the Commissioners are satisfied that she is in a safe condition to be so taken.
- *(d) No vessel carrying in bulk or otherwise more than 500 gallons of dangerons or non-dangerons petroleum shall prescored above Diamond Harbour unless the Port Commissioners consider that adequate facilities are available for the safe and expeditions discharge of her petroleum. If the facilities for the discharge of a vessel's petroleum are at any time declared by the Port Commissioners to be inadequate the Port Commissioners may in their discretion direct that the vessel be removed with due despatch to Diamond Harbour or elsewhere within the limits of the Port or of the navigable river and channels leading to the Port.
- (e) Fees shall be paid for the services of Customs Officers and poons employed between the hours of 9 D.M. and 6 A.M. of any day or on ordinary holidays in accordance with the sente of fees payable to Preventive Officers for work no boardshap to peons for work in Customs wharves under the Sen Customs Act, subject to the condition that the hours of night work as whatever hour commences 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.
 - Amended, Vide Notification No. 1 Marine, dated the 2nd January 1937.

*49A. No vessel shall at any time discharge any Petrol or Kerosene Oil in the Port of Calcutta if in the opinion of the Port Commissioners the facilities ashore for the safe removal or storage of the Petrol or Kerosone Oil are inadequate.

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' jettics 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.

(c) 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 ripe.
- (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

^{*} Amended, Vide Notification No. 1-Marine, dated the 2nd January 1937.

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 earry,
- 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 not 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
- 61. License not transferable.—No license granted under these
- 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 tennage of the boat as given in the certificate of

- (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 :-unfit for the purpose for which it is licensed.
 - (a) whenever the boat is in the opinion of the Commissioners
 - (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 cutitled 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
- (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

- (c) Applicants for a special license for the conveyance of earbide 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

 $\operatorname{Length} \times \operatorname{Breadth} \times \operatorname{Depth} \times \operatorname{K} = \operatorname{Tonnage}.$

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 aftidoes 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 nowcoes, K = .009.
 - poweoes, K = '009.

 (b) For onen 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 Merehant. 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 Merehant 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.

- $D=5'6'',\ 6'0'',\ 6'6'',\ 7'0'',\ 7'6'',\ 8'0'',\ 8'6'',\ 9'0'',\ 9'6'',\ 10'0'',\ 10'6'',\ 11'0'',\ 11'0'',\ 12'6'',\ 13'0'',\ 13'6'',\ 14'0''.$
- L=55', 60', 65', 70', 75', 80', 85', 90', 95', 100', 105', 110', 115', 120', 125', 130', 135', 140'.
- $\begin{array}{l} F=8\frac{1}{2}",\,9\frac{1}{2}",\,10\frac{1}{2}",\,11\frac{1}{4}",\,12\frac{1}{2}",\,13\frac{1}{2}",\,14\frac{1}{2}",\,15\frac{1}{2}",\,16\frac{1}{2}",\,17\frac{1}{2}",\,18\frac{1}{2}",\,19\frac{1}{2}",\\ 21",\,22\frac{1}{2}",\,23\frac{1}{2}",\,25",\,26\frac{1}{2}",\,27\frac{1}{2}",\,$
- $\begin{array}{c} F2 = 11\frac{2}{4}, \ 12\frac{2}{4}, \ 14^{2}, \ 15\frac{1}{4}, \ 16\frac{2}{4}, \ 18^{2}, \ 19\frac{1}{4}, \ 20\frac{2}{4}, \ 22^{2}, \ 23\frac{1}{4}, \ 24\frac{2}{4}, \ 26^{6}, \ 28^{7}, \ 30^{7}, \ 31\frac{1}{2}, \ 33\frac{1}{4}, \ 35\frac{1}{4}, \ 30\frac{1}{4}, \ 20\frac{1}{4}, \ 22^{7}, \ 23\frac{1}{4}, \ 24\frac{2}{4}, \ 26^{6}, \ 28^{7}, \ 30^{7}, \ 31\frac{1}{4}, \ 33\frac{1}{4}, \ 35\frac{1}{4}, \ 36\frac{1}{4}, \ 36\frac{1}{4},$

- nere is isopen.
 - L = Length.
 - F = Freeboard for decked boats or flats of iron or steel.
 - F2 = Freeboard for open boats or flats of 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

Whenever a boat is licensed to the passengers and cargo 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 exact in the number of the passengers that a passenger boat may earry, 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 coulvalent 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 east 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

- 76. Crews for cargo boats.—Every cargo boat of more than not 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.
 - (e) 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,

(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,

... ... 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.

(b) When laid up for the night or when lying at anchor-

Boat licensed to carry not more than 14

"" " between 15 & 20

" " " " 21 & 25

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

26 & 35

- (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 lensed beat 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

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:—

	Per	head.	Per beat.				
Trip.	Passengers embarking between 6 a.m. and 6 p.m.	Passengers embarking between 6 r.m. and 6 a.m.	If the v beg betw 6 A.M. 6 P.	een and		ins reen and	
1	2	3	4		. ,	;	
	As	As,	Rs.	۸.	Rs.	۸.	
Between Ahiritolla Ghat and Salkia Ghat	ł.	1	0	4	0	6	
Between Chandpal Ghat and Telkul Ghat or Ramkristopore	1	,	0	6	0	8	
Between Chandpal Ghat and Matia- bruz Bichali Ghat	2	4	1	6	2	0	
Between Chandpal Ghat and Rajgunj	2	4	1	6	2	0	
Between Chandpal Ghat and Shib- pur Ghat	f	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 4 annas w gage bot	baggage; ithout bag- h on first f vessel; 1 sequently.					
Between flats and shore	3	1			۱.		

The license of any passenger vessel may be revoked if a copy of this seale 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 Calentín Moorings 2 boats or 1 flat.
Outside a vessel in No. 4 Calentín Moorings 3 boats or 1 flat.
Outside a vessel in No. 3 Calentín Moorings 3 boats or 1 flat.
Outside a vessel in No. 2 Calentín Moorings 2 boats or 1 flat.
Outside a vessel in No. 1 Calentín Moorings 2 boats or 1 flat.
Outside a vessel in No. 4 Esplanade Moorings 4 boats or 1 flat.
Outside a vessel in No. 4 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. 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. 1 Princeps Moorings 5 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. 3 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. 3 Calentíngs Moorings 5 boats or 1 flat.
Outside a vessel in No. 3 Calentíngs Moorings 5 boats or 1 flat.
Outside a vessel in No. 3 Calentíngs Moorings 5 boats or 1 flat.
Outside a vessel in No. 5 Calentíngs 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.

do hereby license the (ship)

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

FORM A.

PORT OF CALCUTTA.

, Chairman of the Commissioners. 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

, Chairman of the Commissioners, do hereby revoke all license to the (ship) in Port without a crew therein.

FORM C.

PORT OF CALCUTTA

, 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

APPENDIX.

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

[See Port Rule 50.1

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.

e minuen to two pairs.	
For internal combustion engine.	For steam engine.
 Fore-peak, 	1. Fore-peak.
2. Store room.	2. Store room.
3.)	3.)
4. Tanks in pairs.	4. Tanks in pairs.
5.	5.
6. Motor space.	6. Cofferdam.
7. After-peak.	7. Engine and boiler space
-	8. After-neal

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

- (5) A small bridge shall be provided forward of the engine room sufficiently high to insure efficient payingtion.
 - (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 geardriven 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 expecity 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 inche 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 scennlings on the transverse system of framing, of the flush deck type, with motor casing and deck house aft. All rivesting shall be double. Suitable web frames, side stringers and side kecisons shall be fitted in the tanks and engine room space.
- (11) For all other constructional details the standard specification shall be followed.

B,-Specifications for towed or dumb barge.

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

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

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

- 1. Chain locker or fore-peak.
- 2. Hold or store-room.

3. \ 4. \ Tanks in pairs. 5. \

- 6. Carro 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) Docks.—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 forbold 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 at 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

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 Jettles) and the Calcutta Jettles 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, bydrogen and oxygen, either with the recommendations made by the Home Office Conviting to the Conviction of Convictio

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 compiled with and that the cylinders have been tested within the last two years.

- 2. Cylinders shall be packed and protected in the following manner:-
- Cylinders of air, atmospheric over 8 feet in length and 10 inches in diameter.

Cylinders of air, atmospheric up to 8 feet in length and 10 inches in diameter. Each cylinder (including the valve) shall be packed in a strong case.

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

- (a) In a cover of continuous wood lagging not less than \(\frac{3}{4}\) inch thick.
- (b) In a cover of closely plaited 1 inch (circumference) hemp or coir.

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- (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 2k owts.
- (ii) Cylinders of anhydrous ammonia, earbonic 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 sloc or collar at each end, shall, with the valve, be securely packed in one of the wavs 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.

 Cylinders may be discharged on to the quay and removed to Transit Sheds, Hazardous Gedown 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.
- 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.

The 12th July, 1910.

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

"In exercise of the powers conferred on them by Section 126, sub-section (I), 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 carge, goods or other article, substances or thing likely, after falling into the water, to be or become deterimental 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 eargo, goods or such other article, substance or thing as fast aforesaid shall beast or thrown or permitted or suffered to fall into each docks, dock channels or river from any pier, quay jets or vessel or in any other manner whatsore.
- (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, and with the substantial charge of such vessel or her cargo, shall withing full praticulars thereof to the Dock or Justy Superintendent, as the case may be, and at the substantial control of th

Superintendent as from the time when the same shall be received.

"In exercise of the powers conferred by Section 127 of the Calenta Port Act, 1890, the Commissioners in Meeting direct that any person who commits a breach of any of the articles of this byclaw shall be punishable with fine which may extend to Rs. 500 in respect of my 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 hye-laws, framed by the Commissioners of the Poet of Caleutia, under Clauses (e) and (f) of sub-section (1) of Section 126 of the Caleutata Port Act, 1890, for regulating the discharge into the river, or into any dock, of any petroleum and for preventing any fifth or rubbish being thrown therein or thereon, which have been published in three consecutive issues of the Caleutta Gazette in accordance with the provisions of sub-section (d) of that section, are hereby confirmed.

"In exercise of the powers conferred by Clauses (e) 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 limit
- (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 Calentia 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."

W. A. INGLIS.

Secretary to the Government of Bengal.

(Published in the Calcutta Gazette, dated the 8th August, 1906, Part I, pages 1642c and 1542d).

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

 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 Dook or Jetty fence shall be in charge of the Dook 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.

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.

sh. 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.

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 a 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 carge, 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 suurise one lantern at each end of a gangway so placed;

(b) alongside any of the Jetties provide at least one gangeway plank, not less than two feet six inches wide, and of sufficient length, thickness, and strongth to formed convenient communication between the jetty and the gangeway of the vessel, and such gangeway plank shall be perly and securely placed between the gangeway of the vessel and the jetty during the whole time the vessel remains alongside the iceta.

 $11. \ \Lambda$ 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.

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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-

	R	s.	Λs .	F
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	 5	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 Superintendant 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 Sca 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 42nd November 1934.
 ‡ Vide Notification No. 27 Marine of 4th April, 1917.

- 10 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 kent 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
- 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 beifer 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

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.

- 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 Jettics 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 and an expensive of the shall be called and no goods unnecompanied 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 experter'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.
- 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-Mnc. of 17th February 1936.
 † Vide Notification No. 5-Mnc. of 17th February 1936.

- 47. When goods are to be landed or shipped inward or outsward, authenticated challeans, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data frunished in these challeans, the passes will be drawn up and the tolls levied. In the absence of such challeans, 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.
- No person shall remove or wilfully damage any lamp, engine, carriage, bruck, 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 eattle 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 byc-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-Mns.—C0th February 1934.—The following by-laws framed by the Commissioners for the Port of Calentta under Sections 6 and 13 of the Howrah Bridge Act, 1871 (Bengal Act 1X 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 saft bridge, 32 supersession of the by-laws published under the content of the safe and the safe and the safe and safe and the sa

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.

- Definitions.—The definitions contained in rule 2 of the Rules for the Port of Calentia published under notification No. 7 Mnc., 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 Hownh 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 Hownh Bridge unless such vessel is propelled or towed by steam against the tide and taken at such a such as seed 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 conalongside, the beam of which added to the beam of the low exceeds 30 feet, shall proceed through the 60 feet opening of the Howanh Bridge unless such vessel is propelled or towed by steam against the
- 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.
- 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.
- No steam vessel shall pass through any openings in the Howarh 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 starm 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 made to the Harbour Master not later than 4 2st on the 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 necespted by the Harbour Master and entered on his working list, the bridge shall immediately be closed.

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.
- 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 Howards Bridge at the distance of a quarter of a mile or less, shall the bridge.
- 4. Movements regulated by the Harbar Master.—The movements of both inland steam vessels and ferry steamers shall be 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 show 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.

 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 cause are positioned by the Port Commissioners' staff where neutrally required. When such work is entrusted to Stovedore's staff, crauses have frequently disconnected and replaced, causing considerable avoidable edds 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 r.M. in the case of vessels in the Docks, in order that arrangements may be made for staff, crunes 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 stoff promptly.
- 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 r.m.
- 7. Cranes for day work ordered for the following day must be cancelled by 4-30 P.M. the previous day if not required.

otherwise the full charge will be made.

8. The lifting capacity of cranes is 2 tons at the Riverside Sheds (Garden Reach) and 35 cwts. clsewhere. 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 owts, 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.:—

Byc-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 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 morbibited.

Any person committing an infringement of any of the forgoing Bye-turus 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.

 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 quar

Heavy Lifts.

11. When heavy packages are to be discharged into the Port Commissioners' lightens by the ship's gear, the Master should advise the Shed Master of Inspector one mend, no order that a Shed Clerk may be deputed to tally such cases. Masters of vessels must through their Agents with the exame weights of all lifts on board through their Agents with the exame weights of all lifts on board over 35 cwts. They will be responsible for accidents arising from misdedaration of such weights.

Arms and ammunition.

12. Arms and ammunition are not to be landed at night, and 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 Golowus 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 ambication from the vessel.

Receipts for Export cargo.

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

Care of gangway.

17. When a gangway is supplied for the use of any vessel, the officers on beard are responsible for properly securing and looking after it. Should any damage occur, or the gangway be less that amount of such damages or less shall be dehited to the vessel's account. A lighted lantern should be supplied by the vessel at each ond of the gangway between sumest and surrived.

Passing out of ships' stores.

18. Ships' stores will be passed out of the Dock and Jetty premises during the hours of 10 $_{\Lambda}$ M, and 6 $_{T}$ M and 10 $_{\Lambda}$ M, and 5 $_{T}$ M. and 10 $_{T}$ M. and 10 M. and

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 might at the Kidderpore Docks. At the Riverside Sheels (Garden Rouch) only No. 3 gate is kept open at night and or Sundays and Holidays.

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 thofts.

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 Noz. 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 borth secured, on Shed doors and Shed walls quay side, one grappling iron in Ins- pector's Office, East and one in Inspector's Office, West,
Nos. 15, 16, 17, 18, 19, 20, 22, 23, 28 and Horse Jetty.	20 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 Doputy Dock Superin-

Precautions to be taken with vessels at Coal Borths.

- 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 cooline 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.
- a) On the East Side of the Dock the lavatories for Europeans and Indians are situated alongside the roudway at the South end of Sheds Nos. 1, 5, 9 and 11 and between Sheds Nos. 2 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 ard 10 and 10 and 12.
- 31. Mastors of vessels are requested to make over to the Constructor Impactor or his Jamador 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 and 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 157.—Any person who wilfully deposits, or permits he deposit any dust, dirt, dung, askes, refuse or filth of any kind or any animal matter or any proken glass, cartheneous rribbish in or upon any dock, wharf, quay, stage, jetty or pier belanging to the Commissioners, or in or upon any part of the view bank within the Port, shall be liable to a fine not exceeding Rs. 10 for each offense.

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 Soction 127 of the Calcutte Part Act 1809, the Commissioners in meeting direct that threach of any of the foregoing bye-laws shall be punishable with fine which any setted to fine hundred rupes, and when the breach is a continuing breach, with a further fine which may extend to two hundred rupes 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 Kird Coorge's Dock). The use of private boats for this purpose is not all. Vessels alongside a quay must use trucks for the moneyal of each whenever a quay line is available for placement of trucks. Insteas for the supply of ash boats or trucks should be made out the Dy Dock Supatt. Coal. Vessels at buoys abound apply to the Shed Master or Shed Foreman of the nearest about a supply of ash boats or trucks about a required for the supply of ash boats or truck ashed.—I house 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 ale hosts or trucks should be reported to the Dock Suptl. On no account are cinders, rubbisit set, 5 to be dumpel overheard or on shore.

38. All galley refuse must be carried ashore and dumped in the place crected for the same. Bins have been provided for galley refuse; this refuse must be deposited in these bins.

FIRE REGULATIONS.

 Instructions for the guidance of Commanders and crews of vessels on the out-break of fire on board of vessels lying at the Calculta 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. Calentia 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 No.5, 5 and 7) or West tobsteen sheds No.8, 6 and 8 as most convenient; and if the Inspector is not there, he should at once ring up Fire Brigade Ganner (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 such at once to the Deputy Dock Superintendent Coal (whose effice is situated to the West of No. 4 Dock Gate) and Fire Brigade Gunner (Tel. No. South 638) should be telephoned to.

Day Docks.—The steamer's fire bell should be rung and information sent to the Berthing Masters (whose office is situated at the 60 feet fock 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
- (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 subsection (3) of Section 126 of the Calcutta Pork Act, 1890 (Bengal Act, 111 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 slot expressed in both direction to say, along the streets of road in both directions between Soorkee Mill level crossing on the cent and the junction of Tea Warebuse 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 justice of Eastern Boundary Road and Circular Garden Reach Road on the cast and the junction of Dumayne Avenue and Circular Garden Reach Road the west.

Any person committing an infringement of the foregoing byelaw shall be punishable with fine which may extend to five hundred

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

BYE-LAWS FOR THE SAFE AND CONVENIENT USE OF THE COMMISSIONERS' DEV DOCKS

Published under notification No. 20-Marine of 7th February 1908.

- 4.1. 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 Bruty 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 cardier.
- *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 decked 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 tute being ready on her booked date or on the date the DPD Dock is vacant, whichever is the later, she shall forfeit one shee 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 vossel with eargo, the total weight of vessel and eargo 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 refusel.

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 i the style of construction of the vessel's bottom, eg_{η} , whether she has a bar-keel, a keel-plate or camber in the keel or any over-langing, or other special construction.

^{*}Vide Notification No. 89-Mnc. of 8th September 1920.

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 Decks preference shall be given to vessels with a gross tennage of not less than 1,000 tons, and the Deputy Conservator shall likewise be at liberty, with the approval of the Viec-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 as and 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 are regulated. Emiliarly, priority may be given to vessels which are regulated. Similarly, priority may be given to vessels to which priority has been given off longer periods, but no vessel to which priority has been given off the grown shall be entitled to remain in the Dry Docks beyond the time for 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-Mnc., dated the 8th September 1920.

If such removal be impossible owing to work being in progress the sessed shall pay for every period or part of a period of 24 hours of eccupation of the Dry Dock beyond the period for which regulated, two-thirds of the charge laid down for the first 24 hours eccupation of a Dry Dock.

The owners of any vessel removed from the Dry Docks under the previsions 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 vessels, 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 regu-

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 stops and stone work, nor passed into or out of the Docks otherwise than by the means prepared for that purpose.
- 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.

113. 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.

I have to request that the undermentioned vessel may be

APPENDIX A.

То

Calcutta,

THE DEPUTY CONSERVATOR,
PORT OF CALCUTTA.

seeived into a Dry Dock on or about the
Name of Vessel
Name of Owner Description of work to be done in Dry Dock—
Description of work to be done in Dry Dock—
For how many days the use of the Dock will be required
Signature of Applicant.
Date
APPENDIX B.
To
THE DEPUTY CONSERVATOR,
Port of Calcutta.
Sir,
I have to request that you will arrange to take the undermon-
tioned vessel, of which I am the #, into Dry
Dock :
Name of vessel
Depth of hold
Draft aft
District Dis
Whether keel is a keel-plate or bar-keel
Whother keel is a keel-plate or bar-keel Date and hour when vessel will be ready to doek Description of work to be done in their
Description of work to be done in 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).
0' (t) and (t).

of S.S

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

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

APPENDIX C.

THE COMMANDING OFFICER,

SS

Sir, S.S.	ARRANGEMENT	s have	been	made		admission Kidderp		
ocks at		M. on 1	he		ny o		ne .	171

Your attention is invited to No. 4 of the Commissioners' byelaws, which is as follows:—
"Prior to the time arranged for the admission of any vessel

- "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 byelaw have not been carried out the vessel may be refused admission into the Dry Docks."

The vessel shall undock at _____ and water will be into the Dock at _____ and water will be into the Dock at _____ N. on that day, before which the vessel's officers shall satisfy themselves that sea-cocks, bijge-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

Deputy Conservator.

THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

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

- 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.
- The vessel must be in ballast trim, must be upright, and, as See Bye-law No. 4. hearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.
- 3. The trim of a vessel is not to be altered, nor heavy weights
 See Bye-law No. 12. moved on boardship while in the Dry Docks.
- 4. Water ballast is not to be run out of a vessel while in the Dry Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the officer in charge of the Dry Docks.
- 5. Plugs are not to be removed from a vessel's bottom, and no See Bye-law No. 4. bilge water is to be run out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the Docks.
- 6. Galley refuse, sweepings and rubbish are not to be thrown
 See Section 137, about the Dock premises, but must be deposited
 Calcutta Port Act, in the proper receptacle which will be provided by
- TH of 1890. the officer in charge of the Dry Docks.

 7. It is important that early intimation should be given to the Sanday and night officer in charge of the Dry Docks when any work work.
- during the night, or on Sunday.

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

DIMENSIONS. KIDDERPORE DOCKS

. 4	Extreme length,	Length on bottom.	Breadth at entrance.	Height of sill above bottom of Deck.	Depth on sill.
No. 1 Dry Dock No. 2 Dry Dock	549'0" 499'6"	538'9" 488'6"	69'6" 69'6"	2'0"	25′0″ 27′0″
	Kind	- ononona			
	Longth between caissons.	Breadth at entrance	of	Bottom of dock.	Level of basin water.
No. 1 Dry Dock No. 2 Dry Dock	574′3″ 589′3″	80' 80'	-21 -21	-21·50 -21·50	+15 +15

DRY-DOCK CHARGES

(1) 1	for t	he fi	rst	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 750 tons for 50 tons 50 tons or part of 50 tons above 750 tons 80 tons or part of 50 tons above 750 tons 80 tons or part of 50 tons above 750 tons 80 tons 60 tons 80 tons 60 tons 80 tons 60 tons 80 tons 60 tons 80 tons 80 tons 60 tons 80 tons 80 tons 60 tons 80 tons

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 1
From the 9th day and thereafter, for every

... 150

From the 21st day and thereafter, the Commissioners may, if they wish, make a charge per diem of

six hours or part thereof ...

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 Doeks, 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.

For the service of a tug:		Rs.
Between Garden Reach and the Howrah Brid	ge	100 per tug.
Note.—"The charge for a tug to assist turn in Garden Reach may be reduced by Rs. 100 to Rs. 80 if the vessel requiring towing slip hook of suitable design."	the Co	mmissioners from
Within the Docks		60 per tug per operation.
Above the Howrah Bridge or below Garden but within Port limits	Reach	200 per tug.
If the tug is not required on the tide appl an extra charge of	ied for	25 " "
Outside Port Limits:-		Rs.
*Turning of outward-bound ocean-going st- in Ulubaria Reach or between the So- limits of the Port of Calcutta and a line due West from Moyapur Semaphore	uthern	200 0 0
For other purposes per 12 hours or part to counting from the time the tug leave moorings or place of call to the time return	s her	600 0 0
For towing sailing vessels, inwards or on between Sandheads and Calentin or any such journey		1-2-0 per gross registered ton with a mini- mum charge of Rs. 1,200.
For towing dhoonies through the Howrah by means of a launch	Bridge	30 0 0
Note.—No charge is made if the mover Commissioners' convenience.	nent is	made to suit the

100 0 0

FUMIGATING CHARGE.

Charge for the use of the Clayton Fumigating

Commissioners' convenience,

Apparatus, each operation

EXPLOSIVES.

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

NOTIFICATION-No. 3-MARINE.

The 18th 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, pans gunpowder, management, dynamics, guncossen, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect;
- (b) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions and every adaptation or preparation of an explosive as above defined; and
- (c) includes any dangerous substance which may have been ordered by the Governor-General in Council, under Section 17 of the said Act, to be deemed an
- 1. These rules except rule 11Λ , 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, amorees or caps for toy pistols, Putputias Martinicous magic wire and brilliant star matches,

 (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

^{*} Authority - Notification No. 50, dated 27th May 1924, published in the Calcutta Gazette, dated 4th June, 1924, Part II, Page 693,

- 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 Iudian 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).
- 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 lidd and the saticable material, so as to prevent the heather wood, tolto or similar coming in contact with lacked metal.]
- 8. No cargo boat shall be employed for the conveyance of explosives between Moyapore, Diamond Harbour and Uluberia unless

covered by a special liconse issued by the Port Commissioners. Such license will only be issued on earge boate classified as class I in the Port Commissioners' schedule, which are provided that the safegnard mentioned in rule 7. The licensess must certify 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 both some constraints of the box, 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, goar 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, amuliton and fireworks as specified in the rules issued under the Government of India, Commerce and Indiaty Popartment, Notification No. 4013-33, dated the 6th June 1914 (hereinafter referred to as the Indian Explosives Rules, 1014), 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 jettles 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 Index 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 bast only at Moyapore or Diamond Harbour and transported thence under Police guard to Uluberia or Diamond Harbour railway station and there localed into railway wagous 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

- 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 expuses 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 did not not considered.
- 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 pading 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

- 21. Masters of outward-bound vessels, who may require 8hip'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 ussel will pass the magazine outward-bound, and, on recipit 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 the obard 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 consigness. (For each boat the dealers shall supply an armed guard, pensioned sepoy, whom the Commissioner of Police, Calentia, will
- 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, viiz, safely cartridges, safety fluxes for blasting, railway fog-signals, and percession 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 handed at the docks or jetties in accordance with the regulations presential 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 "safely 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 expression in one cartridge being communicated to other cartridges. The term also includes rifle-calibre mechine-gun cartridges if they or this above description, whether they are for use with machine-guns which have special chambers.

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

- 27. Explosives shall not be landed within the port or at Moyapore or immord 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 Fort 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 Frinsep's Ghat, subject to the rules framed thereunder and to the conditions specified on the reverse.

Commissioner of Police, Calcutta,

(Reverse.)

Conditions.

- 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.

Rules for the Importation of Petroleum were printed in this volume up to the year 1935. For new Petroleum Rules, 1937, please see the *Gazette of India*, Part 1, dated the 27th March 1937.

CARBIDE OF CALCIUM.

New Delhi, the 18th March 1937.

No. M.-826 (1).—In exercise of the powers conferred by section 4 and sub-section (I) of section 29 of the Petroleum Act, 1934 (XX of 1934), as applied to *Carbide of *Calcium* by the notification of the Government of India in the Department of Indiastries and Labour, No. M.-826(I), dated the 15th October 1936, read with section 22 of the General Clauses Act, 1897 (X of 1897), the Governor General in Council is pleased to make the following rules which have been previously published as required by sub-section (2) of section 29 of the first-mentioned Act, namely

RULES

CHAPTER I.

Preliminary.

- Short title and extent.—(1) These rules may be called the Carbide of Calcium Rules, 1937.
- (2) They shall apply to the whole of British India including British Beluchistan and the Sonthal Parganas, but excluding Burma.
- 2. Supersession and savings—All notifications and rules issued by the local Governments and all appointments and all appointments and all properties of the number of Locarido of Carbido of Carbido of Calcium by the notification of the Government of India; repartment of Commerce and Industry, No. 101-10, dated the 4th Lorent number of Commerce and Industry, No. 101-10, dated the 4th Lorent number of Commerce and Industry, No. 101-10, dated the 4th Lorent number of Commerce and Industry, No. 101-10, dated the 4th Lorent number of Commerce and Industry, No. 101-10, dated the 4th Lorent number of Commerce and Industry, No. 101-10, dated the 4th Commerce and Industry, No. 101-10, last of Commerce and Industry, No. 101-10, and Industry, No
- 3. Definitions —In these rules, unless there is anything repugnant in the subject or context,—
 - (a) "The Act" means the Petroleum Act, 1934 :
 - (b) "Carbide" means Carbide of Calcium;
 - (c) "Chief Inspector" means the Chief Inspector of Explosives in India;
 - (d) "Conservator of the Port" includes any person acting under the authority of the officer or body of persons appointed to be Conservator of the Port under section 7 of the Indian Ports Act, 1908;
 - (e) "District Authority" means-
 - (i) in a Presidency town, or its suburbs, the Commissioner of Police; and

- (ii) elsewhere, the District Magistrate;
- (f) "District Magistrate" includes an Additional District Magistrate;
- (a) "Inspector" means an officer authorised by the Governor General in Council under sub-section (1) of section 13 of
- (h) "Prescribed receptacle" means a receptacle which-
 - (i) is made of metal but has no copper in its composition;
 - (ii) is hermetically closed at all times except when its contents are being placed within it or withdrawn from it; and
- (iii) bears a stamped, embossed, painted or printed warning exhibiting in conspicuous characters the words "Carbide of Calcium-Dangerous if not kept dry"
- and the following caution :-"The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas": and
- (i) "Sampling officer" means an officer authorised by the Governor General in Council under sub-section (1) of section 14 of the Act.

CHAPTER II.

Importation of Carbide.

4. Ports of importation,-Carbide shall not be imported except at the ports of-

Aden. Bombay. Calcutta. Chittagong. Cochin.

Karachi. Madrae Perim. Port Blair. Vizagapatam.

- 5. Duty of master or agent in port.-(1) The master or the agent of the owner of every ship arriving at any port and carrying carbide shall, on entering the port and before landing any cargo, declare in writing to the Collector of Customs and also to the Conservator of the Port, the quantity and description of such carbide.
- (2) The master shall moor the ship in such place as the Conservator of the Port may direct, and, while any carbide remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Conservator of the Port.
- (3) The master shall ensure that the hold of every ship bringing carbide into port shall be efficiently ventilated from the time the vessel enters the port until all the carbide on board has been discharged or until the ship has left the port.

- 6. Recentacles.-(1) Carbide shall be brought into port only in prescribed receptacles,
- (2) The receptacles shall be of such strength and construction or so protected as not to be liable to become defective or insecure in transit otherwise than by gross negligence or extraordinary accident.
- (3) No such receptacle shall be capable of containing more than 250 pounds of carbide.
- 7. Defective receptacles.-The Collector of Customs may require that any receptacle containing carbide which does not satisfy the requirements of rule 6 or which is defective shall be submerged in deep water under the direction of the Conservator of the Port, without compensation to the consignee.
- 8. Opening of receptacles in port.-No receptacle containing carbide shall be opened within the limits of a port except in premises licensed for the storage of carbide.
- 9. Precautions against contact with water.-Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide brought into port, and, where such contact may have occurred, to prevent ignition of the gas given off.
- 10. Facilities to be afforded to inspecting officers.—The master or the agent of the owner of any ship in port with carbide on board shall, when so required by the Collector of Customs or by the Conservator of the Port or by an Inspector or Sampling officer, show to such officer all carbide under his control or on board, and shall afford every reasonable facility to enable such officer to inspect such carbide so as to ascertain whether these rules are duly observed and to take samples, if such officer so desires.
- 11. Landing of carbide.-(1) Carbide shall be landed only with the permission of the Collector of Customs and at such place or places as the Conservator of the Port may direct.
 - (2) Carbide shall be landed only between sunrise and sunset.
- 12. Removal after landing .- All carbide landed from any ship shall be removed without unnecessary delay to some licensed place of storage, and, if conveyed by water, shall be conveyed only in an open barge certified as suitable for the conveyance of carbide by the Conservator of the Port.
- 13. Port Commissioners' Regulations,-The landing and the removal after landing of earbide in a port shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Port Commissioners, provided such regulations are not inconsistent with these rules.

CHAPTER III.

Transport of Carbide.

- 14. Transport in quantity not exceeding 5 pounds.—Carbide transported in any quantity not exceeding five pounds shall be packed in prescribed recordactes each containing not more than one nound
- 15. Transport in quantity exceeding 5 pounds.—Carbide in quantity exceeding five pounds shall not be transported except under the following conditions:—
 - (a) the carbide shall be contained in prescribed receptacles no one
 of which shall be capable of containing more than 250
 pounds of carbide; and
 - (b) the carbide shall not be deposited at any time during transit in any building other than a building fallfilling the requirements of rules 22 and 24 and shall not be stored in any such building except in accordance with the requirements of rule 25.
- 16. Transport by railtony—(1) Netwithstanding anything contained in clause (b) of rule 15, earbide while in the custody of a railway administration for transpars, shall not be stored in any railway goods shed, but shall be stacked in the open under waterproof sheets and shall be so placed as to prevent any receptucle containing it from becoming we.
- (2) Where the carbide 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 administration over whose line it is conveyed.
- (3) All fires or artificial lights or articles capable of igniting acetylene shall be kept away from carbide stacked as provided in subrule (1).
- 17. Transport by passenger train.—Where carbide is transported by passenger train.—
 - (i) the quantity carried by any one train shall not exceed 500 pounds;
 - (ii) the vehicles containing carbide shall be well ventilated and as far as possible water-tight; and
 - (iii) no naked lamp or other artificial light capable of igniting inflammable gas shall be taken into a vehicle containing
- 18. Transport by trater.—Where carbide is conveyed by water it shall be packed and stowed in accordance with the regulations issued from time to time by the Board of Trade for regulating the carriage of dangerous goods and explosives in ships.

- 19. Restriction on delivery and despatch of carbide.—(1) No person shall deliver any carbide to any one other than the holder of a storage licence or his authorized agent or a Port Authority or railway administration.
- (2) No person shall despatch any carbide to any one other than the holder of a storage licence.
- (3) This rule shall not apply to the delivery or despatch to any person of carbide in quantities which are permitted by these rules to be stored without licence.

CHAPTER IV.

Storage of Carbide.

- 20. Carbide to be "commercially pure".—No carbide shall be kept at any place, with or without a licence, unless it is "commercially pure", that is, unless it contains no impurities which would render the gas evolved, either alone or in admixture with air, liable to ignite sountaneously.
- 21. Licence for storage.—(1) No person shall store any carbide except under a licence granted under these rules:

Provided that no licence shall be required for the storage of carbide—

- (i) in any quantity not exceeding five pounds if it is kept in prescribed receptacles each containing not more than one pound:
- (ii) in any quantity exceeding five and not exceeding twenty-eight pounds if it is kept in prescribed receptacles and the following conditions are observed:—
 - (a) the receptacles shall be stored in a dry and well ventilated place;
 - (b) due precautions shall be taken to prevent unauthorized persons from having access to the carbide;
- (c) notice shall be given of such storage to the District Authority; and
- (d) where a fixed generator is used on the premises, detailed instructions as to the care and use of the generator shall be kept constantly posted up in a place where they can conveniently be referred to by the generator attendant.
- (2) No licence shall be required for the temporary storage of carbide within port limits under such conditions as the Conservator of the Port may specify.

- (a) if in quantities aggregating not more than 500 pounds—in a suitable unithabited building at least 20 feet any from any other premises: provided that quantities not exceeding 250 pounds may be stored in a place connected with a shop at a distance not less than 10 feet from any other premises.
- (b) if in quantities aggregating more than 500 pounds and not more than 3,000 pounds—in a suitable uninhabited building at least 40 feet away from any other premises;
- (c) if in quantities aggregating more than 3,000 pounds—in an uninhabited building at least 100 feet away from any other premises,
- (2) Not more than fifty tons of carbide shall be stored in any one building
- 23 Power to reduce distances.—The distances laid down in subrule (1) of rule 22 may be reduced by the Chief Inspector where screen walls are provided or other special precautions are taken or where there are special circumstances that in the opinion of the Chief Inspector warrant the reduction.
- 24. Construction of storage buildings.—Every building for the storage of carbide shall be-
 - (a) constructed of non-inflammable material, with non-inflammable roofs and with tiled, paved, cemented, 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 authority.
- 25. Arrangements in storage buildings.—Carbide shall be stored only on rucks or trestles standing at least one foot above the level of the floor of the building, and no articles of an inflammable or combustible nature shall be kept in the same building.
- 26. Disposal of carbide if wet.—If any carbide becomes wet is shall be destroyed by being submerged in deep water. If deep water is not available, the wet carbide shall be spread out in the open in an isolated position, and all precautions shall be taken to prevent any fire or artificial light or article carable of igniting acetylene being brought near until the material has given off all its
- NOTE.—The fact of carbide having become wet will be indicated by the outward appearance of the drum, and probably by a disagreeable odour, showing a leakage of gas.
- 27. Precautions by vendor,—(1) Every vendor of carbide delivering any quantity exceeding half a pound to any person, shall deliver it to him in a prescribed receptacle.

- (2) No vendor shall open more than one receptacle at a time for the purpose of delivering carbide.
- 28. Obildren.—No person under the age of 15 years shall be employed in or allowed to enter any premises licensed under these miles.

CHAPTER V.

Manufacture of Acetylene Gas.

- 29. Application of Chapter.—(1) The rules in this Chapter shall be observed by every person holding a licence for the storage of earbide granted under these rules who uses such earbide for the manufacture of acetylene gas.
- (2) In this Chapter, apparatus means any appliance for the manufacture of acetylene gas, including all generators and gas-holders and the devices for preventing the passage of oxygen into the acetylene supply pipes, the pipe lines and the other fittings.
- 30. Construction of apparatus.—(1) The apparatus shall be so constructed that line sludge cannot gain access to any pipes intended for the passage of gas or the circulation of water.
- (2) The use of glass in water gauges, sight boxes, etc., shall be avoided, but where glass is absolutely necessary as part of the apparatus it shall be effectively protected against fracture.
- (3) The apparatus shall be so constructed that it is not possible, even by incorrect manipulation of cocks, to seal the generating chamber hermetically.
- (4) The air-space in a generator shall be as small as is consistent with the proper working of the apparatus,
- (5) No metal containing more than 80 per cent. of copper shall be present in any portion of the apparatus excluding the nozzles of the blow pipes.
- (6) The various parts of the apparatus shall be of adequate strength to withstand any pressures that may be generated therein.
- (7) The size of the pipes carrying the gas shall be proportioned to the maximum rate of generation, so that undue back pressure from throttling may not occur.
- 31. Efficiency of apparatus.—The apparatus shall have an efficiency of at least $90~{\rm per}$ cent.
- 32. Temperature of apparatus.—The temperature of any part of the apparatus, when working, shall not exceed $180^{\circ}\mathrm{F}$.
- NOTE.—The temperature may be ascertained by placing short lengths of wire, drawn from fusible metal of a suitable melting point in those parts of the apparatus in which heat is liable to be generated.

33. Pressure —(1) The apparatus used shall not be made to work at a pressure exceeding 60 inches water column

Provided that, if it be shown to the satisfaction of the licensing authority that a higher pressure is necessary in any generating apparatus and that such higher pressure any be used without dauger, the licensing authority may allow the uses of higher pressure up to a maximum of 250 inches water column on the pressure up to a maximum of 250 inches water column on the pressure that a maximum of the pressure that the pressure that the pressure that the pressure that the pressure of the pressure that the pressure

- (2) In the use of the apparatus, regard shall be had to the danger of stoppage of passage of the gas and a consequent increase of pressure.
- 34. Precautions against escape of gas.—(1) Adequate precautions shall be taken to prevent any escape of gas from the apparatus.
- (2) Gas-holders shall be fitted with blow off pipes carried up to a suitable point in the open air.
- 35. Decomposition of carbide.—(1) The carbide shall be completely decomposed in the apparatus, so that the line sludge discharged there-from shall not be capable of generating more gas.
- (2) The apparatus shall give no tarry or other heavy condensation products from the decomposition of the carbide.
- 36. Residue.—(1) An open tank shall be provided in the open air for the reception of all residue from the earbide: and such residue shall remain for at least ten hours in not less than four times its bulk of water in such tank.
- (2) Precautions shall be adopted for preventing any lime sludge from being discharged into the drains.
- 37. Attendants.—(1) No person shall have charge of an apparatus until he has been properly instructed in its management.
- (2) A label or printed eard giving fully detailed instructions in the vernander as to the use of the apparatus and a certificate by the licensee to the effect that the attendant two shall be mentioned by names has been properly instructed as required by sub-rule '1), shall be exhibited on or in close proximity to the apparatus.

CHAPTER VI.

Licences.

38. Application for licence.—A person wishing to obtain or to renew a licence to store carbide under these rules shall submit an application in Form Λ to the authority empowered under rule 39 to grant such licence.

- 39. Grant of licence.—(1) Licences for storage may be granted by the licensing authorities set forth in Schedule I appended to these rules, in the Forms, for the purposes, and on payment of the fees, specified therein.
- (2) Every licence granted or renewed under these rules shall remain in force until the 31st day of December of the year for which the licence is granted or renewed.
- 40. Particulars of licence.—Every licence 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.
- 41. Power of licensing authority to alter conditions.—(1) Notwithstanding anything contained in rule 40, the licensing authority may omit, alter or add to any of the conditions specified in the prescribed form of licence.
- (2) This power shall not be exercised by the District Authority without the prior concurrence of the Chief Inspector.
- 42. Amendment of licence.—(1) Any licence granted under these rules may be amended by the authority granting such a licence provided that the amendments are not in conflict with any of these rules.
- (2) A licensee who desires to have his licence amended shall submit it to the licensing authority with an application stating the nature of the amendment and the presons for it.
- (3) The fee for the amendment of a licence shall be one rupee plus the amount (if any) by which the fee that would have been payable if the licence had originally been issued in the amended form exceeds the fee paid for the original licence.
- 43. Renewal of licence.—(1) A licence may be renewed by the authority empowered to grant such a licence.
- (2) Every application for the renewal of a licence shall be made not less than 30 days before the date on which the original licence expires, and, if the application is so made, the premises shall be held to be duly licensed multi such date as the licensing authority jestues the renewed licence or until an intimation that the renewal of the licence is refused has been communicated to the applicant.
- (3) The same fee shall be charged for the renewal of a licence as for a new licence.
- 44. Refusal of licence.—(1) A licensing authority refusing to grant, amend or renew a license, shall record his reasons for such refusal in writing.
- (2) A copy of the order containing the reasons for such refusal shall be given to the applicant on payment of a fee of one rupee.
- 45. Cancellation of licence.—(1) Every licence granted under these rules shall be liable to be cancelled by the authority granting such 10

- a licence for any contravention of the Act, or of any rule made thereunder, or of any condition contained in such licence.
- (2) The authority cancelling a licence shall record his reasons for so doing in writing.
- (3) A copy of the order containing the reasons for the cancellation of a licence shall be given to the holder of the licence on payment of a fee of one rusee.
- 46. Appeals.—(1) Any person may appeal to the Governor General in Council from an order of the Chief Inspector refusing to grant, amend or renew a licence or cancelling a licence.
- (2) Any person may appeal to the immediate official superior of the District Authority from an order of the District Authority refusing to grant, amend or renew a licence or cancelling a licence.
- (3) Every appeal shall be in writing and shall be accompanied by a copy of the order against which the appeal is made.
- (4) The appeal shall be presented within 30 days when the order appealed against has been passed by the District Authority and within 60 days when the order has been passed by the Chief Inspector.
- 47. Transfer of licence for storage.—(1) The holder of a licence for the storage of carbide may, at any time before the expiry of the licence, apply for permission to transfer his licence to another person.
- (2) Such application shall be made to the licensing authority who shall, if he approves of the transfer, enter upon the licence, under his signature, an endersement to the effect that the licence has been transferred to the person named.
- (3) A fee of one rupee shall be charged on each such appli-
- (4) The person to whom the licence is so transferred shall enjoy the same powers, and be subject to the same obligations under the licence as the original holder.
- 48. Procedure on death or disability of licensee.—(1) If a licensee dies or becomes insolvent or mentally incapable or otherwise disabled, the person carrying or business of such licensee shall not be liable to any penalty or confiscation under the Act or these rules for exercising the power-such by the required to the licensee by the licensee during such time as may resumed by the required to allow him to make an application for a new license in his own name for the unexpired protion of the original license.
- (2) A fee of one rupee shall be charged for a new licence for the unexpired portion of an original licence granted to any person applying for it under this rule.
- 49. Loss of licence.—Where a licence granted under these rules is lost or accidentally destroyed, a duplicate may be granted on payment of a fee of one rupee.

- 50. Payment of fees.—(1) Every application for the grant or renewal of a licence shall be accompanied by the fee payable thereon. If the licence is not granted or renewed, the fee shall be refunded.
- (2) All fees chargeable under these rules in respect of licences granted by the District Authority shall be paid by means of impressed stamps or in cash.
- (3) The payment of all other fees under these rules shall be made in cash or by cheque.
- 51. Power to exempt from payment of fees.—The Governor-General in Council may, by general or special order, grant exemption from, or reduction of, any fee payable under these rules.
- 52. Production of licence on demand.—(1) Every person holding or acting under a licence granted under these rules shall produce it, or an authenticated copy of it, at the place to which the licence applies, when called upon to do so by any Inspector.
- (2) Copies of any licence may, for the purposes of this rule, be authenticated free of charge by the authority which granted the licence.

SCHEDULE I. Licences (vide Rule 39).

Article No.	Form of Licence, (See Schedule II.)	Purpose for which granted.	Authority empowered to grant licence,	Feo.
1	9	3	4	
1	В	To store carbide in quantity not ox- ceeding 250 pounds at any one time, provided the car- bide is not to be	The District Authority.	quantity to be stored does not exceed 1,000 pounds.
		used by the licensee for the generation of acetylene.		(b) When the Rs. 4 for the first quantity to be stored exceeds 1,000 pounds but does not exceed 5,000 pounds, pounds or part thereof.
2	С	To store earbide in all other eases.	The Chief Inspector.	(c) When the Rs. 6 for the first quantity to be 5,000 pounds stored exceeds 5,000 pounds but does not exceed 5,000 pounds or 50,000 pounds.
				(d) When the Rs. 20, quantity to be stored exceeds 50,000 pounds.

(See Rule 38.)

Application for the grant | renewal of a licence to store Carbide of Calcium

The replies to be written in this column,. 1. *Applicant's Name

- *Applicant's Name
 Calling
 Address

 Situation of building in which carbide is to be stored. Province District Town or village
- Locality
 3. Quantity of carbide proposed to be
- stored.

 Form in which license is required.

 Quantity of carbide already stored, if
- quantity of caronic arready stored, it any, on the promises.

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

 In what receptacles will the carbide
 be kept, what is the capacity of the
 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; and, it so, for what purposes?

 8. Is the carbido 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 whother it is detached from other buildings, and whether 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 com-petent to manage it? Remarks.

Signature of applicant, Postal address of applicant, Date of application.

In cases where the application is made on behalf of a company, the name and address of the company and the name of the manager or agents should be

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FORM B.

(ARTICLE I OF SCHEDULE I.)

Licence to store Carbide of Calcium, not to be used by the licensee for generating acetylene gas, in quantity not exceeding 250 pounds at any one time.

Fee Rs.

Licence is hereby granted to valid only for the storage of pounds of Carbide of Calcium in the building described below, subject to the provisions of the Petroleum Act, 1934, and the Carbide of Calcium Rules, 1937, and to the further conditions on the back of this licence.

This licence shall remain in force till the 31st day of December 19 .

The

District Authority.

Description of the building referred to above.

Date of renewal.	Date of expiry.	Signature of licensing authority
İ		

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and the conditions under which this licence is granted is also punishable with fine which may extend to five hundred rupees for a first offence and which may extend to two thousand rupees for any subsequent offence.

Conditions of licence.

1. If the licensing authority calls upon the holder of the licence, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such authority, be necessary for the safety thereof, the holder of the licence 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.

2. Subject to the provisions of rules 19(3) and 21, the licensee shall not deliver any quantity of Carbide of Calcium exceeding twenty-eight pounds to any one who has not a licence to store Carbide of Calcium or any quantity of Carbide of Calcium exceeding half a pound, except in accordance with the rules as to the manner in which the Carbide is to be packed.

3. Only one receptacle containing Carbide of Calcium shall be opened at a time and only for the time necessary for the removal of the Carbide required or for the refilling of other receptacles. 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.

- 4. Every storage receptacle 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 unauthorised persons having access to the contents.
- 5. Due precautions shall at all times be taken for the prevention of accidents by fire or explosion and no smoking, fire or artificial light or article capable of igniting acetylene shall be permitted at any time within or near the building in which the Carbide is stored.
- 6. Free access to the licensed premises shall be given at all reasonable times to any Inspector or sampling officer and every facility shall be afforded to an Inspector to ascertain that the rules and the conditions of this licence are duly observed and to a sampling officer to inspect and take samples for testing of any carbide.
- .7. Any accident, fire or explosion occurring within the licensed premises, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-charge of the nearest Police Station immediately and by telegraph or telephone where such means of communication
 - 8. No acctylene gas shall be generated in the licensed building.

FORM C

(ARTICLE 2 OF SCHEDULE 1.)

Licence to store Carbide of Calcium.

No.

Fee Rs.

Licence is hereby granted to valid only for storage of of Carbide of Calcium at any one time in the building described below subject to the provisions of the Petroleum Act, 1934, and the Carbide of Calcium Rules, 1937, and to the further conditions on the

This licence shall remain in force till the 31st day of December 19 .

Chief Inspector of Explosives in India.

The

Description of the building referred to above.

Date of renowal.	Date of expiry	Signature of licensing authority
ĺ		

This licence is liable to be cancelled if the licensed premises when inspected are not found conforming to the description and conditions attached hereto and contravention of any of the rules and the conditions under which this licence ic granted is also punishable with fine which may extend to five hundred rupees for a first offence and which may extend to two thousand rupees for any subsequent offence.

Conditions of licence.

- 1. If the licensing authority calls upon the holder of the licence, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such authority, be necessary for the safety thereof, the holder of the licence 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.
- 2. Subject to the provisions of Rule 19(3) and 21, the licensee shall not deliver any quantity of Carbide of Calcium exceeding twentyeight pounds to any one who has not a licence to store Carbide of Calcium or any quantity of Carbide of Calcium exceeding half a pound, except in accordance with the rules as to the manner in which the Carbide is to be packed.
- 3. Only one receptacle containing Carbide of Calcium shall be opened at a time and only for the time necessary for the removal of the Carbide required or for the refilling of other receptacles. 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.
- 4. Every storage receptacle 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 unauthorised persons having access to the contents,

- 5. Due precautions shall at all times be taken for the prevention of accidents by fire or explosion and no smoking, fire or artificial light or article capable of igniting acetylene shall be permitted at any time within or near the building in which the Carbide is stored.
- 6. If Carbide of Calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be adopted:-
 - (a) every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of Carbide shall be situate in an outbuilding, or in a suitable place in the open air;
 - (b) such apparatus shall be as far away as may be practicable from dwellings and, if in a building, such building shall be well ventilated and not used for any other purpose;
 - (c) no fire, flame or artificial light or article capable of igniting acetylene gas shall be taken into or near the building or place where the apparatus is situate;
 - (d) where an acetylene generator is used for oxy-acetylene welding or cutting, an efficient device shall be provided for preventing the passage of oxygen into the acetylene gas supply pipes; a separate device shall be provided for each blowpipe. Each such device must be kept in proper working order and shall be placed in a position, or be so protected that in the event of an explosion in the device, there would be no risk of injury to any person in the vicinity; and
 - (e) the rules relating to the manufacture of acetylene gas shall be observed.
- 7. Free access to the licensed premises shall be given at all reasonable times to any Inspector or sampling officer and every facility shall be afforded to an Inspector to accertain that the rules and the conditions of this licence are duly observed and to a sampling officer to inspect and take samples for testing of any capital.
- 8. Any accident, fire or explosion occurring within the licensed preuises, which is attended with loss of human lift or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-charge of the nearest Police Station immediately and by telegraph or telephone where such means of communication are available.

A. G. CLOW, Secy. to the Govt. of India.

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 acatylene, 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 exygen gas in whatever proportion and at whatever pressure, and whether or not in admixture with the 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 ecetur 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, manuely:

- (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 perous 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 is the following conditions are fulfilled, namely:—

- 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 acctone or other solvent used shall not be capable of chemical reaction with the acctylene gas or with the porous substance or with the metal of the cylinder, and the quantity of acctone or other solvent shall be such that when fully charged with acctylene is shall not completely fill the poresity of the porous substance at any temperature likely to be med 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 conpressed 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

(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 promus substance is used without acctone or other solvent shall be charged to a pressure exceeding one hundred and awenty-five pounds to the square inch at a temperature of sixty degrees Fabrenheit. 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 cabic foot of water or more in which under this notification the pressure allowed may be two hunder this notification the pounds to the square inch, shall be annealed and every cylinder shall be teached 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 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 acctylene 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 acctylene 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 eyinder 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 floot 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;
 - (e) 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 process substance and acctone cyclinder including process allowed in the solvent and the merianter of the solvent and the meriant 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 methods 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 1 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 (5, Sub-section 41) clause (4), of the Indian Perts Act 1908 (NV of 1908), as anomaled by the Indian Perts (Amendment) Act 1911, (IV of 1911), and in supersession of so much of all existing rules on the subject as relate to dangerous, infections or contagious diseases and the disposal of dead bodies on vessels, the Oovernor in Council is pleased to make the following regulations in respect of the following diseases; (1) Smatl-pox, (2) Ottochen, pox, (3) Meastes, (4) Plaque, (5) Cholera, (7) Releping Sickness, (3) Typluts, (3) Searlet Fever, (7) Reprint and (12) Pusemonia occurring on vessels and relating parts in the Presidency of Fort William in Bengal or or leaving purts in the Presidency of Fort William in Bengal correctly of the Property
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 Fort 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
- (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 diseasce 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 plagme and cholera seven days) immediately preceding her arrival.
- (3) (a) Every vessel which has come from the east coast of Aries within the Inuits of Port Soudian and During or from any other locality declared to be infected with sleeping sickness or jüger's in "supect of 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 vesed which has within a period of two months immediately preceding her arrival started from, or touched on route at, a port infected with yellow faver or communicated (except only without cointact 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 fover 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 Bongal.

- The master of every suspected or infected vossel 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 foet 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 earrying 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.
- 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.

- (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 enmerated 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 auchorage 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 erew 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 these 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 might, as the ease may be, the signals prescribed by Regulation 2, and shall another the vessel in the place appointed for the purpose and shall not allow any of the passengers or erwe 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, eargo, and any part of the ship the Health Officer thinks necessary. The Health Officer may require a declaration on eath 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 canumerated 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 cause enumerated in the preamble, he shall permit the vessel to proceed to the usual place of anchorage and to discharge passengers and eargo 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 sanset.

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 errow as have been detained under Regulation 6 (a) but who are found to be free from any of the discussion question and unlikely to curry 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 land;

12. If a case of any of the diseases enumerated in the preamble occurs on any ressel after she has entered dook or has been moored at a wharf, the muster 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 reseal shall have lad communication with the shore under the provise to Regulation 44, and except as provided for under Regulations 19 (2) and 34, the returned of self-gassengers is not to be enforced in the case of persons of the for an onward port unless under the clearest necessity of which II deals of the self-gassengers and the term of the near of persons a special report explaining the reasons for the near of persons a special report explaining the reasons of the self-gassengers are specially be Realth Officer to Officer to

15. The Health Officer shall inform the Municipal Health Officer in classes 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 Houlth Officer after inspection as healthy shall be given free pratique, save as otherwise provided in rules 28 and 24. Other vessels will be dealt with in accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), VI (B), VI (F) or 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 soarlet fever.

18. In the event of a vessel being classed either as infected or secount 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 und disease to a sanitarium or hospital, unless the sick person or his detends can make adequate provision elsewhere of which 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 elothing 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 insuntary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may prohibit the discharge of bige-water or water bellust 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.

- In the case of infected vessels the following measures shall be taken:—
 - All persons on board shall be medically examined as prescribed in Regulation 9.
 All persons suffering from plague shall immediately be
 - (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 affont, appointed by Government for the purpose.
 - (3) At the discretion of the Hoalth 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 erew 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 how

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 cortainest showing the date of their arrival and the measures taken as regards themselves and their bagager.
- 20. When the measures prescribed in Regulation 19 have been dynamic transported from the Medical Regulation for the Medical Regul
- 21. In the case of suspected vessels the following measures shall be taken:—
 - 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.
- 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

[•] Observation "means isolation either on beard the ship or in a smittary station and the ship or in a smittary station are the purpose before the grant of pratique. Passengers under proceed to their destinations, but has caucity pratique at ones and are at liberty to coming and they are subjected to medical examination for such prefer are refrired of their in their regulation.

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 (t) that ships from an infected place that have been disinfected and have undergone adequate sanitary measures, shall not, on their arrival in undergone adequate sanitary measures a second time if no case have a second time if no case have the disinfection was performed and if they have not cred an infected port. A ship which has merely disembacked paragrays and their baggage or maits, without having been in communication with the shore, shall not be regarded as having called at the nort.

- 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 executing 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, exempts 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 ar route at a port infected with yellow fever or communicated (except arrilly 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 mequitoes 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, seed 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 he handed 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 mesquito-proof eabin and the launch, mosquito-proof carbulance 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 pretected 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 blige should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larva, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.
- (7) Provided if no case of yellow fever has occurred on hourd within two months immediately preceding the vessel's arrival, only such of the above measures in addition to these described in panagraphs (1), 5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.

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

Part VI-D .- Sleeping Sickness.

34. In the case of a vessel having on board a person suffering or suspected to be suffering from sleeping sickness, the person or persons shall not be permitted to land without the specific written gemission of the Health Officer, who may, pending the receipt of written instructions from Government, permit the landing of such persons only if armagements can be made for their strict isolation on shore. In the case of Aden, the Health Officer may prevent the make the sufficient of the strict of the sufficient of the selection of the sufficient from sleeping sickness when sufficient of the sufficient of the sufficient 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 compiled 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 manager at such places as shall be appointed for the purpose by the Conservators of the Port of Calentia or Chittagong as the case may be, subject to the approval of the Local Government.

[.] Sulphurous acids probably the best gas to use

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 hoard and may, at his discretion, cause to be removed to hospital for treatment any person or persons found to be suffering, nuless 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:—

- 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

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
 - Fide Notification Nos. 62 & 134-Marine, dated 23rd 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 shere 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 preserbed 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 ressel 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 Stratis 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 Bodles.

- 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 on a reimmediately to be lowered half-mast and kept in such position from surrise 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 lay.
- (3) The master of the vessel shall cause the death of a person on beard to be intimated forthwith to the police, often by letter or otherwise, and shall forward to the Part 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 of 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 cluthing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, ongineers or dectors, to dock and fourthclass passengers, and to third-class passengers not entitled to cabin accommodation, which the Heatth Officer may consider to be infected with plague, and, if the Heatth Officer thinks for 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 distincted presented by this regulation shall be made only in the case of present pions, which was there and articles belonging to them, unless there is a comminication between the vessel and the shore. The Health Officer shall decide, for the purpose of this provise, 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 hold 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 an eviset 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 camination may be conducted on board the vessel, whicher 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 impection, 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 eargo 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

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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 a wessel, no person except the pilot or person authorised by the Health Officer shall be permitted to embark on the vessel unless 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 respossible 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 vasel 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

52. Any person who is prevented by the Health Officer under the foreign 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, he subicted 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.

- 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-clashing, bedding, wearing apparel, mattresses, carpets te, which are contaminated or suspected, and other articles to be disinfested, 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 disinfested.

3. Disinfecting Solutions-

- (a) Solution of corresive 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 indige. 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.

[•] 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.

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 excrets. Expectorated matter should be burnt,

- 5. Disinfection of ships on which plague has occurred among human beings er 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,
- be pumped out, and the hold washed with sea-water, a sufficient quantity of a solution of corresive 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 5. To prevene ans reaching one snip 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 infectious diseases on vessels arriving at or being in the nort of Calcutta are issued as supplementary to the rules, published under the Government of Bongal, Marine Department, Notification, No. 16 Marine, dated the 6th March 1917, on the subject.

Vessels arriving at the Port of Calcutta.

- 1. The Master of any suspected or infected vessel shall, on arrival at the Sandheads, indicate by signal the port from which the vessel has come and shall hoist a signal which shall be by day the code flag over flag L of the Commercial Code and by night a white light over two red lights, forming an equilateral triangle, the lights are to be not less than 6 feet apart and not less than 20 feet above the hull of the ship. The Master of a healthy vessel shall indicate by signal the fact that his vessel is healthy.
- 2. The Master or the medical officer, if there be any, of Master's Declaration. 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.

The senior officer on the pilot vessel at the Sandheads shall then send direct to the Port Health Officer, Calcutta, Report to Port 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.

*3. The Pilot of every vessel (including a Pilgrim or Emigrant vessel,) which has been declared by her Master or Detention of Medical Officer to be infected with plague or rat bagan (Garden Reach.) plague, or on which more than two cases of or deaths from sleeping sickness, jigger or typhus,

^{*}Vide Notification No. 85-Mnc. 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.

- 4. If the number of cases of, or deaths from small-pox or cholers
 Cholors and small on board has exceeded two, the vessel must be
 pox. detained at Diamond Harbour; otherwise the Filot
 may take her up to Metteabrooj moorings.
- 5. Vessels with chicken-pox, measles, or scarlet fever on board
 Chicken-pox, may be allowed to proceed to Metteabrooj under the
 measles, scarlet
 fever.

 may be allowed to proceed to Metteabrooj under the
 fever be granted pratique.
- (a) But if the number of cases of these diseases exceeds ten the Port Health Officer at Calcutta shall be informed, and the vessel shall be detained at Diamond Harbour under the procedure indicated in rule 3 and shall be dealt with as the circumstances demand.
- 6. The Pilot of a vessel which has, within a period of two Mellow fover, months immediately preceding its arrival, started from, or touched en route at a port infected with signal) with a vessel, either infected or which has left an infected por within that period, shall anchor the vessel in Kalpi Anchorage, not be such a minimum of the work of the wester is unfavourable at Diamond Harbour Anchorage, not of prating and shall not proceed up in the vessel without the permission of the Health Officer. The vessel, passengers and errew and under Marine Department Notification No. 16-Marine, dated the 6th March 1917, and their amendments, if an anondments and the starter of the process of the most process of the starter of the process of the most process of the starter of the process of the most process of the starter of the process of the most process of the
- 7. The Pilot of a suspected vessel, including any vessel arriving Vessels permitted from a locality infected with sleeping sickness or black and the property of the proper
- (a) If, however, any vessel brought up under this rule is subsequently found to come under one of the classes, specified in rules δ ,

 $\underline{4},\,5a$ and 6, the Health Officer may direct that she be taken back to Diamond Harbour.

- Norm.—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.
- 8. The Master of any suspected or infected vessel specified in rules 3, 4, 5a, 6 and 7a shall not, without the perbuikted.

 ressel 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 bagrage.
- 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 elects, 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.

- 10. On the occurrence of a case of small-pox, chicken-pox Procedure for out-teach of infections measless, plague, cholern, yellow fever, sleeping sick-teach of infections moss, typhus, scarlet fever or jigger, on board any vessel lying in the port, the Master or Medical port. 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 visted the vessel, arranged for the removal of the patient or patients, and given permission in writing to lower the signal. The Health Officer shall arrange for disinfection to be carried out by the Port sanitary staff.
- (a) If the vessel is lying alongside a wharf or in the docks, the Master shall cause information to begiven to the Master. Malater shall cause information to be given to the Master. Superintendent of the Wharf, and shall be responsible that the sick person be isolated as much as possible and that free communication with the wharf is stopped until the Health Officer has inspected the vessel.
- 11. The Master or Medical Officer, if any, shall afford such true Duty of Master. 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 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 protect tion 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 natient has not been removed by his friends to hospital, the police will arrange for his removal. The Sanitary Inspector shall visit the vessel or boat without delay and carry out the necessary disinfection,

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

14. The Master of every vessel is responsible for seeing that his vessel is kept in a clean and sanitary condition. Cleanliness of Ships' privies may be used in the stream and at the jettics, 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.

15. The Master of every vessel in the stream, or in the docks is responsible for seeing that ashes and galley refuse are Removal of ashes not allowed to accumulate or remain for more than 48 hours. Any failure of the conservancy system at affecting ships should at once be reported to the Port Health Officer.

Disposal of dead bodies.

16. If a death occurs on board any vessel before she reaches Saugor, the body shall be buried in a depth of not Death before less than 5 fathoms in such manner as to secure its reaching Saugor. sinking at once and remaining below water.

17. If a death occurs after passing Saugor, and the vessel is not likely to reach Calcutta the same day, the body Deaths in the shall, with the permission of the Magistrate at Diamond Harbour, be disposed of at that place. If Saugor. 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, 139-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

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.

19. On the occurrence of a death on a vessel the Port Health Officer should be informed immediately. If the vessel carries a medical officer that officer shall certify as to the cause of death. If there is no medical officer, the above certificate shall be given by the Port Health Officer.

20. When the Medical Officer of the ship or the Port Health Officer is unable for any reason to give a certificate Post-morton exaas to the cause of death, the police shall be immemination. diately informed by the Medical Officer or the Port Health Officer, as the case may be, and asked to arrange for a postmortem examination.

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

Certificate of 22. A dead body shall not be removed from the muse of death neces. vessel until the certificate prescribed in rule 19 has sary prior to re-moval of body. been granted by the officer responsible for the same.

23. The police shall be responsible for the removal of a dead Removal of body body only when (a) post-mortem examination is necessary, or (b) the body is unclaimed.

Accidents.

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

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

APPENDIX A.

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

Intimation of the outbreak of infectious diseases on vessels lying in the port should, under the foregoing rules Use of telephones. 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, Ontram 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 (AM.) 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.)

Medical Officer of S.S.

do hereby declare in presence of

, Pilot

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

(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.

In the absence of the property with the property with the up the form.

N.B.—The giving of false information is punishable under section 177 of the Indian Penal Cede with six months' imprisonment or fine of Ra. 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-Mnc., dated 13th July 1908 Na 136-Mne., dated 17th November 1908, and No. 103-Mne. dated 17th October 1911.

BULES.

- 1. Whenever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any ghat is situated at which steamers call, that by reason of the existence of an epidemic in the neighbourhood of such ghâts, there is danger of passengers suffering from the said epidemic being taken on board a vessel, he shall in consultation with the Civil Surgeon of the district depute a medical officer to inspect and pass all the passengers embarking at the ghât in question, and no passenger may embark without being so examined and passed.
- 2. (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 exercta, 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 headquarters of a sub-division or district, the report mentioned in sub-clause (c) of clause (1) shall be sent by the Medical Officer of the steamer, or master or scrang, as the case may be, by the most expeditious means available, to the next headquarters of a sub-division or district at which the steamer will touch.
- (3) At any station within the Port of Calcutta the report shall be made to the Health Officer of the Port.

- 3. If, when the case occurs, the steamer is lying at a ghât at the headquarters of a sub-division or district, or, otherwise, when the steamer has reached the nearest ghât which is at such headquarters the Master or serang shall not move the steamer therefrom until parture of the steamer three of the master or by the Medical Officer under rule 0.
- (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.
- (5) 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 Medicol 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 an experiment of the patient of the patie
- 6. The Medical Officer deputed under rule 4 shall in all cases cause the deck, cabria, latrices and any other part of the steamer where the patient has been, to be thereughly washed down with a disinfectant staken from the Interpretated and maintained by the patient, to be disinfected.
- 7. (I) In case of death, the body of the patient shall be wrapped in a cloth seaked in a dishifectant 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 putient, 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 compiled 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.
- 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 Junuary 1980.—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 by persons transfer the spread of pland and steam-vessels by persons transfer the spread of plage and other opidamic diseases by persons transfer such vessels and for affording proper medical aid on board such vessels these passengers who suffer from such cylomic or other diseases. These rules are supplementary to those published under Notification No. 82-Mnc. dated the 11th August 1918.

DITT.T

- 1. Definition.—In these rules mela means a periodical gathering of a large number of people for religious or other lawful purposes,
- 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
 - (e) 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.
- 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 sterm 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 eventually 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 Calentta 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, Snairal, Jarmaker's Reach, Pri Serang and Badge-Badge, where the channel lies close to the shore. Landmarish have been erected to define the channels that are to be left clear and neshing boats shall be moored, nor nets of any description be call between the lines indicated by these marks and the shore.

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

Port Approaches.

Prom Budge-Budge to Patish Point a navigable channel of soless than 200 yards in withth which shall be delineated by landmarks to locally published, shall be left clear for the passage of soe-going boats shall be moored, nor nets of any description cast, in such channels.

NOTIFICATION-No. 9-MARINE.

The 10th 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 dangerons, infections or contagions 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 quantume station at Diamond Harbur as the special anchorage in the case of vessels which have, within a period of two months preceding their arrival, started from or touched on vonte 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 61 fathous with the Norman Pilot Light House East (true) at a distance of 11 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 26 rii July 1915.—In exercise of the powers conferred by ruie 6(b) and 7 of the rules made under section 6, sub-section 11, clause (p) of the Indian Ports Act, 1908, (XV of 1908), as amended by the Indian Ports (Annonlment) 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) Chieken-pox, (3) Measles, (4) Plague, (5) Cholera, (6) Yellow fever, (7) Sleeping sickness,

- (8) Typhus, (9) Searlet fever and (10) Jigger occurring on vessels coming to the port of Chittagons the Governor in Council is pleased—
 - (1) to appoint the Norman's Point Lighthouse 67% distance 14 miles, in 64 fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of or deaths from, any of the 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 61 fathoms, with the Norman's Point Lighthouse East (true) distance 14 miles. as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

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

NOTIFICATION No. 40-MARINE.

The 24th April 1928.-In exercise of the powers conferred by section 52 of the Inland Steam-vessels Act, 1917 (1 of 1917), the Governor in Council is pleased to make the following rules for the protection of Inland steam and motor-vessels from danger by collision, in supersession of the rules published under this department notification No. 148-Marine dated the 23rd August 1900.

RULES.

Preliminary.

These rules are applicable to, and shall be followed by, persons in charge of, all Inland Steam-vessels, and all other vessels, hereinafter specified, on all inland waters in Bengal on which steam-vessels ply, provided that rules 8, 21, 22 and 23 shall not apply to steam-vessels provided that rules 8, 21, 22 and 23 shall not apply to steamer-com-plying on the river Hooghly, between a line drawn west of Sangor 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 are 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 steamvessels 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 (3).

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 11 (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.— Λ 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 for, 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 eraft.
- (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 ared light without a green light or a green light without a red light is seen ahead, or where both green and rel 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 reforence to the vessel which she is overtaking, that at night she would be unable to see either of that vessels side-lights, shall be deemed to be an overtaking vessel; and no subsequent a terration of the bearing between the two vessels shall make the overtaking vessel acrossing vessel within the meaning of these rules, or relieve 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 ahaft 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 constraing 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-ressels, 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 reaching of a river or channel that is so narrow that it will not allow two steam reseals meeting, with or without falts in for, to pass each other without one of them stopping and making fast to she banks the reseal proceeding with the current shall make fast to allow the reseal proceeding with the current shall make fast to allow the state of the st

Article 22.—When two vessels meet in large rivers, such as the Brahmaputra or Ganges, where sheals and narrow channels are encentered, the upward steamer proceeding against the current shall stop below the shoal giving the downward steamer proceeding with the current aclear fairway.

Article 22.—No stam-vessel shall attempt to strive or measurements another. When steam-vessels are proceeding in the same discussion with the meganist speed, the vessel which is steaming showes shall the meganist speed, the vessels which is steaming showes shall be steaming shows to shall be steaming to the state of the instervessel and shall case and if necessary stop the passage of the instervessel, and shall case and if necessary stop the same soon as the faster vessel comes abreast in order to allow her to as soon as the faster vessel of pilot of the faster vessel, and shall go as nother vessel at any state of the state vessels, and shall pass another vessel at any of the turning points or bends of a river, or in a part of the channel so harrow that a third vessel can not with safety pass them.

Article 24.—No steam or motor-vessel shall get under way, either from her ranchor or from the river bank, and tarn across the river when another vessel is seen approaching from either upor 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

Sound Signals for vessels in sight of one another.

Article 26.—The words "short blast" used in these rules shall mean a blast of about one second's duration.

Every steam-vessel underway shall, when in sight of any other vessel in taking any course authorised or required by these rules. indicate that course by the following signals on her whistle or siren,

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

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

Proper precautions to be taken in all cases,

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

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. 25 MARINE.

The 15th August 1986.—In exercise of the powers conferred by clause (1) of sub-section (2) of section 52 of the Inland Steam-Vessels Act, 1917 (I of 1917), the Governor in Council is pleased to make the following rules for regulating the navigation of inland steam-vessels in certain portions of the river Hooghly, in supersession of the rules published under this Department Notification No. 105-Mne., dated the

RULES.

1. Inland steam-vessels navigating the Hooghly between the Lower College Sand Buoy and Hospital Point shall be navigated on Lower Conege Sant Energy and Loophed County Shari or navigues the shallow side of the channel when meeting ocean-going vessels.

2. No inland steam-vessel other than a stern-wheeler, launch. tag or ferry steamer which has no other craft in tow, shall navigate the channel between the Lower College Sand Buoy and the Panchpara Crossing when ocean-going vessels are under weigh and about to turn. either on the flood or ebb tide. Inland steam-vessels shall heave to on the College Sand, if they are above the ocean going steamers, and off the Lower Hughli Jute Mill, if they are below them until such time as the ocean-going steamers have completed the manoeuvre of turning round.

 On Panchpara Crossing and in Sankral Reach, inland steam vessels shall navigate on the edge of Sankral Sand,

4. In Jarmakers Reach, inland steam-vessels shall navigate on the edge of Munnikhali Sand.

5. In Kofree Reach, inland steam-vessels shall navigate on the edge of Kofree Sand.

6 In the upper part of Bui Bui Reach, inland steam-vessels shall navigate on the right bank of the river; in the lower part of Bui Bui Reach, they shall navigate on the edge of Bui Bui Sand.

7. In Bui Bui anchorage no inland steam-vessel other than a stearnwheeler, launch, tug or ferry steamer which has no other craft in tow, shall navigate the channel between the Fort Gloster Flat Buov, and the Irrigation canal on the left bank of the river, when ocean going steamers are under weigh and about to turn, on either the flood or ebb tide.

8. At Poojali, Ulubaria or Achipur Reaches, inland steam vessels shall navigate on the edge of the sand on the left bank of the river.

9. On Moyapore Bar, inland steam-vessels shall navigate the shallow tracks.

10. In Royapore Reach, inland steam-vessels shall navigate on the edge of Royapore Sand.

11. On Royapore Bar, inland steam-vessels shall navigate the shallow tracks.

12. In Brul Reach, inland steam-vessels shall navigate on the edge of Brul Sand.

13. In Fisherman's and Fulta Reaches, inland steam-vessels shall navigate on the edge of Fulta Sand.

14. In Nynan Reach, inland steam-vessels shall navigate on the edge of Shipgunge Sand.

15. In Nurpur Reach and in the vicinity of the James and Mary, inland steam-vessels shall navigate the Western Gut, and when obliged to use the Eastern Gut through insufficiency of water on the Western Gut, they shall navigate on the edge of Nurpur Sand and the Muckraputty Lumps.

16. From Hughli Point to Hospital Point, inland steam-vessels shall navigate the left bank of the river, and over the Hughly Sand.

- 17. From Hospital Point to the Northern entrance of the Rangafala Channel, inland steam-vessels shall navigate the left bank of the river.
- 18. When crossing from one Reach to another, inland steam-vessels shall not obstruct the passage of, or cause risk of collision with, any occan-going vessel which is using the crossing at the time, but shall salecten speed, stop or reverse, and it necessary, when going with the tide, turn head to tide, until such time as the occan-going vessel has passed.
- 19. No inland vessel or flat shall anchor in any channel used by ocean-going vessels, except in such a position as to offer no obstructions to such vessels.
- 20. When navigating the lighted channel between Garden Reach and Ulbabria & night, inland steam-vessels shall, when meeting or being overtaken by ocean-going vessels, conform to the same rules as these laid down for observance during the hours of day light; they shall offer no obstruction to the free passage of those vessels by crossing the channel, and shall, if necessary, case, or stop.
- 21. When navigating the lighted channel between Garden Rosch and Ulbarria as night, inland steam-vessels shall, on meeting or being overtaken by ocean going vessels, refrain from using their search-lights in such a numer as will interfere with the vision of those in charge of the navigation of such vessels.
- 22. Any person navigating or in charge of any inland steamressel in respect of which he commits a breach of any of these rules, shall be punishable with impresonment for a term which may extent to six months, or with fine which may extend to five hundred rupes, or with both.

E. N. BLANDY,

Secy. to the Govt. of Bengal.

NOTIFICATION—No. 52-MARINE.

The 1st May 1915—10-exeros. 52-MARINE.

And 1915—10-exeros of the power conferred by of 1908), the Governor in control that Ports Act, 1908 (XV of 1908), the Governor in Conference of the Indian Ports Act, 1908 (XV of 1908), the Governor in Conference of Search-light pleased to make the following prots of Coleutta and Chitagong and in the navigable channels of the rivers Hogshiy and Karnafnii leading the sard ports, in which that Act is in form in order to come the same of the said ports, in which

the Press Joseph and the Act is in force in order to ensure the anactey of the shipping:—
that Act is in force in order to ensure the anactey of the shipping:—
The use of scarch-lights on board any sen-going vessel of the abundan of 200 tons or upwards while; in the ports of Calcutta Chitagong or in any of the navigned channels of the rivers 1100s applies, is strictly prohibited, save and except under the precial carden of the Prohibited save and except under Harbour Master, or such other Port Official as any 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.

of 1. In these rules—

- (1) "the Λct " means the Glanders and Farey $\Lambda ct,~1899$ (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 1807), expressions used in these rules have the same meaning as in the Glanders and Farey Act, 1899; consequently the expression "diseased" has the meaning stated in section 2 (1) of the latter Act, and the word "horses" includes assess and mules—See section 2 (5) of that Act.
- 2. The operations under the Λct in the port shall be under control by P_{rin} . the direction of the Principal, Bengal Veterinary close. College,

Duties of Master and signaller on arrival of vessel off Saugor Island,—
source
- (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.

- 4. When any horse is suspected of being diseased, the owner suspected disease to master of vessel. Waster of the master of the
- 5. (1) Whenever a vessel with one or more horses on board is
 Entry of vessel by
 in or about to enter the port, an Inspector may
 Inspector.

 The purpose of ascertaining
 whether there is any horse which is diseased.
- (2) All inspections of horses made by an Inspector under section 5 of the Act shall be made in the presence of the Master or some other officer of the vessel, and of the owner or person in charge of the horses, if he desires to attend.
- (3) Before making any such entry, the Inspector shall, if so required, produce his certificate of appointment. Every such certificate shall be in the form contained in Schedule I.
- (4) When making any such entry and inspection, the Inspector may be accompanied by any other Inspector or a Veterinary Practitioner or a member of the Veterinary Preventive Force whom he may consider it necessary to take with him.
- (5) The Master and every officer of such vessel and the owner or person in charge of the horses on board shall give free access to the Inspector and the persons (if any) accompanying him, and shall in every way facilitate his inspection.
- 6. (1) Whenever an Inspector having reason to believe that any Procedure when Inspector believe has been in contact with a diseased or has been in contact with a diseased horse to be diseased, better to be diseased. Preventive Force to be taken to a Veterinary Practitioner.
- (2) Such suspected horse shall ordinarily be taken, with all due beings, to the hospital, there to be dealt with in accordance with the provisions of the Act and of these rules.
- (5) Any horse so sent to the hospital may be detained for such time as the officer in charge may consider necessary and may be submitted to any recognized test.

- 7. (I) When an Inspector seizes a horse, he shall present to Presentation of the Master of the vessel, or to the owner or documents after person in charge of the horse, a notice of seizure in the form of Schedule II and a printed copy of these rules.
- (2) If the Inspector is a Veterinary Practitioner and if the horse is found on examination to be diseased, he shall also present to such owner or person a certificate in the form set forth in Schedule III.
- (3) If the Inspector is not a Veterinary Practitioner, and if the horse is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, procure from such practitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or person.
- 8. When the destruction of a horse has been ordered under Destreas

 | Section 8 of the Act, it shall be destroyed humanely between the destroyed process 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 episociae, a Voterinary Practitioner may, with the consent of the owner, direct that such horse shall be melically treated in such a namner and at such a place as to ensure that no danger to any other horse is entailed:—
 Provided as follows:—
 - no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgachia, and
 - (2) in the event of the disease proving incurable, the horse shall, subject to the restriction imposed by the following rule, be humanely destroyed in the presence of an Inspector.

No horse certified to be suffering from surra or lymphangitis 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.

10. When a horse or careass which is diseased or believed to be Premations during the diseased is about to be removed to another place ing transit horse for examination, shughter, cremation, burial or any of the horse or careass shall attach a suitable overing over the nostrils and to any other part of the body from which infectious matter may easpe, so us to minimize the danger of spreading infection during renoval.

- 11. (1) If a diseased horse dies, or is destroyed under the Act, Diposal of ear the owner or person in charge of it shall, as soon as consistent of sissued possible, and with all dies care for the prevention of horses.

 contagion to other horses and to human beings cause the carcass to be taken to a suitable place to be there burner or otherwise disposed of in the safest and most efficacious manner practicable.
- (2) The means of disposal to be adopted shall be decided in each case by an Inspector, and the work shall be carried out under the supervision of a member of the Veterinary Preventive Force.
- 12. (I) Whenever an Inspector issues a notice under section 9 Methods of disinfection of vessels under section 9 of the Act to the Master or the officer in charge of a vessel to have the same disinfected, such disinfected he Act.
 - (a) all refuse derived from cleansing, and all dung, litter, strawgrass 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;
 - 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 serubbing 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.

14. The expense of detaining, isolating and testing, under the Reovery of ex. Act or these rules, any horse which a Veterinary pesse in dealing Practitioner has certified to be diseased, shall be 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 debier has executed promptly and thoroughly all the duties laid upon him by or under the Act or these rules.

- 15. All sums due from any person under rule 14 shall be
 Recovery of sums recoverable on application to a Magistrate, as if
 they were fines.
- 16. If, after completing the examination, the Veterinary Practiflore examination, the inner is of opinion that the horse is not diseased,
 berns is not certified
 to be diseased,
 munt.
- 17. In the event of obstruction the Police shall, on the written Amatanaee by application of an Inspector, a Veterinary Practicioner, or a member of the Veterinary Preventive Force, render such officers such assistance as may be necessary to enable them to perform their duties under the Act and these rules.
- 18. Every Inspector and every member of the Veterinary Pre-Uniforms. ventive Force, who is not a gazetted or commissionuniform prescribed for his department: Provided that the Principal may exempt any officer from compliance with this rule.
- 19. Whoever commits a breach of any of these rules shall be Pentaly for breach punishable with imprisonment for a term which may extend to one month, or with fine which may extend to fifty rupees, or with both.
- (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 disense, 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;

Notice of seizure under Glanders and Farcy Act, 1899.

Notice is hereby given to you , that whereas I am of opinion that your horse is diseased or has been in contact with a diseased horse, thereby constituting a public danger, I hereby order you to keep isolated such horse or horses, as described in the margin, until such time as you shall receive a written notice of release.

Inspector under the Act.

SCHEDULE III.

[See Rule 7.1

GLANDERS AND FARCY ACT. 1899.

Certificate that a horse is diseased.

Veterinary Practitioner under the Glanders and Farcy Act, 1899 (XIII of 1899), hereby certify as follows :---

A horse, as noted in the margin, said to belong to Descriptions— Breed. Sex. Colour. , or to have been in charge of having been seized under the said Act by Inspector Colour, Apparent age. or other Brand or other marks of identi-fication. examined the said horse and believe it to be diseased within the meaning of section 2 (1) of

Belgachia, Calcutta.

Veterinary Practitioner.

the said Act.

(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

Explanation I.—The object of conditions (a) and (b) in sub-rule (1) is to discourage any dealing in or importation of horses known or suspected to be diseased.

Explanation II.—A horse becomes subject to the slaughter provisions of the Act immediately it is infected, that is to say, before it shows clinical symptoms of disease.

SCHEDULE I.

[See Rule 5.1

GLANDERS AND FARCY ACT, 1899.

Certificate of the Appointment of Inspector.

Certified that

has been appointed by Government notification No. , dated the to be an Inspector under the Act, to exercise and perform the powers conferred and the duties imposed by that Act on such officers.

BELGACHIA, CALCUTTA.

Principal, Bengal Veterinary College.

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 landingcharge 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 (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.
- 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 equat to the saturing-cone.

 Note II.—A surcharge of 125% on the river due is levied on all imports other than grain, wheat and other cereals, pulses, seeds, rice, flour, atta,
- Note III.—Samples of ragar and other commodities, catalogues and other articles for which the steamer companies obarge no freight and on which no causion daty is appaled may be exceeded at the Commissioners' discretion from all Port Commissioners' charges.

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 sca-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

Nors.—For the purpose of assessing the amount of "ad valoren" toll payable the value of the goods will be taken to be the tariff value as fixed by the Government of Intik for the purposes of assessment of contoms duty, or, if no such tariff value has been fixed, the real value as defined by Section 1. 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 anna per ton. Salt anna per ton. Timber 6 annas per ton. Wheat, rice, seeds, pulses, grain and other cereals, flour, bran and atta ... 4 annas per ton. 4 annas per ton. Baled inte ... 14 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 varns 4 annas per bale. Bunker coal 14 annas per ton. ... Shipment coal anna per ton. Scrap iron 2 annas per ton. Mineral oil 1 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 tall is levied on all goods landed at the Calcutta Jettius. Differential tall is also levied to all goods landed at the Calcutta Jettius. Differential tall is also levied on all goods land at the Docks or Garden Reach Jetties which are removed from the unsit scheds or yards in foreign railway wagons, or in Port Commissioners goos in through booking railway wagons, or in Port Commissioners goos in through booking railway wagons, or in Port Commissioners goos in through the ton provide the Commissioners of the Calcutte of destination beyond the Commissioners good in the Calcutte of the C

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 handing-charges on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Schedule No.	Description of goods.	Basis of charge.	Landing charge.				
1 2 3 4 5 6 7 8	Cotton piece-goods and all kinds of cotton twist and yarms, sage flour, tapicoa Sur, rios, grain, sage flour, tapicoa Gold, Sitver and jewellery Animais not in cages Horse-boxes Horse-boxes Horse-boxes Molasses in halfs. (as wharfage) Ship's life-boxts.	Per bale or case Per ton or part of a ton, Per package Each Per car or aeroplane Per ton Per boat	Rs. A. P. 0 4 0 1 0 0 0 0 10 0 0 0 12 0 0 0 4 0 0				

Schedule No.	Description of goods.	Basis of charge.	Landing charge,
9	All other goods on which freight is charged by weight by the steamer com- panies and where the weight of any single package does not exceed 35 owts.	Per ton or part of a ton gross weight.	Rs. A. P. 1 4 0
10	Over 35 cwts but not exceeding 30 tons	,,	3 12 0
ii	Over 30 tons but not exceeding 100 tons		10 0 0
12	All other goods on which freight is	Per 40 c ft or nart	1 0 0
	charged by measurement by the steamer companies and where the measurement of any single package does not exceed 100 c. ft. with a mini- mum charge of I anna per package.	thereof.	
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. 31-20 per ton or part of a ton will be levied on all heavy lifts above 35 cuts. (above 2 tons at Garden Racad Jactics and King Goorge's Deck) in partial supersession of the charges notified under Schodnie Nos. 10 and 11 of section 3 of the Commissioners' printed Scales of Charges.

- Note, L.—The floating crants, 160-ton shores and 5-ton cranes at the Dooks are used for lifts of ever 35 certs. When a crane vessel serves a ship at the Jetties Schools where such reviews are normally required, the rates absent in Schools where such reviews are normally required, the rates absent in Schools and the such as the service of a fleating crane or the 160-ton sheens in the 50, and for work after 5.73. to relater 5.73. to relater 5.73. to relater 5.73. to relater 5.73. to relate 7.73. to relate 7
- Note II —Where up basis for freight charge is laid down the landing-charge and all other charges psyable to the Commissioners are recovered on weight or measurement basis at the Commissioners' option.
- Note III.—Double the schedule charges for landing, rout 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.
 - (4) On each consignment having a flashing point of not less than 76° P. and below 200° F. hadding, rent and removal charges at double the scheduler trates if it is not removed from the Commissioner's premises on the next working day after the day of landing or loading, provided that the weight of the consignment oxceeds one tun.
 - iii) On each consignment of petroleum or its porduets 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 anioading, whatever be the weight of the configument.

Notification No. 126, dated the 1st May 1834—It is notified that on and from the 1st April 1934, landing, rost and removal charges will be levied on consignments of petroleum or its products which are landed or unloaded under the provisions of by-kw published under Notification No. 17-Muc. 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. 120, dated the 19th July 1934, it is hereby notified under the previous of Section 107 of the Calenta. Port Act and with the approval of the Local Government, that, with effect from the 1st March 1936, the Commissioners may at their option key on animals or small packages of any description, other than bona fide sectional taggage, accompanying passengers dissumbarking from or smarking in any sea going vessel, either an inclusive flat rate of cight manus per animal or small package or the rate which would be pryable for passing the same animals, or small packages over land vessels wharves, in lieu of landing or shipping charges, wharf toll, river due, surcharge, differential toll and ad subores toll.

Notification No. 142, dated the 13th June 1935.

With effect from the 1st June 1935, an inclusive flat rate of 8 anns per eage is levied on all eages of birds and Re. I per eage on all eages of animals landed from any sea going vessel at the New Horse Jetty, Kidderpore Deck, in lieu of landing charge, river due, surcharge and ad valorem to

Notification No. 130, dated the 4th August 1934.

With effect from the 28th May 1934, a charge equal to one-third of the charge which would be payable for shipping —

- (a) will be levied when section 6 does not apply for the loading or unloading of earts 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. Ront.

(a) Goods are rent-free for three clear working days after the date of handing, Sundays, Chamber holidays and dise and and days on which the Custom House Treasury is closed are not common to the clear of the common that the the evening of the common that the common that the clear of the common that the common that the common that the schedules below whether the following day is or is not a working day below whether the following day is or is not

Note I.—The free time for wines, counts from the date of receipt in the Wine

Nore II.—The free time for hazardons goods other than matches and sulphut counts from the date of receipt in the Hazardons Godown.

If landed at the Calentta Jetties or Mullick Ghat Heavy Lift. The fart 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 steamfer freight has been charged:—

Description of goods.	Basis of charge.	Ren diem f 3 day free	or i	irst	Ren d ther	iem	
Goods of which no package exceeds 35 cwts, in weight.		Re	Α.	Р.	Rs.	Α.	P.
Cotton piece-goods and all kinds of catton twist and yarn. Sagar, rice, grain, sago flour, tapicca		0	2	0	0	4	0
flour and seeds.	See page 189		-				
Motor cars or acroplanes not in cases	Per car or aeroplane	2	8	0	5	0	0
Horse-boxes Ship's life boxts	Ench	1	0	0	2	0	0
All other goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton gross weight.	0	5	0		6 10	
All other goods on which freight is charged by measurement by the steaner 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.				İ			
All goods on which freight is charged by weight by the steamer companies.	Per ten or part of a ten.	0	15	0	1	14	0
All goods on which freight is charged by measurement by steamer com- panies.	Per 40 cubic feet or part thereof.	1	0	0	2	0	0

If landed at the Garden Reach Jettics or at the Docks rent is dependent 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 fright has been charged;—

	e exceeds t. Rs. A. P. tids of cotton Per bale or case 0 2 0	
Description of goods.	Basis of charge.	after the free
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
Segar, rice, grain, sago flour, tapicca 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 dies after the free time.
Goods of which no package exceeds 35 cwts. in weight.		Rs. A. P.
Horse-boxes Ship's life-boxts	Each Each	1 0 0 0 6 0
All other goods on which freight is charged by weight by the stemmer companies. All other goods on which freight is charged by measurement by the steamer companies.	Per ton or part of a ton gross weight. 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	0 15 0
All goods on which freight is charged by measurement by the steamer companies.	Per 40 cubic feet or part thereof.	100

Note —At the Garden Reach Jettles and King George's Dook 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. 1.3-Oper not 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.

(e) On rice, grain, sago flour, taploca 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 threadter. Parts of a ton are reckoned as ton.

(d) On damaged goods including wines for which a claim is brought against the ship, rent is not charged until the fifth elear working day after landing, provided notice of survey is given to the Deck or Jotty 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 after the free time. (g) On goods for despatch by railway or removal to the ware-houses, rent is charged up to the date of acceptance of complete papers, any period intervening between the submission of papers and their acceptance being charged for at the rate fixed in the schedule for the first three days storage after the free time. In the case of kay 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 Jotty enclosure, or from one point to another within the Duck area, and also on all imports returned from the Calcutta Jetty or Duck or Garden Reach Jetty gates.

Noze L.—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

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 occan-going steamer on to the deck or direct into boats are charged one-third of the landing-charge provided the weight of each period one-third of the landing-charge provided the weight of each period boats and not more than 35 cwts. at the Calcutta Jetties or King George's Dock. If the weight is more than 35 cwts. at the Calcutta Jetties or the Kindderpore Docks and more than 2 tons at the Garden Reach Jetties or King George's Dock the full landing-charge is levied.

Stevedoring or landing at night

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.

does not exceed 500 feet-3 annas per Repairing or refilling cases ... 4 pies per tin. Repairing and/or refilling barrels or drums 4 annas per barrel or drum. Convening 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' shed at Budge Budge,

... 50 per cent. extra.

"The charges will be levied for similar services, when petroleum is landed at the

B. A differential toll of one pie per gallon will be levied on all on-langerous petroleum and its produces to which the Indian Petroleum Act VIII of 1899 applies, discharged in bulk from any eac-point vessel lying in the Kidderpore or King Georgé's Doeks. The differential toll paid at the time of landing will, however, be freinded on all such non-dangerous petroleum and its products which is subsequently despatched in country boats or by river steamers from the Doeks.

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 produces discharged in bulk from any sea-going vessel at the Petroleum Wharf, Budge Budge. (As per Notifications Nos. 124 & 131 dated 5th February 1934 and 4th September 1934 respectively.)

Notification No. 147, dated the 10th February 1957.
With reference to Notifications Nos. 124 dated the 5th February 1954 and 131 dated the 4th September 1984, it is breiby notified for general information, under the provisions of the Calentta Port Act III (B.C.) of 1890 and with the approval of the local Government, that with effect from the 1st January 1987, in the case of non-dangeous petroleum and its products discharged in bulk from any seaging vessel lying in Kidderpore or King George's Decks and subsequently despatched by foreign railway, a refund will be allowed of 5th spire per gallon out of the differential toll of 1 pie per gallon paid at the time of landing, while in the case of oil despatched to Delbit, the whole of the differential toll of 1 pie per gallon belief, the whole of the differential toll of 1 pie per gallon belief, the whole of the differential toll of 1 pie per gallon on the foreign that the time of landing, while in the case of oil despatched to Delbit, the whole of the differential toll of 1 pie refunded.

10. Moyapur Depot.

Magazine Fee. (Includes use of boat, landing, removal to magazine and delivery) ... Re. 1 per package. Rent Explosives ... As, 8 per package per month or part of a month. River due Rs. 1-4-0 per ton plus 12½% surcharge.

11. Warehouse charges.

Fairlie Warehouse-For non duty-paid or for duty-paid imported

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

(ii) if the landing-charge is of a ton. 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 Cotton Piece-goods and all kinds Rs. A. P. of Cotton twist and yarn ... 0 6 0 per package. Cement All other goods-0 2 0 per cask.

(i) If the landing-charge is levied Rs. A. P. by weight ... ° ... 0 8 0 per ton or part

(ii) If the landing-charge is levied of a ton. 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 rent is changed horizontal transfer completing her discharge and is payable monthly in advance. Otherwise, the ordinary Dock rent charges monthly in advance. Otherwise, the ordinary Dock rent enarges given in Section 4 are payable up to the date the notice is given, and the Garden Reach "A" Warchouse 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.

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 On lifts exceeding 4 tons but not.

exceeding 10 tons ... 2 0 On lifts exceeding 10 tons up to the crane's capacity ... 4 0

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 tharges, 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.
- (6) On rice, paddy, gram, maize, dhal, lentile and milles and all the commodities enumerated under the heading "Grain and Pulses" removed between any two points on the 'Fort Trust Rulway a charge will be made of 6 annas per ton or part of a ton, or Rs. 28-20 per agle at the Commission of the 'Grain and Pulses' the owners risk, and at 10 make per on or part of one, or Rs. 3-12-0 per agle at the Commissioners' option, if the removal be at the Commissioners' option, if the removal be at the Commissioners' potion, is such as a commission of the commissioners' potion, or the commissioners' option, is completely and the commissioners' potion, is completely completely and the commissioners' potion, is completely completely and the commissioners' potion of the Commissioners' cales of Churves.
- (e) On eil eake, juic, cotton, hemp, linseed and all fibres in bales removed from any point. North of Howards 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 Armanian Steamer ghat to any point in the Dock area to the proper 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 traffle, with the exceptions mentioned in Note 1 of Section 16, received at or despatched from any point on the Commissioners' milway system, and a charge of 12 mans 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 Doeks, for example, Fort William, Rabugbat,

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 Telly's Nullah, including Wastgunge, he Hooghly Mill, the Remont Dopot, Chetala and all private depots and factories within the jurisdiction of the Docks a charge of Ra. 14-0 per axis may be levied by the Commissioners for placing londed or empty wagons or whiches when neither removal nor Port Trust Railway Teight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles.

Note 1.—For the purposes of section 15 and 16 horse boxes and wagons carrying horses or 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 deputs Essat 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.

Notification No. 146, dated the .7th October 1936.

It is broby notified for general information under the provisions of Section 107 of the Calcutta Port Act III (B. C.) of 1890 and with the approval of the Local Government, that on and after the 16th June 1936, a bunting charge of Rs. 2-8-0 per gallon will be levied on all molasses tank wagons in partial supersession of the charges notified under section 16 of the Commissioners' printed seal of charges and

16A. Diversion charge.

A charge of annae 6 per ton or part of a ton in the case of pig ion and of 75% of the shipping charge in all other cases is levied on all goods contained in foreign tailway wagons when the wagons are diverted at the request of the shippers or consigness 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 sca-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:—

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,

 Manganese, Chrome, Peroxide, Kyanite, Sillimanite and Alumininm Silicate ores shipped

in bulk ... 10 annas

-**	145
3. Bauxite ore shipped in bulk 8 annas per ton or part of a ton. 4. Iron ore shipped in bulk 4 "" 5. Bunker coal loaded into vessel's bunkers for consumption on	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:—
board that vessel 6 , , , , , , , , , , , , , , , , ,	Description of Goods. Basis of Charge. Rate.
9. Ship's life-boats Rs. 15 per car or aeroplane Rs. 4 each.	1 Coal Per ton or part of a ton, 2 Cotton, hemp, jute and all fibres in bales Per bale. 0 4 0
11. On all petroleum to which the Indian Petroleum Act applies 1 pie per gallon. 12. All other goods on which freight	3 Grain and seeds excluding rice Per ton or part of a ton Per ownt, or part of a out, ownt, or part of a out, ownt, or part of a out, ownt, or part of a out, ownt,
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.	6 Tea Per ton or part of a ton, Per 100 lbs. 0 1 0
is charged by measurement by the steamer companies Equal to the shipping charge chargeable for such or similar goods.	8 All other animals not in cages , 2 0 0 0 Horse Boxes Each 4 0 0
†14 Sugar 6 annas per ton or part of a ton. *15 Molasses in bulk 4 Net L-When none of the above provisions are legical." """"""""""""""""""""""""""""""""""	10 Motor cars or aeroplanes not in cases Per car or aeroplane 10 0 0 11 Ship's life beats Each 4 0 0 12 All other goods on which freight is chargeable 0 0 0 13 14 15 15 15 15 15 15 15
Note II.—A surcharge of 12½ of the river due is lovind on all supports other than management over, oberone over, percented over, too, grink, where some distance over, the contract of the surface of the	single peckeam-decement the weight of any single peckeam-decement second 5 evens, at the Calcutta Jetter Recent Jetter Person or Person of the Carbon Recent Jetter Person or Ning Georgies' Docks and Carbon Recent Jetter Person or Person or Person or Ningle Person or Ningle Person or Pe
(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.	the landing charge an inpung carage equats All other problem which freight is charged by measurement and whom the measure- ment of any similar which is minimum carge of 100 cubic feet with a minimum charge of 1 anna per package. ———————————————————————————————————
re-shipped into another steamer no export river	14 Over 100 c. ft. and up to 200 c. ft , , , , O 1 0
† Hixed toll 4 annas per ton or part of a ton. 4 annas per Rs, 100.	16 Sugar 9, 1, 9 1 6 Per ton or part of a 0 12 0 ton.
The following charges are ordinarily made for the shipment of goods at the Docks or Jetties, but the Commissioners reserve to	A rebate of 4 annas per ton or part thereof is granted on the shipping charge to the related 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 shipment shad for re-weight.

The removal charge on Sugar removed from any point within the Dock area to shipment shed for export is 6 annas per ton or part thereof.

I.—A rebate of 2 annas per bale is granted on the shipping charge levied under Section 13 above on cotton, hemp, and all fibres in bales, except under Section 13 above on cotton, hemp, and all fibres in bales, are per bale, which is based on the shipping charge of a nume per bale, which is based on the shipping charge of a nume of a removal charge in the one of cotton, hemp, juto or any fiveness of a numeric of removal charge in the one of cotton, hemp, juto or any fiveness of removal charge in the one of cotton, hemp, juto or any fiveness of removal charge in the one of cotton, hemp, juto or any fiveness of removal charge in the late of the same per late of the same per late of the same per late of the same per late of the removal late of the same per late of the same per late of the removal late of the same per on the shipping charge.

Note II.—On experts 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 cuts. On packages weighing over 35 cuts. the fall 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 leviced.

(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 maximum stock held during the month.

Wheat, seeds, gram, dhal, Kantapukur rates of rent lentils and peas. (See Section 27).

Coal

See Section 23.

All other goods 25 % of shipping charge per week or part of a week. Re. 0-6-0 per day per boat.

Ship's life-boats ... 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 goeds 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, (a) On goods removed by the Commissioners from one sucu, warehouse or yard to another shed, warehouse or yard within the Deck 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
- (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 :-

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 ,, ,, ,,

Norm.—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.

iii 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 approper 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 Removal by coolies from one berth to another

Squaring up and measuring dumped coal after a vessel has completed

loading Actual cost. Labour for tending scales for weigh-

ing coal Rs. 2 8 0 per 100 tons

Trimming coal shipped overside ... " 0 2 0 per ton or part of a

Night work (at the request of the shipper) additional charge

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 .. Rent per week or part of a week Coal loaded into Boats or

Lighters 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,

25.

150	151	1
Loading into wagons Rs. 0 3 0 per ton or part of a Night work, unless three clear days' notice of the	(3) Delivery charge from Warehouse.— Teas not intended for shipment at the Docks or Garden Reach Jetties:—	Total Sales Sales
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,	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.	
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 annaa per ton or part of a ton and in the case of bauxiec ore the charge is 2 annaa per ton or part of a ton or part of a ton or part of a ton or part of a ton or part of a ton or part of a ton or part of a ton or part of a ton.	(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 Decks 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.	
. Tea.	Miscellaneous charges—	
Tea Warehouses—Sale Teas:— (1) Receiving at Warehouses, including wharf toll, per 90 lbs 6 pies. (2) (a) Rent, including cest of laying down, opening before and cleaing after broker's inspection, will be charged the first most 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 congention in the Warehousee, the rent on sold teas may be it per peckage from the expertation of the spiral to a flow from the date of sale. (b) A removal charge equal to 15% 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)]	(6) Cross cutting chests on one side, per package (7) , , , , both sides , , , 1 anna. (8) Re-opening for inspection and closing, per package for package 2 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 cannas. (16) Lead for repairs Actual cost.	A PROFESSION OF THE PROFESSION

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 ewts, 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

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.

Nors. I.—All non-shipment good boards he rait to the books, insulating Kantapalura and the Tax Warehouses, which are stored in the Commissioner's entered pending delivery are charged whering at the rate of 3 pits per manud or part of a manut per week or part of a week, antipet to 48 hours free time provided no other stores which the good are made available for delivery, because the commissioners under the authority of the Colienta Fors Acts heried on such roads.

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 what ago. In all other respects the general rules regarding what ago 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. Verandalis

... 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 tont (on net registered tonnage.) Hospital dues may be compounded for one year from the date of first entry by paying at once on the first entry of the vessel into the Port three times the rate fixed for each

*31. Deratisation Fees.

The undernoted fees are charged for deratisation and deratisation exemption certificates:

	Fee for the grant of a deratting certificate.	Fee for the grant of a deratting exemption certificate.
For a vessel with a capacity of 50,000 c. it. and under For a vessel with a capacity of between 50,001 and	Rs. 140	Rs. 50
For a vessel with a capacity of between 100 001 and	175	60
For a vessel with a capacity of between 200,001 and	220	70
For a vessel with a capacity of between 300,001 and	275	80
For every 100,000 c. ft. over 400,000 a. ft. furnicated	330 60 extra.	90 10 extra.
For the issue of a certificate on a Sunday or a closed holiday For the issue of a certificate between 6 r.m. and 6 a.m.	40 ,, 40 ,,	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 Rein 60 days ... 0-2-0 per ton.

Vessels entering in ballast and not carrying passengers

... 0-3-0 " " Vessels entering and leaving in ballast and not carrying passengers

... 0-1-6 ,, ,,

^{*} These charges are recovered by the Commissioners on behalf of Government. ⁺ Vide Notification No. 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 Re. not more than once in 60 days 0.4-0 per ton,	Rs. All vessels from 7,000 to 7,999 ions gross per day or part of a day 36
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 " "	, , , 8,000 to 8,999 , , , , , 39 , , , , 9,000 to 9,999 , , , , 42 , , of 10,000 tons gross or over , , , 45
3. Assistant Harbour Masters' Foos.	Reserved moorings per month 600
On all vessels not exceeding 5,000 tons gross.	Occupation of swinging moorings per diem 3
Rs.	For the use of moorings at Budge Budge by flats, for the first 24 hours 15
(a) Hauling to or from moorings, each operation 40	For each succeeding 24 hours or part of
(b) Hauling to or from swinging moorings, each operation 28	24 hours 3
(c) Re-mooring, each operation 40	For the use of moorings by launches, house-boats, etc.— por versel.
(d) Hauling in or out of dry docks other than those	Swinging moorings per diem 3
belonging to the Commissioners, each operation 96 (e) Transporting or removing from one part of the Port to another 36	Fixed moorings hired by the month if vessel is not more than 70 feet over all, per vessel Rs. 52 8 0 per monsem.
For vessels over 5,000 tons gross, a further charge is made for ach of the above operations of Rs. 2 tor every 500 tons or part hereof by which the gross tonnage exceeds 5,000.	If vessel is more than 70 feet over all, per vessel ,, 60 0 0 ,, ,,
(f) An extra charge of Rs. 32 will be made when an Assistant	35. Dry-Dock charges.
Harbour Master is employed on Sundays, Chamber holidays or at night, i.e., between 6 r.M. of one day and 6 A.M. of the following day.	(1) For the first 24 hours:—
(g) An extra charge of Rs. 20 known as "detention charge"	For vessels not exceeding 2,000 tons gross 93 annas per ton.
is levied if a vessel is not ready to move when boarded by the Assistant Harbour Master, or if the Assistant Harbour Master is required to remain on board after completion of transporting.	For vessels from 2,000 to 3,000 tons gross Rs. 1,218-12-0 (the charge for a vessel of 2,000 tons)
34. Mooring Hire.	plus Rs. 9-6-0 for every 50 tons or part of 50 tons above 2,000.
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	For vessels from 5,000 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.
" " 4,000 to 4,999 " " " " 27 " " 5,000 to 5,999 " " " 27	From the 2nd to 8th day inclusive for every six Rs. A. P.
" " 6,000 to 6,999 " " " " 33	hours or part thereof 100 0 0

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 Commissioner' dry docks for the second and subsequent days exceed the charge payable for, the first tentry-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.

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 :-

Between Garden Reach and the Howrah Bridge-100 per tug. Note.—The charge for a tag to assist an occan-going vessel to tarm 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 Rs. Reach but within Port limits ...

If the tug is not required on the tide applied for, an extra charge

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 Rs. counting from the time the tug leaves her moorings or place of call to the time of her return ... 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.

Rs. 30

For towing dhoonies through the Howrah Bridge by means of a launch

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 passenters only, in addition to mooring hire is charged Rs. 200 for the first 21 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof.

Note II.—A vessel occupying a vacant jetty or dock borth, 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 lauding-stage at Budge Budge will be required to pay borth hire at the rate of Rs. 30 per day or part of a day, in addition to moving hire except that sea-priong vessels of less than 1/0 tons not register will only be required to pay combined berth hire and meoring hire at the rate of Rs. 50 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 betth, betch 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 spend 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.

Norm I—Until further notice the Commissioners will not supply labour on oranes for night work at the Calcutta Jetties and the charge of Rs, 2-8-0 per dorrick 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 r.m.

*40. Holiday Fees.

- (a) An occan-going vessel working at the Jetties or Docks except at a Coaling Jetty, on a Sunday or a Chamber holiday is charged an extra Rs. 150 a day or part of a day.
- (b) An occan-going vessel working at a Coaling Jetty on a Sunday or a Chamber holiday is charged an extra Rs. 55 a day or part of a day.
- (c) A vessel, other than an occan-going vessel, when it is loaded or discharged partially or entirely by the Commissioners on a Sunday or a Chamber holiday at the Calcutta Jetties, Garden Rosel Jetties or in the Docks except at a Coaling Jetty is charged an extra Rs. 25 a day or part of a day. No extra for is charged for the loading or unloading of a vessel, other than an occan-going vessel, at a Coaling Jetty.

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 (See Notification No.
- operation 143 next page.)

 Rs. A. P.

 (d) Services of a dress diver with apparatus 50 0 0 per diem.
- (e) Shackle hire, for the first 30 consciptive days 0 4 0 , shackle
- per diem.

 ", thereafter ... 0 2 0 , ,

 (f) Hire of cable chain 4 0 0 per diem for each le ng th

fathoms.

	Anchor hire			2	0	0]		anchor diem.
(h)	Salvage on anchors and	chains		4	0			owt. or facwt.
(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	23	"
(m)	Salvage of logs			5	0	0	per	log.
(n)	Supply of filtered-wa	ter to	vessels					

in King George's Dock ... 5 0 0 , 1,000 gallons or part thereof as

registered on the Commissioners'

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 Commissioner's fumigating apparatus:—

For a capacity of-

				Ks.
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.

Amended vide Notification No. 148 dated the 16th August 1937.

whichever is the greater subject to a maximum of Rs. 32 per

vessel.

		101					
e) M	liscellaneous Charges	:		Rs.	Λ,	P.	
(i)	Manjhees' license			0	4	0	each.
(ii)	License plate for pas	ssenger boats	3	0	8	0	,,
, ,	Endorsement of che ship on certificate license	of registry a	ind 	2		0	п
(v)	Issue of duplicate li	cense	•••	1	0	0	1)
(v)	Issue of duplicate registry	certificate 		2	0	0	n
(vi)	Extension of certific of the annual licens or part of a month	e fee per moi					
lore,	-For method of calcula	tion of tonnage	, sec	Port	Ru	les.	
l) L	ock Toll on boats ar	nd flats:					
(i)	A charge of one and the registered too Rs. 2) is levied on	mage (subje	et	to a	m	ini	mum charge of

(ii) A fixed charge of Re. I per thousand maunds or part of a thousand manuels 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.

Norz.—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 1922 (vide Notification No. 207. & L. (1918), dated the Vieth March 1922.) The total increase is therefore 26th.

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

Inward Pilotage.

DRAUGHT OF WATER.	13	1.5	19	171	Ŷr	ŕτ	₹°g	1/2	17	130	1 ² T	₹2
Net crooming S fee	03 12 87 12 104 4 120 0 135 12 159 12 159 12 159 12 151 4 255 0 295 8 335 4 430 8 440 0 558 0 637 8 750 12 881 4 1,012 8 1,162 8 1,162 8	58 8 81 0 95 4 110 4 124 8 146 8 126 12 146 8 127 12 137 12 137 12 137 12 137 13 139 14 146 0 151 1 155 1 155 1 155 1 155 1 155 1 156 1 157 1 158 1	53 4 73 8 87 0 99 12 113 4 153 0 213 0 318 12 445 4 445 0 445 0 844 8 969 0 1,125 0	Rs. A. 30 0 48 0 0 66 0 78 0 90 0 102 0 123 0 123 0 124 2 251 4 257 4 353 4 353 4 478 8 563 4 478 8 563 4 661 8 7759 12 8 1,012 8	372 0 425 4 501 0 588 0 675 0	Rs. A. 23 4 37 8 51 12 69 12 79 8 93 0 107 8 126 9 127 12 128 2 233 8 227 12 243 8 274 8 274 8 274 8 372 9 441 12 514 8 5591 0 678 0 678 0 787 87 5787 88	Rs. A. 20 4 32 4 44 44 52 8 60 00 68 4 60 0 0 68 4 60 0 10 127 8 147 12 168 0 191 4 235 8 255 12 257 12 279 0 318 12 375 12 441 0 665 4 661 4 661 7 675 8	Rs. A. 17 4 277 0 36 12 43 8 50 4 577 0 66 12 76 8 90 0 106 8 123 0 123 0 123 0 123 0 123 0 123 0 123 0 124 0 125 0 125 0 126 0 127 0 127 0 128	Rs. A. 13 8 21 12 29 4 35 4 40 8 45 12 53 4 61 8 72 0 81 11 12 127 8 111 12 127 8 144 0 213 0 213 0 213 0 233 8 294 0 337 8 240 0 337 8	188 4 220 8 253 8 290 4 337 8	Rs. A. 6 12 11 4 15 00 18 0 20 4 27 0 30 12 36 0 42 12 49 8 56 4 63 12 72 0 106 8 1147 0 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12 1168 12	3 12 6 00 7 8 9 0 10 8 12 0 13 8 15 12 0 21 12 22 8 32 4 36 0 39 12 42 12 46 8 63 0 73 8 84 12 96 12 12 8

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.	12	11	10	?r	T)	t [*] tr	12	112	15	12	rt.	1,5
Not exceeding Seed	Rs. A.	Rs. A. 36 12 58 8 57 12 102 00 115 8 132 00 153 12 175 8 203 4 263 4 307 8 304 8 304 8 304 8 511 8 562 8 643 8 566 12 576 12 576 12	Rs. A. 33 12 53 4 93 0 106 8 120 0 139 8 120 12 122 12 122 12 122 12 123 12 132 12 132 12 135 12 135 15 135 17 135 17 135 18 135 17 135 18	Rs. A. 30 0 48 0 72 0 83 4 96 0 108 0 126 0 144 0 174 0 215 4 281 4 359 4 359 8 460 8 526 8 618 12 717 12 816 0 927 12	Rs. A. 27 0 42 12 63 12 74 4 85 96 00 111 12 127 8 154 8 154 8 249 12 223 8 249 12 237 4 318 12 345 12 345 12 372 0 400 8 468 0 549 12 637 8 725 4 825 0	Rs. A. 23 4 37 8 56 4 75 0 84 4 98 4 111 12 135 0 168 0 195 12 219 0 302 4 325 8 409 8 451 8 558 0 634 8				Rs. A. 10 8 16 8 24 0 27 12 32 4 36 0 48 0 48 0 48 0 93 12 108 0 93 12 108 0 129 12 139 8 153 12 175 8 207 0 239 4 272 4 309 0 336 4	Rs. A. 6 12 11 4 4 16 8 18 12 21 12 22 12 22 8 3 32 4 4 8 0 72 0 48 0 72 0 93 0 112 12 117 0 138 0 159 12 181 81 81	Rs. A. 3 12 0 0 0 8 4 9 12 11 4 12 0 14 16 8 19 12 25 8 36 0 0 40 8 46 8 8 46 8 8 46 8 90 12 80 12

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SAILING VESSELS.

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	+E	8	c,	28	33	61	31	36	7	48	57	99	15	8	6	102	114	19.6	671	167	100	200	528	300	350
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AGE.	₹2	E.	22 8	8 8	47	75	19	7	ŝ	96	11:	22	149	170	195	500	552	848	584	334	300	450	217	009	200
PILOT	45	2	23 2	6 6	28	6	20	es S	102	150	142	164	186	213	540	505	587	310	355	S	490	563	979	750	875
DIOKEN	e ja	F. F.	57 5	2 66	20	8	6	107	53	144	170	197	500	255	287	314	341	372	455	201	889	679	276	006	020
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VIGGICA	a pr	Rs.	30	200	93	107	51	22	163	195	227	563	598	310	383	213	707	96	267	899	784	900	.033	200	400
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Full	pilotage inward.	ž	33	212	139	100	181	213	50	287	340	30.5	117	510	574	627	689	ž	850	1,001	1,175	1,350	1,550	1,800	3,100
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SAILING VESSEL

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orezone		\$2	-	R3:	1	7.7	107	151	113	160	188	213	257	319	372	417	479	532	576	690	689	180	512	1.063	1 900	22.0	1,500	1.833
sucu b		#	l	é		2 00	117	136	154	176	202	534	583	351	110	458	536	585	634	689	756	020	1 000	1,60	1 230	015	100	5,017
ges for	Full 1	pilotage out- ward.	1	S.		÷ 15	8	39	120	100	160	555	300	983	1	002	725	823	109	1	010	2000	201	1000	027	0010	000	0000
of the charges for such portion of the	-	E	-		_	:	:	:	:	:	:	:	:	:	1	:	ï	:	:	:	:	:	1	:	:	1	;	:
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	- 1		1																									

Other fees incidental to pilotage incurred by vessels trading to the port.

C A						R ₈ .	A.	P.
outward	payable to license	d leadsmen for	r heaving tl	te lead inwa	rd or	16	0	0
sea, per e	nt for pilot of outv diem, to pilots of v	rhatever rank				10		0
	f pilot by vessel wa rate per diem ec			ers ; vessel t	o pay	10	U	0
NOW DOW	t nire for use of Gr	evernment boar	t, ner diem			13	0	0
Use of moorn	ngs at Diamond H					2	0	0
Ditto	ditto	June to	October, p	er diem		4	0	0
Salvage on ar	nchors, chains and	cables picked	up by Gove	rnment boat	. nor			-

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 be- tween each station.
1	2	3	4
To the pilotage.	To below Budge-Badge boundary pillars Do. Hog River obeliak produced by the Section of the Secti	13·6 23·6 33·2 43·4 52·0 61·6 71·1 81·0 90·1 99·3 107·6 115·8	10·7 10·0 9·6 10·2 8·6 9·5 9·9 9·1 9·1 9·2 8·3 8·3

A vessel applying for a particular pilot and all foreign reseals, are bound to take a Government decisions where the state of the decision of the state of the st

1856, and No. 31, dated 21th Annurry, 1869.

1867, and No. 31, dated 21th Annurry, 1869.

1868, and No. 31, dated 21th Annurry, 1869.

1869, and an annur de service of pilot, and the one and smaling him look to the station, 1879.

1869, and the service of pilot, and the one of smaling him look to the station, 1879, the service of the

Pilotage inward to within the port of Calcutta.

Twelfths.		Places.	Distance from Fort William.	Miles be- tween each station.
1		2	3	4
å	From below	Budge-Budge boundary pillars	13.6	10.7
ò	Do.	Hog River obelisk	23.6	10.0
A	Do.	Anchoring Creek obelisk	. 33-2	9.6
to.	Do.	Diamond Harbour Telegraph Station	43.4	10.2
5	Do.	Balari Tidal Semaphore	52.0	8.6
1°s	Do.	Mud Point Telegraph Station, east	61.6	9-6
T2	Do.	Kaukhali Light-house, west	71-1	9-5
Ťŝ	Do.	Saugor Light-house, east,	81.0	9:9
ารีช	Do,	Upper Gaspar Light-vessel or line east and west of J buoy, Western Channel	1 00.1	9-1
10	Do.	Lower Middle Ground buoy of L buoy, Western Channel		9.2
11	Do.	Intermediate light-vessel	107.6	8.3
}} 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 Highli Pilotage waters where a vessel is permitted to be under weigh at night by the pilotage rules:—

(1) Vessels of 3,000 tons gross and under ... (2) Vessels of over 3,000 tons gross ... ,, 31 8 0

(3) Vessels of over 5,000 tons gross

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 assented with effect from the 1st April 1932, vide Government of India, Commerce Department Notification No. 270—P-Ia, (19) 31 dated the 12th March 1932.

Appendix III.

Schedule A.-Wharf Toll,

1. (1)	Animals :—				Α	s.
	Beasts of burde	n and wild	animals		4	each.
	Sheep, goats, o				•	CHOD.
	mals				1	9
	Birds in crates					per crate or basket.
(2)	Bamboos, fishing	rods or pole	S		1	per 25
(3)	Bicycles, ricksha	ws, palkees	& peramb	ula-		
	tors				4	each.
(4)	Bricks			٠	4	per 750
(5)	Cocoanuts and co	coanut shel	ls		4	., 500
(6)	Empties:					-
	Barrels and cas				1	per 4
	Buckets, canis	ters, cases,	chests, dru		•	por w
	cast iron pa ceptacles	ns and sin	ilar small	re-		
(7)	-		••	•••	1	per 25
(1)	Furniture	•••	11		1	" 2 coolie
(8)	Gunny bags:-		tonds o	orla	ınn	a per package.
	Hessians, baled				4	per 2 bales.
	Other bags, bal	ed			4	,, 3 ,,
	Loose bags	•••			4	" 600 pieces.
(9)	Horn				4	" 500 ° "
(10)	Jute:-					,, ,
	Bales		•••		4	5 bales.
	Drums	•••			4	" 20 drums.
	Bags or bundle	S	•••	•••	4	" 10 bags or
(11)	Mats, Durma					bundles.
(13)	77	***		•••	4	" 500 pieces.
(19)	_	•••	•••	•••	4	,, 1,000 ,,
	Oil, Kerosene	•••			2	" 5 cases or
(13)	Piece-goods and	twists, silk,	cotton or w	ool.		10 tins.
	-on in builds of	cases			1	" bale or case.
(14)	Straw				1	" kahun,

						•	
(15) Ten					1	per	5 chests.
(16) Tiles,		large, flat			4	,,	250
,,		cylindrical			4	23	2,000
,,,			descriptions	•••	4	,,	500
"	marble	•••		•••	4	**	50
(17) Vehic	cles other	er than the	ose mentioned	in			

[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 qual to 1 ton, a two-wheeled buffalocart load as 2 tons, and a lorry as 3 tons or on the registered tonnage of the boat.

... 4 each.

item (3)

- The minimum charge shall be 6 pies and the minimum weight for charge shall be 2½ cwt. or 6 cubic feet.
- 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.
- For work done between the hours of 6 P.M., and 6 A.M. an extra charge of Re. 1 per hour will be levied.

Schedule "B".-Rent charges.

Stacking goods on the Wharves—
 Rs. 2 per stack per night for the first seven nights.

Rs. 4 per stack per night thereafter.

For the purpose of this charge a stack will be held to comprise goods covering an area of not more than 100 sq. ft.

In the case of molasses, 100 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.
- On boats beached for repairs or other purposes on the hards opposite Seebpore College or elsewhere.—

Bhurs ... Re. 1 per day per bhur. Bonts ... Rs. 2 ,, , boat.

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	170	
Dinghees Steamers, flats, etc.	As. 8 per day per dinghee Up to 100 tons net Re. 2 per day or part of a day, Between 100 tons and 200 ten net Re. 4 per day or par of a day, Above 200 tons net Re. 8 per day or part of a day.	is rt

4.	Space for	keeping bullock	or			
	buffalo e	arts, motor lorries	or			
	trailers			Re.	1 es	ch
5.	Fighing			D-	4	

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.

 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 beats through No. 9 Jetty Shed, the toll will be 50% in excess of the toll specified in Schedule A.

Goods will be allowed to romain 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% and bell specified in Scheddie "A", per day or part of a day for the fine 3 days, and at a rate equal to the tell specified in Schedule "A" per day or part of a day thereafted.

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,

Jute in bales				
All other goods	(annas	per	100 bales
	4			ton.
No refund of tall		"	"	

No refund of tell paid on goods that have not been shipped or landed will be granted unless the tell 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 stons 8 cwt. 1 qr. 3 lbs. discharged at the Calcutta Jettics (freight starged by weight).

The following Commissioners' charges were necessarily in-

										Rs.	٨.	P.	
Landing .	1	Rs.	1	4	0	per to	n o	r p	art of it	107	8	0	
River due .		13	0	12	0				17	64	8	0	
Differential	toll	,,	0	12	0	,				64	8	0	
Surcharge		,, 1	2	8	0	per ce	nt.	on	river due	8	1	0	

Rent was incurred on every bundle as no deliveries were effected within 3 electr days of the date of handing. Out of 1,700 bundles 75 bundles were landed on the 1st, 430 on the 2nd, 960 on the 3rd and 35 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	. А.	P.				Rs.	Δ.	P.
75	bundles	weighing	4.1	ons	@	0	5	0 :	a day for	3	days	3	12	0
	71		4		,,	0	10	0	3)	1	day	2	8	0
430	.,	,,	22		,,	0	5	0	,,	3	days	20	10	0
960	11	10	49	,,	33	0	5	0	**	2	days	30	10	0
235	19	**	11	,,	,,	0	5	0	,,	1	day	3	7	0
												-		

60 15 0

Charges on a consignment of 20 cases measuring altogether 197-8" discharged at the Calcutta Jetties (freight charged by measurement).

The following Commissioners' charges were necessarily incurred:—

			Rs.	Λ.	Р.
Landing	Re. 1 0 0 per 40 c. ft.	 	5	0	0
River due	g of landing charges	 	3	0	0
Differential	toll and of landing charges	 	3	0	0
Surcharge	12½% 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	3,			moui	
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 cutward voyage 24 ft. 6 inches. The vessel arrives on the 3rd of a month (c 31 draft) month, moors in the stream and discharges general enzo, proceeds alongside one of the Calcutta Jetties on the 16th to discharge general imports, completes discharge on the 25th, goes into Dry Duck on the 26th and remains there will be a complete to the continuity of the control o

Inward pilotoge		Rs.	Α.	P.	
Inward pilotage on a draft of 25'-4" Inward leadsmoney		949	11	0	
		16	0	0	
Hospital dues 3 pies per ton nett Inward night navigation fees	••	82	8	0	
	٠	54	0	0	
Port dues 4 annas per ton nett		1,320	0	0	

	Rs.	Λ.	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		0
Assistant Harbour Master's fees on 26th for hanling 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	. л.	Р,
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	272	. 0	0
Night work at Docks at Rs. 2-8-0 per crane per hour			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
iscellaneous Charges—			
Hire of shackles Hire of tubs Electric light	23 12	0	0
Charges on goods against ship's account	20	0	0
Outward pilotage on a draft of 24'-6"	299		0
" Leadsmoney	887	1	0
", Night navigation fees	16	0	0
garantices	54	0	0
TOTAL	12,279	0	0

THE COMMISSIONERS' DIGEST OF CHARGES.

DIGEST OF CHARGES ON

(N.B.—Charges under Section 1A

_			<u> </u>								~(п,	14
				Cri.	ARG:	ES I	o riced	VER	ABL	E 08	i Di	ELIVI	æy	
Schedule No.	DESCRIPTION OF GOODS.	Basis of charge.	La	ndi	ng.		Riv Due			ffere l Te			eliai Riv	rer
	1	2		3			4			5	_		6	_
			R	. л	. p.	R	s. #	. Р.	R	S. A	. г.	Rs	. л.	P.
1	of cotton twist and varn	Per bale or case.	0	4	0	0	2	5	0	2	5	0	0	39
2	Sugar, Rice, Grain, Seeds, Sago flour and Tapicca flour	Per ton or part	1	0	0	0	12	0	0	12	00			
8	Gold, Silver and Jewellery	of a ton. Per pkg.	0	4	0	0	2	5	0	2	5	0	0	35
4	Animals not in cages	Ench	2	0	0	1	3	2	1	3	2	0	2	43
ŧ	Horse-boxes	Do.	4	0	0	2	6	5	2	6	5	0	4	91
6		Per car or	10	0	0	15	0	0				1	14	0
7		acroplane. Per ton	0	12	60	0	12	0				0	ı	6
	Petroleum not in bulk (c)	Do.	1	4	40	0	0	1d	0	12	0	15	4%	of
1	Ship's life-bonts	Per bont.	4	0	0	4	0	0				0	ol. 8	1. 0
11	All goods on which freight is charged by weight by the steamer companies and where the weight of any single pack- age does not exceed 35 cwt. [See note (i)].	Per ton or part of a ton gress weight,	1	4	0	0	12	0	0	12	0		e no	
1		Do.	3	12	0	0	12	0	0	12	0	0	1	6
1		Do.	10	0	0	0	12	0	0	12	0	0	1	6
1:		Por 40 c. ft. or part thereof	1	0	0	0	9	7	0	9	7	a	1	2
1		Do.	2	8	0	1	8	0	1	8	0	0	3	0
31		Do.	3	12	0	2	4	0	2	4	0	0	4	6

Norz (b)—At the Carlein Rach Jutties and King George's Dook the limiting weight for (ii) No surcharge in leviable on what changes is 2 tons and not 35 overs.

(ii) No surcharge is leviable on what and other events, justice, flour, atta and bran.

(ii) For exceptations see Section 2 to surcharge is expensive seems of the surcharge of por earth.

(iii) For exceptations are Section 2 to a surcharge of Dop or cent.

IMPORT GOODS.

have not been included.)

					RE	ΝΊ	:. 											c)vei	181	DE.						
			JE	TTI	E9.			1	Doc	KS												_		_	_	_	
Basis of charge,	for 3 aft	fi da	roc	13	or ior	di	em tor		er e fter tii		00		tom	701	al.			Sasis of hargo,	Ri	ver	D	10.	0 8i	rel: n o nlo Du	vei Riv		
7	-	- 8		-	,	9		-	1	10		r	1	11		1		12		18		_		3	4	_	
	Re		. I	- -	Rs	. ^	. 1	1	Rs.	۸.	P.	1	Rs.	٨	. г		_		1	ts.			1 -	ß.			
Per balo or	0		2 (0	4	0	1	0	2	0		0	3	(1		r bale or		0	4	0		0	0	6	
enso.	s	po	oial	1	SI	nec to	ial						0	12	(Po	or ton or		1	4	0	l		•••		
				1				١				1				1		on. or pkg.		0	4	0		0	0	6	
				1				1								ļ	1	Each		2	0	0		0	4	0	•
Each	١,			0	2				1	0			3	0		0		Do.		4	0	0	1	0	8	(•
Per car or	1.		8	0	- 5			0	2	S		۱.	7	8		0	P	er car or	1	15	0	0	1	1	14	()
seroplano.	1			Ĭ	. "												a P	eroplane. 'er ton.		1	4	C	1	0	2	-)
Per ton or			5	0e				۱	0			١٥	0	14	5	0		Do.	1	0	0	1	d	123 col	%	0	f
part of a tor Rach		n	6	0	١			0	0		3	0	3	,	D	0	1	Per boat.		4	0	()		ŝ		0
Per ton or part of a ton.		0	5	0) 1	0	0	0		5	0	0	1	5	0	1.	er ton or part of a ton gross weight.	1	1	4	•		0 [Sc (ii	2 ie t)].		6
Do.		٥	15	0		,	14	n		1	5	0	5	2 1	3	0		Do.		1	4		0	0	9	2	6
Do.	1		15	0		1	14	0	١.) 1	5	0		7	8	0		Do.	1	1		ı	0	0	:	2	6
Per 40 e, f or part thereof.		0	5	0			10 0	0		0	5	0 0†			12	0	1	Per 40 c,f or part thereof,	t	1		0	0	(2	0
Do.	1	ç) (5 (į	4	9		0	5	0		1	14	(1	Do.				8	0	1	•	5	0
Do.	1	() ;	5 1	110	1 2	4	- (11	0	5	0	1	2	13	(1	Do.	-		3 1	2	0		0	7	6

(c) For near-dangerous patroleum and its products discharged in bulk at Midderpore and King George's Dock, ace Section 9 B
(c) See also Section 3, Noto H149).
If each products we will severe a section 1 it controlled to the section 2 in the sec

23

Digest of Charges on Export Goods.

(N. B.—Charges under Section 1A have not been included.)

Surcharge.	6	Ra. A. P. 0 1 0	9 6 0	:	0 2 6	i	0 1 0	9 0 0	0 2 6	0 5 0		0	- 4	0 2 6 [See note (#)]	
River Due.		Rs. A. P. 0 S O	See note (4)]	1 4 0	1 4 0	0 10 0	0 8 0	0 + 0	1 4 0	1 0 0	1 4 0	0 5 0			
Basis of charge. River Duc. Surcharge.	7	part	of a ton. Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Do.	Per animal.	Do.	Per ton or part of a ton.	
al.		o	#	0	701	0	0	0	0	0	6	jà ₄		-	
Dock	9	6.2	6.5	9	~	60	C1	02	9	6	0	:	:	6	
Re	_	ã o	0	0	0	0	0	0	0	0	0	·		0	
Shipment rent per week or part Removal.		۸. و.	8	Kantapuker rates of rent	Section 27.	.9	.9	•9	.9	*9	00		_	0	
hipr ent sk o	ro.	Bs. 0	0	atag es of	0 0	0 0	0	0	0	0	0	· !	:	62	
S and		<u> </u>	_	M E	ŝ		0	0	0	0	0				
Shipping, Unloading.		3.5	4	00	9	0	0	0	0	0	-9	_		0	
lonc	7		7 0	01	0	60	00	00	66	**	0	:	- 1	4	
Ď	_			•	0	۰	0	0	0	0	0			0	
ing.		√ oc -1 oc	00	0	9	0	0	0	0	0	0	0	0	•	
lipi	65	₹8 \$=	7	8	_	90	90	90	30	0 12	-	C)	0	0 12	
- 00	_				°	0	0	•	•	0	0	0	64	0	
Basis of charge.	¢1	1 144	Per bale	Per ton or part of a ton.	ŭ	Per ton or part	Do.	Do.	Do.	Do.	Per 100 lbs.	Per animal.	Do.	Per ton or part of a ton,	
2 Description of goods.	1	1. Coal	2. Cotton, Hemp, Jute and all fibres	3. Grain and seeds excluding rice	4. Hides and Skins	5. Manganese Ore, Chrome Ore and	6. Bauxite Ore	7. Iron Ore	8. All other Ores shipped in bulk	9. Pig Iron and Scrap Iron	10. Ten	11. Sheep and Goats (not in cages)	12. All other animals not in cages	13. All other goods on which freight is chargeable by weight and where the weight of any single prokage does not evened 35 out.	Calcutta Jetties, or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks.

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						-			-						-				
14. Over 35 ovt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks but not exceeding	Do.	60	3 12 0 1 4 0	-	**		51 0	0		2 13	0	á	-	4	0	0	D)		
30 tons.								4	-	o t	-	ě	_		0	0	01	9	
15, Over 30 tons but not exceeding 100	Do.	9	0		0	+	24	e 0											
tons.						-		11 0	-	-	9	0 0 32 Per c. ft.	0	٥	ın	0	0	2015	
ve All other goods on which freight is Per c. ft.	Per c. ft.	0 0	0		0 0	100	5	-	_		5		_						
the charge by measurement and																			
single package does not exceed																			
of 0.1-0 per package.				_		_					0	å	_	-	=	0	0	2	
22 0 100 a ft and up to 200 c. ft	Do.	0	1 0	0	٥	+	0												
I7. Over 100 c. it. and up to 200 or		6	9	_	0	-	0	0	:	0	Ξ	13 Do.	-	-	9	9	0	67	
18. Over 200 c. ft	D0.		4	_		-			-			O O Dooh	_	9	0	-	90	0	
10 Horse hoves	Each.	*	0.0	_	n	-	-	5	_								:		
	Per car or acro-	2	0 0		:		Çì	s				Do.	2	=	٥		=	0	
20, Motor cars or acrophanes nor in care	plane.		0		NC.	-1	9	90 9 0		00	0	Do.	-	0	0 0	c	90	0	
21. Ship's life-boats	Each.	-	,	_		-			- 1	ı	- 1		-	- i	1	_ 3	1	!,	
the state of bloom that is allowed on export coal in respect of which a certificate of shipment has been granted by one	Thus is allowed on	expo	rt co	al in	25	pect	Jo	ich	90 8	rtif	cate	of shipment has	Deer	50	100	5	3	2	

179

Wert (1)—A, which of gifts (Witten Die 1, giftered on expert certain in respect of which (iii)—A windright gift (Witten Die 1, giftered on the single example from matterly, figure, that (iii)—A wandright give, that (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a man per (iv)—A wandright give, a wandright give, a wandright give, a wandright give in A wandright give, a wandright give in A wandright give, a wandright give in A wandright give, a wandright give in a wandright give, a wandright give in a wandright give

TONNAGE SCALE FOR PILOTS, 1936.

The following procedure will be followed from midnight of the 15th July 1936 as regards the appointments of Pilots for draft and tonnage of vessels as a temporary measure.

D 1 mm						
Branch Pilots		5,351 to	ons and	over		. drof
Master Pilots		5,101 to	0 5,350	tons	. D	
Senior Mate Pilots	•••	3,251 to			draft	
Junior Mate Pilot	uı	to 3,250 t		,,		25'-0
Jr. Mate under one ye	ar's	,			19	40-0
service	••• uj	to 3,250	tons		draft	22'-6

draft 22'-6"

53

Mate Pilot will be appointed to vessels of Sr. Mates tonnagd when no Scutior Mates are available providing the draft does not exceed 22:0° in the case of Mate Pilots to the first year and 25 feet in the case of Mate Pilots after one year's service.

STRENGTH OF THE BENGAL PILOT SERVICE, 1936.

Pilots Leadsmen	•••	 			42
Leausmen	•••	 	•••	•••	11

THE COMMERCIAL FLEET OF CALCUTTA.

Arrivals in the Port.

	SA	ILING VESSI	ils.		S	TEAMERS.	
YEAR.	Number.	Gross Tonnage.	Average Tonnage.	Number.	Passed through the Suez Canal.	Gross Tonnage.	Average Tonnage,
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 ob-	4,567,504	4,063-61
1917	7	5,483	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	4,704.08
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	820	6,347,121	5,420.25
1926				1,250	359	6,752,412	5,401.98
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
1983				1,164	287	6,431,166	3,823-82
1934				1,212	318	6,817,669	5,625.13
1935				1,192	815	6,713,334	5,631.51
1936				1,222	307	6,913,297	5,657.36

EXCHANGE, PRECIOUS METALS, &c.

EXCHANGE.QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935.

	İ	(6)	, n		four		ths.		for	2	or ac-	ree	.8	io.	nd, mt.	eon-	ecu-
DAYE OF MAIL	Telegraphic Tra	fers. (Solling rate).	Demand Drafts.	(Selling rate).	Credits, fo	(Buying rate).	Credits, six months.	(Buying rate).	Document for	payment, tares months.	Document for ac-	months.	Silver per oz. London.	Imperial Bank of India, minimum.	Bank of England, Rate of Discount.	Government Secu- rities, 3½ per cent.	Government Secu- rities, 3 per cent.
	_																
1935.	ε.	d.	8.	d.	8.	d.	8.	d.	8.	d.	s.	d.	d.	Per cent	Per cent	Rs.	Rs.
3rd Jan.	1	6 ₁ 1€	1	67k	1	$6\sqrt{8}$	1	6,7	1	6,%	1	6,4	248	3 5	2	981	88-12-0
10th ,,	1	6,7	1	6,18	1	655	1	$6r_{\rm f}$	1	6 %	1	652	24 ₁₆	31	2	98 🖧	89-4-0
17th ,,	1	6,5	1	6 s	1	6,7	1	61	1	630	1	6,3	24,%	31	2	9711	89-8-0
Stab ,	1	6 ₂ 2	1	6,4	1	6,70	1	61	1	6‡	1	637	248	31	2	98 _{Yō}	90-0-0
list "	1	61	1	61	1	61	1	659	1	6.1	ı	6,7	24 %	31	2	98,18	90-0-0
Rh Feb.	1	61	1	61	1	61	1	63%	1	64	1	6,7,	241%	3 5	2	987	90-0-0
166 ,,	1	61	1	61	1	63	1	652	1	6‡	1	6,30	24 %	3 5	2	97	90-0-0
9 _{it} ,,	1	$6\frac{1}{8}$	1	61	1	61	1	6,5	1	6.	1	657	251	31	2	974	90-0:0
28th ,, '	1	61	1	61	1	62	1	63°f	1	63	1	6,7	258	31	2	97‡	89-10-0
ith Mar.	1	6,3,	1	6,3	1	$6_{6_{2}}$	1	61	1	$6_{3^{'2}}$	1	6_{16}^{3}	2618	31	2	. 96,1	89-0-0
140k "	1	6,3	1	6,3	1	6,7,	1	6‡	1	6,7	1	6,3	2714	31	2	961	88-8-0
2]et ,,	í	6,0	1	632	1	$6_{3}^{2}g$	ı	63	1	6,5	1	6,8,	271	31	. 2	968	88-0-0
29th ,,	1	6,3	1	64,	1	6,7	. 1	64	1	6,7	1	6_{14}^{A}	287	31	2	922	80-0-0N
4th April	1	6,2	1	6,2	1	6,7	1	63	1	6,7	1	678	288	31	2	91	80-0-0
Ահ "	1	6,3	1	6,4	1	652	1	6.3	1	6,7	1	6 %	2815	3 5	2	917%	81-0-0 N
isth "	1	$6^{3_5^2}$	1	6,3	1	657	1	61	1	6,7	1	6_{16}	303	31/2	2	914,	82-0-0N
_	ĺ																

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935 .- (Contd.)

1 63 1 6 3 1 6 3 1 6 3 2 1 6 3 1 6 3 2 2 3 3

 $1 \quad 6_{32} \quad 1 \quad 6_{32} \quad 1 \quad 6_{32} \quad 1 \quad 6_{32} \quad 1 \quad 6_{4} \quad 1 \quad 6_{32} \quad 1 \quad 6_{13} \quad 29$

9411 86-14-0

89 | 84-0-0N

3)

15th ,,

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EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1935 .- (Concid.)

DATE OF MAIL	Telegraphic Trans	fers. (Selling rate).	Demand Drafts.	(Selling rate).	Credits, four	(Buying rate).	Credits, stx	(Buying rate).	Document for	payment, three months.	Document for ac-	months.	Silver per oz. in London.	Imperial Bank of India, minimum.	Bank of England Rate of Discount.	Government Secu- rities, 3½ per cent.	Government Secu- rities 3 per cent.
1935.	8.	d.	8.	d.	8.	d.	8.	· d.	8.	d.	8.	d.	d.	Per cent	Per cent	Rs.	Rs.
55th Aug.	1	6√8	1	650	1	$6_{5^{\prime}4}$	1	63	1	6.3	1	$6_{\mathfrak{S}_2}$	29	31,	2	88.4	82-0-0
5th Sept.	1	6_{23}^{3}	1	$6_{a}^{a}_{9}$	1	$6_{\mathfrak{I}_{\overline{\mathfrak{g}}}}$	1	61	1	6‡	1	6,7,	201	34	2	89	81-8-0
12th ,,	1	639	1	$6^{2}_{3}^{5}$	1	$6s_{\overline{q}}^{7}$	1	6.1	1	63	1	$6_{5'9}$	29 ₹	34	2	8918	81-4-0
19th ,,	1	6,%	1	6_{π^q}	1	$6_3 \tau_0$	1	6.3	1	62	1	$6_{3}^{7}_{9}$	29,78	31	2	8844	81-12-0
Mth ,.	1	6,20	1	6_{32}	1	$G^{\frac{1}{2}\frac{\alpha}{2}}$	1	61	1	61	1	6-74	29%	31	9	899	80-8-0
2nd Oct.	1	6,3	1	6,3	1	$6\sqrt{2}$	1	63	1	61	1	679	298	31	2	88‡	80-12-0
90th ,,	1	638	1	$G_{2\sqrt{2}}$	1	6‡	1	$G_{5}^{a_{\underline{a}}}$.	298	31	2		,
17th ,,	1	$6_{5} t_{\overline{5}}$	1	$6_{\tilde{\gamma}_2^0}$	1	6‡	1	6,3	1	6.‡	1	6.70	29g	31	2	893	81-4-0
24th ,,	1	6_{3^2}	1	$6^{\frac{1}{2}}$	1	63	1	$6_{3_{1}}^{3_{2}}$	1	61	1	$6^{\frac{7}{2}}$	2918	31	2	91 18	82-12-0N
Not ,,	1	6_{81}	1	$6_{\mathfrak{I}_2^2}$	1	6‡	1	$6\frac{9}{3}$	1	61	1	$6\frac{7}{59}$	29 Å	31	2	9215	82-8-0
ith Nov.	1	6^{23}	1	$\theta^{2\frac{\pi}{2}}$	1	61	I	$6^{2^{\frac{3}{2}}}$	1	63	1	$6_{5^{7}\overline{2}}$	29√€	31	2	94	83 8-0
l4th ,,	1	$6^{\frac{3}{2}}$	1	6,3	1	$6J_{5}$	1	63	1	61	1	$6_{\mathfrak{g}_{\overline{g}}}$	29%	31	2	9411	84-0-0
Sist "	1	6_{3^3}	1	$6_{\tilde{\Lambda}_{\overline{\alpha}}^{0}}$	1	6,2	1	64	1	51	1	$6z_2$	29∱	$3\frac{1}{2}$	2	958	85-4-0
25th ,,	1	650	1	$6_{5_2^2}$	l	6,7	1	61	1	63	1	$6J_{\eta}$	$29\frac{3}{16}$	31	2	962	85-8-0
5th Dec.	1	$6^{\frac{2}{3}}$	1	6,2	1	6,79	1	61	1	6_{π^2}	1	$6\gamma_b$	29,1	31	2	961	85-14-0
lžth "	1	6,2	1	$6_{3^{2}\epsilon}$	1	6.7	1	63	1	6_{84}^{2}	1	$6^{\frac{5}{16}}$	271	31	2	96 Js	86-0-0
19th ,,	1	$6_{\mathfrak{I}_{\overline{2}}^{2}}$	1	$6x_1$	1	$6\sqrt{\epsilon}$	1	61	1	$6\hat{y_0}$	1	6_{1^3s}	23	31/2	2	96 1	86-6-0
26th ,,	I	I	•)		L	1	1	1	D		1	Y.				
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centres noted below :-

Calcutta		.,.		***	8,284,500
Bombay	***		***		10.171,000
Madras		***			2,479,000
Karachi					1.131.000
Delhi					36,000
Rangoon	***				1.283,500
reangoon	***	***			1,200,000
			TOTAL		23,385,000

EXCHANGE.QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1938.

	4 1 1		1-	N.			1	1			H
DATE OF MAIL.	Telegraphic Trans- fers, (Selling rate).	Demand Drafts. (Selling rate).	Oredits, four months.	Credits, six months. (Buying rate).	Doeument for payment, three months.	Document for ac- ceptance, three months,	Silver per oz. in London.	Reserve Bank of India Rate,	Bank of England Rate of Discount.	Government Secu- rities, 3½ per cent.	Government Secu- rities 3 per cent.
1936.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs,
2nd Jan.	1 6,12	1 6,5	1 65	1 61	1 6,7	1 6,3		3	2	963	
9th ,,	1 6g	1 61	1 61	I 65°2	1 62	1 67	2014	3	2	961	87-4-0
16th ,,	1 6%	1 61	1 61	1 6 o	1 63	1 6,7	201	3	2	961	88-0-0
23rd ,,	1 6åto ₃ °,	1 61ton	1 6‡to#g	1 6 ₅₀ to‡	1 6,79	1 67.	1912	3	2	953	88-2-0
30th ,,	1 650	1 650	1 6,7	1 63	1 65	1 6 ₄ °,	20	3	2	9672	88-12-0
6th Feb.	1 633	1 6%	1 650	1 6 1	1 6,70	1 6 3	1978	3	2	968	90-4-0
13th "	1 6,2	1 654	1 65%	1 61	1 65g	1 6⅓	1911	3	2	977's	90-8-0
20th "	1 6,5	1 65%	1 639	1 61	1 65%	1 64	20%	3	2	97.2	90-7-0
27th ,,	1 657	1 62	1 6,7	1 61	1 64,	1 67,	193	3	2	98	90-5-0
5th Mar.	н	0	L,	1	D	A	Υ.				
12th ,,	1 63	1 64	1 6,7	1 61	1 6,7	1 67	198	3	2	978	88-12-0
19th ,	1 632	1 6,3	1 6 ₃ 7,	1 63	1 65	1 64	19§	3	2	971	87-12-0
26th ,,	1 6,4	1 63	1 6,7	1 61	1 67	1 6 ₇ 4	20 ₺	3	2	97	87-12-0
2nd April	1 65	1 63	1 64	1 61	1 6,2	1 63	1918	3	2	97√€	88-0-0
9th ,,	1 6,39	1 63	1 6,7	1 61	1 65	1 6,3	193	3	2	98	89-0-0
16th ,,	1 6%	1 6,4	1	1	1 64	1 67	201	3	2	98‡	89-8-0
23rd "	1 6,1	1 64		1	1 6,5	1 64	201	3	2	9718	89-12-0
30th ,,	1 65	j 6%	1	ł	1 6,5	1 67		3	2	981	90-2-0
7th May	1 633	1 65	1 6,7	1 61	1 6,7	1 6,	201	3	2	981	90-0-0

EXCHANGE.

OTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1936.—(Contd.)

	Qŧ	TYATO	ONS	RUL	ING	ON	10		'no	_	A :	2	1.5	1	to '	nod.	i l	ent.	-noa	it.
	DATE OF	Telegraphic Trans- fers (Selling rate).	Demand Drafts.	(Seiling rate).	Credits, four months.	(Buying rate).	Credits, six months	(Buying rate).	Document for pay	months.	Document for ac-	ceptance, tares months.	20	lon.	Reserve Bank India Rate.	Bank of England	Rate of Discov	Government Scou- rities, 3½ per cent.	Government Secu-	rities, 3 per cent.
		s. d.	8	d.	8,	d.	- <u>-</u> 8.	d.	8.	d.	8.	d		d.	Per cen	Per	cent	Rs.	1	Rs.
	1906.				1	6 7 7	1	61	1	6,7	1	6-	18	20 %	3		2	981	90	-2-0
	14th May	1 63	Ì	6,3			1	61	1	6,2	1	. 6	Y	20-∱6	3		2	981	91)-8-0
1	ilst "	1 65		659	1	6,7			1	6,3			·	192	3		2	981	9	0.2.0
-	29th ,,	1 6,	s 1	6-3-9	1	642	1	63			1		140	19}	3	1	2	988	9	0-4-0
	4th June	1 6	A 1	655	1	659	1	63	1		1		1				2	981	. 8	9-12-0
	11th ,	1 6	1	652	1	6,7	1	63	1	1 6	ř		64	192	1		2	98i	١,	39-14-0
	18h "	1 6	34 1	6,1	1	6,7	5 1	6.]		1 6	ga.	1	678	192	3			98.		90-2-0
	25th ,,	1 6	34 1	6,	4	6,7		1 6		1 6	75	1	6.3	191	3	1	2			90-4-0
	2nd July	1 6	33	1 6,		1 65	1	1 6	1	1 6	1/3	1	$6\gamma_0$	19,	3		2	99		
	9th ,,	1 6	333	1 6		1 6,		1 6	1	1 6	n'a	1	6^{12}_{12}	20	3	1	2	99	3	90-7-0
	18h ,,			1 6		1 6;	Ža.	1 6	ŧ	1 (19/1	1	6^3_{16}	19	g 3		2	99	ĝ	90-8-0
		1	633		a's	1 6	2	1 6		1	0.7	1	64	19	g a	1	2	91	918	90-14
					332	1 6		1 (1	0,71	1	6,4	19	76 6		2	9	013	90-4-4
	91th ,,	1	632		1				3,2	1	6,7	1	64	10	3	,	2	: 0	0 Lg	90-0-
	6th Au		6,34		2,2		34				6,7	1	6-7		. Sie	3	2	9	9-7-	20-0-
	13th ,,	1	639	1 (332		84		6,72		. '	1	6,	1		3	2	2 9	94	90-2
	20th ,	1	620	1	32	1 (3/2		65%	1	637			1		3		2 1	994	90-0
Acres 100	27th ,	, 1	630	1	6,4	1 (3 ₃ -	1	63%	1	6,7,	1		1	913	3		1 2	¥66	90-4
-	3rd Se	pt. 1	6,3	1	6,72	1	6,74	1	6,%	1	6,7,	1	6,	Pe 1	913				_	-
И																				

EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1936.—(Concld.)

ŢĢ	JOTATI	ONS RU	LING O	N MA	IL			UTTA	DURING		(Concld.)	1											
	Trans.	Drafts.	ır rate)	months.	(0)	for pay-	for ac-	oz. in	nk of	England Discount.	Seau-	88	Gusparati	ve Statem Lon	ent of don, Co	the Pa elcutta	and B	mbay f	rom 19	ruun 34 to 1	g in ea 936.	ich mor	ith in
DATE OF MAIL.	aphic Selling	and Di	Credits, four months. (Buying ra	a, six n	an Bar.	Document f ment, months	Document for ceptance, t months.	Silver per London.	ve Bank a Rato,	44.4	Government Secu- rities, 3½ por cent.	nment 3 per		Highest	Lo	ndon 31/2	٤.	CAL	ситта Зі́	%.	Во	мвач 3½%	
	Telegraphic T fer. (Selling	Demand (Selling	Credi (B)	Credits, six	(Bu)	Doeu	Doen	Silve	Reserve	Bank	Gover	Govern	MONTHS.	and Lowest.	1934.	1935.	1936.	1934.	1935.	1936.	1934.	1935.	1936.
1936.	s. d.	s. d.	s. d.	g.	d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.			£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Ra.
10th Sept.	1 63	1 63	1 63	1	635	1 65	1 678	194	3	2	99.%	90-4-0	١,	Highest	611	721	711	8314	982	9678	8314	9818	961
17th ',	1 6,7	1 6,3	1 6,	1	6.2-	1 676	1 64	19,5	3	2	993	90-3-6	Senary!	Lowest	61	711	711	825	971	951s	82-∤₀	97ĝ	961
				1	-						1			Highest	633	725	721	8611	98 1	988	86‡	987	981
24th "	1 63	1 65	1 6,	1	6,2	1 6,72	1 6%	193	3	2	908	90-1-0	Jeissary	Lowest	613	711	713	8476	962	863	8317	962	963
1st Oct.	1 6,	1 6,3	1 65	1	6,2	1 672	1 6∤	197	3	2	993	90-24		Highest	653	711	73	8811	978	9978	881	97₁₺	991
8th	1 6,	1 6,3	1 65	, 1		1 67	1 62	201	3	2	Dus	90-31	listch	Lowest	631	69	711	8614	90	95}}	8611	90	9618
8th ,,	,	1 . 03	. 03	1	932	. 039	1 012	204	0	2	998	3804	April	Highest	66	697	721	898	948	97	8976	94 5815	9715
15th, ,,	1 65	1 65	1 6,	1	6,2	1 632	1 6,5	20	3	2	993	90-40	Inpo	Lowest	65½	67	713	8775	88 954	991	8743 89-%	95 %	997
22nd ,,	١.												May	Highest	66	70	73	89% 8748	925	98	881	924	98-72
29th ,,	} н	0	L]	1	D	Α	Y.					1	Lowest	651	69	724	882	95ž	9818	887	95	99 2
5th Nov.	1 6		١	١.							l		Jane	Highest	66	70 70	73	871	94 %	98	873	94	98
oth Nov.	1 0%	1 6	1 65	, ,	6,4	1 687	1 6%	203	3	2	100}	99-1-9		Lowest		701	74	89 ₁ *	953	1001	sog	95%	1902
12th ,,	1 6,	1 65	1 6,7	1	6,2	1 65	1 64	22	3	2	1003	90-80	July	Highest	65	703	73	SSI	948	9912	SS	946	99
19th ,,	1 62	1 62	1 62	, ,	6.9	1 6 _x 2	1 6&	211	3	2	1003	68.90		(Highest		701	74	902	953	997	9015	95 3	9915
			1		032	. 039	1 018	214		ا ا			Argust	Lowest		664	74	887	88,7	99,2	89	887	991
26th ,,	1 6,	1 6,7	1 6	1	652	1 657	1 65	21 ₇₈	3	2	100 /	89-110		(Highest		675	1	9115	907	99}2	92	908	9944
3rd Dec.	1 6	1 65	1 63	1	H ₂ 0g	1 64.	1 6,3	21,5	3	2	999	89-121	September	Lowest	1	66	735	909	8715	99	902	88	9912
10th	, ,,	1 61	١	١.				1					Ortober	Highest	. 68	68	74	9148	93 18	100 r6	9216	934	10078

Lowest ..

Highest ..

Lowest ...

Highest ..

Lowest ...

Lowest .

During the | Highest...

100 3 89 124

 93_{16}^{-5}

 95^{0}_{14}

98‡

 $72\frac{1}{2}$

 $^{1}_{2}69$

 100,5

 99^{1}_{16}

Purchase of Sterling by Reserve Bank of India from 1st January to 31st December 1936 at the centres noted below:-

1 6.7, 214

Y.

			TOTAL	••	42,699,000
rangoon		***	***		3,812,006
Rangoon	•••	***	***	***	1,870,000
Dolhi	•••		***	***	3,456,000
Karachi		***	•••	111	5,106,000
Madras	***	***	***	***	14,816,000
Bombay	***		***	***	13,639,000
Calcutta					£

24th

31st ,,

192 GOVERNMENT OF INDIA LOANS. (A) RUPEE LOANS.

Amount outstanding.	Interest per cent,	Year of Issue.	Repayable at Government option.	Market quotation on 21st August 1937.	Interest due,
Rs.				Rs,	
lon-Termi- able Loans,					
3,16,06,000 23,89,76,000 21,20,98,000 6,04,000 37,78,36,000 2,76,15,000 36,31,24,000 Ferminable Loans.	3 3 3 3 3 3 3 3 3 3	1896-97 1842-43 1854-55 Do. Coupon (a) 1865 Reduced 1879 1900-01	3 months' notice.	971-5 97-5 97-6 97-7 97-7 97-7 97-7	Jan. 22 & July 22 Fob. 1 & Aug. 1 June 30 & Dec. 31 Do. do. May 1 & Nov. 1 Jan. 16 & July 15 June 30 & Dec. 31
12,01,28,000 15,12,85,000 10,07,32,000 55,94,37,000 63,30,26,000 14,97,18,000 9,05,70,000 27,78,12,000 25,18,48,000 56,74,94,000 19,13,90,000	23 3 3 3 4 4 4 4 5 5 5	1936 1935 1934 1933 1926 1933 1928 1929 1932 1919	1948-52 1951-54 1947-50 1960-70 1943 1955-60 1939-44 1940-43 1945-55 1938-40	100½ 102½ 104½ 104½ 106½ 112% 106½ 1188 106½ 1088 106½	June 1 & Dec, 1 Mar, 15 & Sept, 15 March & Sept, May 16 & Nov. 18 Mar, 15 & Sept, 15 Fob, 1 & Arg, 1 Mar, 15 & Sept, 15 April 1 & Oct, 15 April 1 & Oct, 15 April 1 & Oct, 15

(a) Issued in London in conversion of the 4½% loan.

(B) STERLING LOANS.

Amount outstanding.	Interest per cent.	Year of Issue,	Repayable at Government option.	Market quotation on 21st August 1937.	Interest due.
£ 11,539,986 77,024,185 88,667,884 37,500,000 19,852,418 10,000,000 12,000,000 10,000,000 10,000,000	20 3 25 4 4 5 4 3 3	1927 1922 1932 1933 1933 1933	One year's notice. 1958-68 1950-55 1942-47 1948-53 1954-59 1949-52	£ 748 777 1071 1142 1142 111 1074 1028 97\$	Jan. 5 & July 5 May 15 & Nov. 1 June 15 & Dec. 1 Do. do. Do. do. Feb. 1 to Aug. 15

,			+Net amount borrowed.	I BORROWED.	TOTAL BEBT REG LASY DAY OF	TOTAL BEST REGISTERED ON THE LAST DAY OF EACH YEAR.	CASH BALANCES ON PHER LAST DAY OF EACH YEAR.		INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND,	ENGLAND.
-	YEAR.	-	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.
		1	Hr.	4	Rx.	4	Rx.	4	B.	악
			. 7 400 737	-1.027.105	162,850,307	174,144,724	55,931,524	11,391,993	5,742,573	5,617,191
21-9161	ŧ	:	1 4 616 620	155 e18 e8+	170,078,579	238,057,575	22,987,780	16,625,416	6192,135,819	8,527,162
1917-1S	1	:	+ (,515,917	-31.309.005	190,065,319	942,528,570	26,900,387	14,715,827	8,001,356	7,139,069
81.8181	i	:	+ 25,000,410 + en 540,719	- 9.597.459	219,416,098	192,631,061	26,473,996	11.997,393	6,030,993	6,652,195
1000.01	:	:	+37.690.786	-1,301,835	257,136,884	191,329,216	13,835,690	7,300,532	11,341,430	6,600,145
1941-22(n)			+34,825,849	+13,781,315	117,010,015	192,113,561	25,661,517	8,885,382	19,031,718(b)	7,478,918
1922.03	: :		- 5,833,890	+37,517,936	411,071,025	342,631,497	25,958,042	696,122,909	17.663,381(b)	9,133,671
1923-21	: :		-488,114	+21,109,155	110,582,011	263,500,632	31,136,239	10,381,247	20,105,277(b)	9,067,328
1924-25			+-9.414.205	+17,114,292	120,027,119	341,040,430	31,736,074c	13,516,825	20,301,957(4)	12,650,478
1955.06			-9.087.738	+1,159,055	417,939,341	342,199,455	53,148,504	15,016,306	20,762,097(5)	10,625,168
1608.07			916 860 6-	-3,113,602	415,911,125	829,086,173	27,877,507	3,233,476	(9)150'528'61	10,517,137
862.98			-4 137 183	+5,309,005	411,773,992	344,395,519	9,161,609	5,661,555	19,903,877(6)	10,813,635
1989-29	: :		+92,110,103	+8,953,996	433,884,095	353,381,515	9,994,610	5,215,230	20,856,812(6)	13,132,267
1929-50	i	:	+ 38,477,701	+10,230,963	470,361,796	383,612,450	55,763,368	0,336,820	21,393,010(4)	13,103,239
1930-31	:	:	+8,148,038	+91,257,391	478,509,834	357,519,573	17,989,375	5,553,254	21,525,214(5)	13,539,943
1501-39	1	:	+50,873,191	-8,864,714	529,385,328	379,035,131	12,691,074	15,861,942	23,766,057(6)	14,841,800
1502-33	:	:	- 20,620,760	- 919,158	505,462,568	378,115 943	14,389,961	9,594,992	23,469,039(5)	14,731,688
1933-34	i	:	-13,794,530	+4 968.800	494,668,017	383 084,713	11,559,739	15,656,258	20,675,215(8)	13,531,457
1691-32	:	:	- 9,017,963	+602,875	492,650,755	383,687,618	16,183,119	15,765,479	50,424,230(6)	13,531,133
1005.90		_	-31 500 070	*********	470 911 401	376 939 810	14 515 359	569.531	19,165,696(5)	13,184,782

BILLS ON INDIA AND ON LONDON

PURCHASES and SALES of STERLING by the RESERVE BANK of INDIA. (Compiled from information furnished by the Reserve Bank of India and the Report of the Controller of the Currency.)

			Purchase o	Sterling by Rank of India	the Reserve	Sales of	Sterling by th Bank of India	Rosceve
_	•		£	Amount paid Rs.	Averago Rate			Average rab
-					s. d.	£	Rs.	e, d,
April 1935			387,500	51,30,465	1 6:127	h		
May "			5,340,000	7,07,01,216	1 6 127		İ	
June "			2,767,500	3,66,45,517	1 6-125	ĺ		
July "			1,100,000	1,45,65,517	1 6.125	f	ĺ	
August ,			2,645.600	3,50,23,448	1 6-125	1		
September ,			3,190,000	4,22,40,000	1 6 125	1		
October ,			1,700,010	2,25,10,345	1 6:125) Nil	на	Ne
November "			3,130,000	4,14,45,517	1 6-125	ļ		
December ,,			3,123,000	4,13,76,461	1 6-126	1		
January 1936			5,300,000	7,01,72,472	1 6-127	ĺ		
February .,			2,595,000	3,43,61,379	1 6-125	1		
March "			3,145,020	4,16,44,133	1 6*125	J		
Total, 1935-5	16		31,425,000	45,59,16,475	1 0.158			
1931-35			70 110 000					
1933-34			37,512,000	49,81,91,000	1 6.056	†	t	†
1932-33		. "	45,153,000	59,97,30,000	1 0.011	t	+	†
			35,783,600	47,23,35,000	1 6 156	t	t	Ť
1931-32			40,010,000	53,63,60,000	1 6-123	14,048,000	18,97,75,000	1 5-77
1930-31			5,395,000	7.25,75,000	1 5:841	5,731,000	7,74,57,000	1 5.77
1929-30	***		15,215,000	20,39,12,000	1 5 807	f	t	t
1923-29	•••		30,810,000	41,02,18,000	1 6 62	+	+	t
1927-28			23,355,000	37,77,30,000	1 6'00	+		
1926-27			2,115,000	2,81,70,000	1 6 02	1,425,000	1,92,68,000	1 5 7 5
	_					1		

Figures prior to 1835-35 represent Sterling transfers on London sold in Indis.
 No sale.
 Figures prior to 1835-36 represent Sterling purchased in India by Government.

GOLD-EXCHANGE.

Table of Gold for 25 years, from 1912 to 1936,

Year.	Wonte's Pr	Value.	AND GOVE	N IMPORTS. IVATE SENMENT). AL YEAR).	Rate, first sele Jan- nary Council Drafts, Calcutta.	Duomoir occupant	rate of Ex-	Amount received in sterling for Gov- erament Darits and Telegraphic Trunsfers. (Financial Year.)
	Fine.					-		
	oz.	8	oz.	Rupoes.	s. d.	8.	d.	£
1912	22,605,068	467,288,203	5,562,071	34,00,12,125	1 45	1	4,5	25,743,710
1913	22,556,347	466,284,303	3,749,437	23,32,38,000	1 432	1	$4\tau_0$	31.200,827
1914	21,652,883	447,608,337	1,177,983	7,64 74,155	1 315	1	3^{55}_{11}	7,748,111
1915	22,846,608	472,283,884	-261,147	-1,10,91.195	1 315	1	3^{31}_{55}	20,354,517
1916	22,032,542	455,455,670	2,265,400	13,23,53,490	1 475	1	$4_{\tilde{q}_{\tilde{q}}^{p}}$	32,998,095
1917	20,346,043	420,592,147	4,207,069	25,17,85.905	1 488	1	$4\frac{1}{3}\frac{7}{2}$	34,880,681
1918	18,588,127	384,251,378	-955,649	-5,56,38,180	1 5	1	5^{*9}_{64}	20,946,314
1919	17,339,679	358,443,791	5,606,706	52,99,53,540	2 41	1	84.9	(a)31,226,219
1990	16,146,830	333,784,924	820,557	2,10,82,410	(b)	2	0,5	(b)
1921	15,997,692	330,702,190	250,356	-2,86 44,427	(b)	1	43,	(b)
1922	15,496,859	320,349,102	5,858,298	41,19,08,546	(b)	1	35	2,570,026
1923	17,845,349	368,896,948	4,319,356	29,18,64,015	1 43	1	385	8,738,705
1924	18,619,481	384,899,578	11,965,221	73,92,65,866	1 5 5	1	$5\sqrt{g}$	7,579,162
1925	18,673,178	384,009,921	6,135,581	34,85,45,874	(b)	1	676	(b)
1926	19,117,568	395,198,984	3,385,529	19,40,05,448	(b)	1	5%	(6)
1927	19,058,736	393,979,954	3,181,759	18.09,99,956	(b)	1	514	(b)
1928	18,885,849	390,386,574	3,785,441	21,19,98.689	(b)	1	6	(b)
1929	19,207,452	397,153,303	2,523,562	14,22,08,396	(b)	1	588	(6)
1939	20,903,736	432,118,638	2,242,653	12,75,18,115	(b)	1	513	(b)
1931	22,284,290	460,650,527	-7,730,682	-57,98,29,791	(b)	1	584	(b)
1932	24,098,676	498,163,970	-8,353,829	-65,52,27,956	(b)	1	6,1	(b)
1933	25,400,295	525,070,547	-6,695,298	-57,05,35,961	(b)	1	6 ₅ \r	(b)
1934	27,372,374	958,033,090	-5,694,820	-52,53,74,607	(6)	1	62,	(b)
1935	30,001,209	1,050.042,315		-37,35,59,955	(6)	1	64	(6)
1936	Not yet	available.	-3,010,036	-27,84,61,129	(b)	1	6,3	(b)
-	-	1		1	1 ***	1	32	1

\$ 0 cmpiled from the Report of the Birecter of the Mint, U. S. A. Revised from 1913 due to revision of that as gold production by Russia in Bulletin Approximate, L = 0.00 and L = 0.00 and L = 0.00 N as also of Council Bills.

THE GOLD TRADE.
Quantity and Takes of Gold Coin, and Bullion imported into, and exported from, Dritish India, from and to Foreign parts, also of net Gold weeked into the Mints, Gold Onings in the Mints, and the ruising priess in Calcutta for 20 years, from 1917-18 to 1908-37.

				-	-	-			1	96		<u> </u>	-		-	.,					Ø	- in	k
PRICE, CHINA LEAF 100- TOUCH, PER TOLAR	Lowest,	Rs.	96.1.0	- 0-0-65	-0-0-ST	20.8-0-	-04-85	25-0-0-	.0-8-6	20-5-0	20-6-0	20.2.0	0-T-02	-0-T-25	21-10-0	21.7.0	21-13-0	27-8-0	32.0-0	35-0-0	33-6-0	31-1-0	
PRICE, CHT.	Highest.	Rs.	30-6-0	33-10-0	31-16-0	30-1-0	33-0-0	0-8-63	28.12.0	0.8.97	21-0-0	93.8.0	23-8-0	0:31-22	23.0-0	92-12-0	31.0-0	32.0.0	39-0-0	37-0-0	36.4.0	37-4-0	
VALUE OF COUNTRY.	Singlo Mohurs.	Rx.	15,376+	1	5,107,612(a)		1	-		1	-	1			1	-			-	-	-	1	f rapees).
dryrs.	Total.	Rx.	128	353	03	215	31,931	2,100	398	z	122	39	12	22	93		-	-	-	-			Rx. (tens of rupees).
RECEIVED INTO THE MINTS.	From From Individuals, Government.	Rx.	128	555	63	108	31,931	2,100	398	=	121	92	22	19	93	*****			-	-	-		
RECEIV	From Individuals.	Br.	-	1	1	2				1	1	1	1	!		-		1	-	-	-	1	latons
	Net Imports.	Rx.	10,785,727	-3,700,219	33,330,236	2,108,241	-3,861,413	51,190,835	29,158,101	73,926,557	34,551,538	19,400,515	18,060,595	21,199,920	14,220,840	12,751,811	57,982,970	-65,522,798	-57,003,396	-52,537,461	-57,333,593	-27,846,113	* Subject to revision.
	Net I	oz.	4,207,069	-955,619	3,006,766	550 037	-250,356	5,538,298	4,319,356	11,965,221	6,133,381	3,553,529	3,181,750	3,785,411	2,523,362	2,212,633	-7,730,682	-8,333,829	-6,605,298	-5,691,520	-4,019,262	-3,010,000	
PRIVATE AND GOVERNMENT.	Exports.	Rx.	2,610,593	3,226,736	19,921,321	21,465,572	16,684,895	133,063	66,752	363,912	375,356	100,633	31,411	19,100	10,398	193,134	60,782,516	66,840,935	55,153,055	53,256,771	38,303,538	29,454,925	
RIVATE AND	ži.	98.	696,174	1,345,845	2,233,730	2,507,032	2,019,292	19,133	9,893	58,792	65,931	11,677	6,267	3,144	1,685	86,973	8,180,733	8,526,241	6,930,159	5,775,812	4,122,723	3,182,817	- International
-	fupports.	Rr.	10,395,020	1,517,511	15,251,357	23,573,813	13,520,442	11,323,918	29,253,153	71,259,780	35,229,914	19,501,200	18,135,406	996'815'15	14,231.119	13,915,915	2,789,557	1,318,139	1,099,429	719,310	112,610	1,608,812	+ 100 Plantons for Percentan Government
	g	200	÷	389,096	7,829,436	3,727,589	1,725,936	5,877,735	1,329,218	12,024,013	6,991,515	3,403,038	3,188,046	3,788,585	2,525,217	2,329,628	120,020	172,412	134,901	79,992	103,161	172,731	lastres for E
ł			:	1	:	1	1	1	1	:	1	:	-	ŧ	1	-	;	:	:	:	1	:	100
1	YEAR,		1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1925-91	1924-25	1923-26	1926-97	1927-25	1928-29	1929-39	1930-31	1831-33	1932-33	1933-31	1931-35	1932-36	1936-37*	,

		IMPORT	в (Ригултв	IMPORTS (PRIVATE AND GOVERNMENT.)	(MENT.)			EXPORE	s (Private	Exports (Private and Government.)	MEST.)	
YEAR.	(Bars, in	Bullion. trs, ingots and other uncoined gold.)		Coin. Sovereigns, &c., inch- ting other coined gold.)	å	forM.	Bul (Bars, ingo uncount	Bars, ingots and other uncoined gold.)	(Sovervigns ding other	Coin. (Soverviens, &c., inclu- ding other coined gold.)	Tol	Toral.
	.20	Br.	027	Rx.	ož.	Rx.	02.	Rx.	oz.	Rx.	02.	Rx.
1917-18	1,626,690	6,677,399	3,276,603	12,719,998	4,908,243	19,206,620	829,569	2,491,502	30,516	119,091	696,174	2,610,593
61-5161	3,637	13,155	856,859	1,304,389	289,096	1,317,544	508,337	3,173,513	537,288	2,652,943	1,315,615	3,226,756
1919-20	6,391,662	39,106,711	1,324,774	8,811,813	7,829,436	18,251,557	1,710,812	9,931,377	511,918	2,959,044	2,222,730	12,921,321
1920-31	9,679,749	16,715,853	1,017,847	6,857,830	3,727,589	23,573,513	2,308,601	18,737,109	398,498	2,728,463	2,207,062	21,405,572
1921-22	778,168	5,849,296	1,099,898	7,971,235	1,798,936	13,520,441	1,691,777	13,731,071	351,515	2,953,814	2,010,292	16,684,885
1922.23	1,258,551	29,913,390	1,619,202	11,378,618	5,577,753	41,323,918	181	5.616	18,668	127,417	19,422	133,063
1933.91	3,140,509	21,203,416	1,189 739	4,019,737	4,329,245	29,253,153	22	966	9,738	65,736	9,892	66,752
1924-25	9,629,260	59,430,795	2,304,714	14,539,001	12,021,013	74,289,799	1,395	9.696	57,191	353,516	38,792	363,212
1925.26	4,910,623	21,096,651	1,960,592	11.133,293	6,201,515	36,929,811	16,748	95,107	19,101	919,919	65,934	375,336
1926.37	2,300,031	13,176,035	1,102,975	6.325,165	3,403,006	19,501,200	33	3,640	16,812	97,015	17,477	100,655
26.261	1,916,676	10,917,578	1.271,350	7,186,530	3,188,026	18,131,406	176	1,222	6,001	33,189	6,267	31,411
		11,412,170	1,759,048	9,896,799	3,788,685	21,218,969	91	8	3,125	19,010	3,144	19,100
1929-30	1,103,877	6,316,052	1,121,370	7,915,095	2,525,217	14,231,148	23	333	1,633	9,933	1,695	10,308
1930-31	1,069,284	1,577,491	1,260,312	7,103,218	9,959,656,9	13,215,245	188'98	492,916	35	213	\$6,973	493,435
1931,329	207 003	1,477,421	255,555	1,322,116	150,650	2,739,557	1.838,330	55,437,963	322,408	2,344,552	8,150,733	60,782,515
		_	56,278	134,170	172,413	1,318,139	\$59'600'8	102,111,201	128,507	3,359,231	8,526,241	56,540,865
		\$30,501	32,415	523'597	133,991	1,059,429	6,611,857	56,597,336	185,312	1,555,689	6,830,189	58,153,025
		510,913	19,460	179,057	79,996	719,310	5,723,388	32,738,024	51,446	198,747	5,774,813	53,256,771
			57,803	118,209	163,461	115,616	4,072,473	37,831,460	59,230	121,067	4,122,723	35,305,536
1020 300	40.000	261 052	110 861	1.047.760	179.781	1.698.812	3,181,689	29,350,414	1,128	104,511	3,182,817	29,451,925

	Average price in London per oz. Standard	(Calendar year) Pence.	
	overnment).	Value. Rx.	12, 664, 558 25, 528, 512 27, 528, 512 28, 528, 512 29, 528, 512 20, 528, 512 20, 528, 528 20,
	NET INDIAN IMPORTS. (PRIVATE & GOVERNMENT).	Quantity.	74, 531, 408 74, 531, 408 80, 541, 531, 408 81, 124, 134, 316 80, 232, 344, 134, 316 80, 233, 41
S to 1936-37	RTS. BULLION. OVERNMENT).	Value. Rx.	2,418,386 7780,140
. rom 1911-1	EXPORTS. COIN AND BULLION. (PRIVATE & GOVERNMENT)	Quantity.	14, 289, 500 4,110,187 4,110,187 4,110,187 9,718,100 11,457,8,400 11,457,8,400 11,457,8,400 11,457,8,400 11,457,8,400 11,457,8,400 11,400,100 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,400 11,40
. tor zv year	Differes. Coin and Bullion. [Private & Government).	Value, Rx.	15,112,924 20,857,846 20,857,846 20,857,846 21,1478,646 21,1478,646 21,1478,647 21,1478,64
Table of Silver for 20 years from 1911-18 to 1936-31	COIN AND (PRIVATE & G	Quantity.	88,814.458 121,774.804 121,071.961 173,838.210 173,838.210 174,838
Z	World's Production. Figures for Calendar Year,	Value.	166, 240, 586 201, 585 201, 585 201, 585 201, 585 301, 58
	WORLD'S I	Quantity.	186, 155, 017 203, 155, 017 203, 155, 017 203, 155, 155, 157 203, 155, 155, 155, 155, 155, 155, 155, 15
	YEAR.		1917-18 1918-20 1918-2

VEVE			PRIVATE AN	PRIVATE AND GOVERNMENT.	NT.		RECEIV	RECEIVED INTO THE MINTS.	MINTS.	VALUE	LONDON PER STANDARD	STANDAR
	Imp	Imported.	Exp	Exported.	Net Imports.	moets.	From Individuals.	Individuals Government.	Total.	COLYAGE.	Highest.	Lowest.
	- oz	Rx.	oz.	Rx.	ž,	Rx.	Rx.	Př.	Bx.	Br.	0 0	
81-7161	58,814,438	15,112,924	14,282,960	2,418,388	74,531,488	12,691,538	-	22,517,403	22,517,403	24,816,234		7110
61-816	241,747,994	16,059,461	4,719,187	780,149	257,025,017	45,879,312	1,388,491	53,237,602	54,026,093	52,211,062	. :	3 61
02-616	101,051,961	29,957,236	4,110,179	735,451	96,911,782	29,228,547		29,742,797	39,712,797	38,007,776	7 75	2 12
12-0361	43,221,213	11,189,683	20,981,787	4,705,692	22,239,446	6,483,991	66,335	7,851,732	7,921,067	4,519,536	15	100
921-22	73,533,216	17,478,611	9,703,900	2,382,430	64,134,316	15,006,181	51,200	1,306,100	1,350,300	1,062,536	. 22	
1922-23	96,500,149	50,943,237	10,443,006	2,588,021	\$6,057,143	18,254,955	49,700	1,071,000	1,120,700	627,545	- 22	. 5
923-24	107,836,545	22,102,728	14,578,488	3,404,719	53,238,037	18,688,000	!	1,407,200	1,407,900	500,079	2 911	1 3
921-25	123,329,353	24,250,734	19,975,294	4,206,667	102,354,159	20,074,067		1,997,000	1,227,000	453,620	3 047	61
925-26	108,346,651	19,597,050	14,982,597	2,772,935	56,363,754	17,124,115	327,218	1,463,235	1,790,473	643,331	96	1 1
25-926	134,006,039	21,763,416	9,763,694	1,895,382	124,242,345	19,838,034	;	1,572,271	1,572,271	504,943	- 62	10
827-28	107,651,659	16,473,742	14,829,876	2,637,279	. 92,521,513	13,536,463	-	(4)2,448,450	(a)2,448,450	101,592	,	
1928-29	103,650,619	15,921,831	39,859,710	6,151,138	63,820,909	9,770,693	1	6,020,230	6,020,230	(6)227,637	01	
1929-30	97,457,638	13,419,053	34,976,431	4,797,863	62 511,257	8,621,220	1	6,516,100	6,546,100	002'61(9)	61	1 9.5
15:00:31	111,225,416	13,466,272	187'689'02	3,356,968	80,535,935	10,079,306	478,559	10,441,883	10,920,401	(c) 492,333	18	1 242
931-32	32,399,139	4,426,396	43,510,420	4,848,105	-11,141,281	-131,709	\$8,584	8,139,862	8,596,448	(e) 450,0 0	195	. 0
932-33	8,429,432	1,629,516	32,946,724	3,642,611	-24,517,292	-2,013,065	į	9,661,968	9,664.968	(4)774,320	1 872	7
45-556	4,872,356	817,239	57,581,476	7,174,402	-52,989,090	-6,357,143	-	6,486,457	6,188,457	202,528	1 85	1 44
934-35	29,618,110	4,451,004	68,962,004	9,557,484	-38,643,594	-5,106,450	5,421,359	9,349,768	14,774,157	5,692,039	4	1 64
1935-26	49,538,880	6,457,478	48,320,802	7,030 918	1,516,078	-573,472		5,194,326	5,194,326	199,948	3 03	1 87
1936-37‡	112,255,918	13,876,446	2,144,483	281,744	110,111,465	13.591,702		\$ 979 007	2 579 997	400 005	101	

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 1917 to 1936.

1916-17 00

1916.17	_				_								
1916-17	_	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.
1917-18		Rx.	Rx.	Rx.	Rx.	Æ3	Rx.		Rx.	Rx.		Rx.	Rx.
1917-18	:	:	16,280,200	70,655§	16,335,230	15,370	16,047,727	303,520(a)	16,366,623	15,376	32,321,321	(303,550(a))	and the state of
	:	:	9,986,522	800 S	10,230,382	:	14,829,712	433,175(a)	15,262,887	:	24,816,234	2080,202	25,493,269
1918-19	:	;	27,476,665	218,3558 974,030(a)	28,609,070	5,107613	5,107013 24,735,297	611,265(a)	30,454,175	5,107,613	5,107,613 52,211,962	218,3558	\$ 59,123,845
1919-20	:	;	16,803,383	(1,423,199(m) (1	18,000,161	:	21,204,392	1,029,265(a)	22,233,658	i	38,007,775	2,502,465(a) 328,6293	611,018,01
1920-21	:	:	1,449,000	402,913(a) 152,9905	1,997,923	:	3,079,536	179,539(A)	3,259,075	:	4,519,536	152,980	\$ 5,256,998
1921-22	:	:	930,180	131,931(a)	\$ 1,080,054	1	732,356	30,477(a)	762,533	:	1,662,536	165,411(4)	1,842,887
1922-23	-	ŧ	027,545(k)	37,300(a) 9,340(c) 5,000(c)	679,465	:	:	15,036(a)	15,036	:	627,545	(52,336(a) 9,340§ 5,000(a)	004,471
1923-24		!	396,263	\$5,350(a) 9,330§ 5,000(i)	496,003	:	103,816	{ 129,596(a) 4,510§	\$ 238,252	:	500,079	250(9) (215,216(a) 13,930§ 5,000(c)	734,255
1924-25	1	:	321,425	200,050(n) 7,599	543,595	:	132,195	178,354(a)	329,497	:	453,620	(380104(a) 20,538 (12,530(i)	} s73,002
1925-26		:	266,857	297,150(n)	602 827	1	376,494	154,158(a) 26,757§	\$ 557,379	:	643,351	451,308(π) 65,207§ 930(σ)	1,160,206
1926-27	- :	:	354,300	(175,100(a)	570,378	:	150,643	(111,135(4))	\$ 205,989	1	504,943	(289,233(a) 1 78,191§	~~
1927.28	-	:	101,592	(128,330(a)	219,062	:	:	111,005 (a)	157,057	:	101,592	f 269,335 (a)	
1928-29	!	:	303,798(2)	(200,100(rr))	623,03811,	:	223,860	(0),147(a)	300,716	;	527,658(t)	321,547(a) 71,549§	~~
1929-30	;	:	19,500(m)	113,8608	259,710(10)	:	2,163,894	:	2,163,894	:	2,183,394(m)	(106,350(n)	5 2,763,604
1930.31	-	:	492,353(w)	191,400(a) 61,961% (a) 266	751,979(H)	;	506,035	15,0718	521,106	:	(11) \$58,380	(p) 266	<u>-</u> -
1931-32	:	:	190.000(q)	18,970\$5	18,970\$508,970(n)	1	:	:	:	:	490,000(9)	18,970	508,970
1932-33	- 1	:	774,320(r)	8,500(n) 24,010g	\$60,530(s)	:	:	1	-	:	(774,320(r)	8,500ta 24,010§	806,830
1933.34	-	:	202,826	180.800(a)	486.548	:	:		:	:	202,826	180,800 all	156,648
1934-35	-	:	212,816	290 000(a) 151.170§	654,084	:	5,479.223	1	5,479,223		5,692,039	290,000(a)	6,133,307
1935-36		:	198,946	167,030% 1,000(c,	463,276	:	:	519,658(α)	519,658	:	198,946	167,0308	982,934
	-	-		# Brouze. (a) N	S Bronz	- g	(a) Nickel.	el.	Rx. (Rx. (tens of rupees).	Rx. (tens of rupees).		

of Egyptian of copper o pro-copport ue of Ama-ue of nick-of copport Al value of Dobing the One being the 2000 in 19: value of A Namis of U 562565888888888

RESERVE HELD IN INDIA. Notes in oir culation (less Years. notes cashed Government Currency Notes in in other Securities Gold. Silver. circles \ held at Calcutta. Government Treasuries. Rx. Rx. Rx. Rx. Rx. 1917 86,375,173 11,999,193 19,075,389 9,999,995 7,568,053 1018 99,793,760 26,849,525 10,790,362 9,999,995 5,508,958 1919 153,464,779 17,369,912 32,352,338 16,079,995 7,776,142 1920 174,524,596 44,365,344 39,851,766 19,585,495 5,716,564 1921 166,156,975 24,171,303* 65,565,691 68,071,595 3,959,276 1922 174,764,725 24,319,194* 77,518,947 65,079,357(a 3,073,662 1923 174,701,478 24,318,826* 87.054.122 57,480,757 3,428,928 1924 185,850,722 22,319,335* 80,004,413 57,527,495(b) 2,505,864 1925 184,194,023 22,317,273* 76,754,339 57,126,295(c) 2,794,642 1926 193,340.976 22,318,558 57,111,495 84,912,237 2,275,140 1027 184,132,171 22,320,600* 104,474,039 49,765,894(d) 1,832,536 1928 184,874,455 29,763,338† 106.380,333 37,959,161(e 1,926,854 1929 188,032,574 32,216,079+ 99,896,401 43.228.473(d) 1,938,032

41.524.436+

32,273,584+ 110,955,047

25,847,450† 124,800,102

5,260,866† 111,186,620

25,994 053+ 111,857,135

97,990,378

90,377,758

59,411,419

Do. Do. Do.

(d) Excludes 7,000,000 Do.

(f) Excludes 3,750,000 Do.

177,230,629

160,843,573

178,136,756

176,895,119

177.214.968

186,102,328

195,578,377

1930

1931

1939

1933

1934

1935

1936

Do Do, Do,

33.849,604

10,196,021

57,939,270[f]

39,044,631

29,447,662

35,897,112

24,426,579

2,042,039

2,076,981

2,911,084

2,122,915

2,557,089

1,822,805

1,592,500

^{41,551,910+} 41,551,916†

Converted at Rs. 10 per £1, or Re. 1 for 11 30016 grains tray of fine gold.

(e) Excellate 2,000,000 ±4 cm. 10 Hz 10 Excellange held on account of Government under Sen. 19 Hz 10 Hz 10 Excellange held on account of Government under Sen. 19 hz 10 Hz 10 Excellange held on account of Government under Sen. 19 Hz 10

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-Borns Trade and Navigation of the Bengal Presidency.")

																		-
	oer Fy. agal and siddling ar.	Lowest Rs.	952 972 972 972 972 972 972 972 972 972 97	38333	1	runit (e)	grade (7)	mit runit		r unit (#) 0 0 per unit. 8 0 to 3 0 0	. 0 8 0	_	_	0 0 1	ling".	aple.		
ınaıa,	Price per Fy. md. of Bengal and Tirhoot middling to fine. (c)	Highest Lowest Rs. Rs.	200 200 200 200 200 200 200 200 200 200	18222	255	(3 12 0 per unit (c)		(3 0 0 per unit (3 4 0 (\$ 00 to 3 0 c	500	2 0 0 to 2 0	=	=	-	ites to the quality "ordinary to middling". Quointions for "middling to fine "quality not	ly and Ar	On lat February 1929 only. On lath and 21st February 1930 only.	
		Yield.		43,700 67,300 52,100 34,800	21,700	28,200	19,000	15,100	14,460	9,900	11,100	7,500	_	008'9	ordinary ng to fine	onths Ju	1930 only	
to 1935-36.	TOTAL	Area.	770,000		111,900	135,300	104,800	81,000	70,000	52,500	59,800	41,900	59,600	39,400	quality "	or two m	929 only.	
7 60 1	Boxnax axp Sixb. (including Khairpur State).	Yield.	1,500		1,100	400	900	200	100	<u> 3</u> 2	ē	ê	ê	:	the cons for	bie. price f	d 21st I	
1916-17	Boyrny Sry (inclu Khai Sta	Area.	7,200	8698 8688	6,600	3,500	2,700	1,500	200	88	200	<u>e</u>	300	:	Relates to the Quotations fo	available, ates to pric	lst Feb 14th an	
years from	RAS.	Yield.		2,52,80 2,80,00 0,00,00 0,00 0,00 0,00 0,00	17,100	19,100	7,400	10,900	11,500	7,800	8,800			4,400	+ Rek	++ Rel	(g) h) On	
years	Madras	Area.		112,100 197,300 141,300 89,400	70,200	77,600	53,600	48,600	52,800	46,90 37,200	46,100	30,100	54,000	26,400				
ring 20 year	Prov.	Yield.	17,400	5,400 6,400 9,900 9,900	1,400	1,600	1,400	009	400	300	100	200	200	200	Subject to revision.			
Market, during	UNITED PROV. OF AGRA AND OUDH,	Area.	159,300 190,210 49 100	20°54 30°50	12,500	14,800	7,300	5,700	4,000	3,000	1,100	1,700	1,300	1,900	* Subject		,	
	T. P.	Yield, ewts.	16,500	,4,9,9,9, 05,00,00,00	1,000	4,400	1,000	2,700	1,200	1,000	1,800	2,100	200	2.000		rices erce.	1926.	
the Calcutta	PUNJAB.	Area.	60,300 90,700 17,000	27,000 33,000 36,40	6,400	20,500	23,300	19,300	6,50	9,000	9,400	9,600	3,000	9,900	1	The figures in this col. are taken from the Prices Current of the Bengal Chamber of Commerce.	From 18th December 1925 to 28th January 1926.	
112	AND SA.	Yield, ewts,	10,900	2,400 1,100 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00	1,100	2,700	1,600	700	1,200	800	400	100	200	200		e taken fr Chamber	5 to 28th	
and price	Binar and Orissa,	Area.	\$0,600 \$6,700 64,200	2 3 3 ± 5	16,100	18,900	13,100	0.900	5,900	4,840	3,000	200	1,000	1,200	.83	ris col. ar se Bengal	From 18th December 195 From 29th January 1926	
	GAL	Yield owts	800		ē	(B)	ēē	£	Ē	££	£	(g)	Ē	ē	00 neres	The figures in the Carrent of the	sth Dee	
	BRNGAL	Area, neres.	2,200 7,000 10,100	00.7 00.7 00.7 00.7 00.7	100	ĝ	99	£	å	55	Ē	©.		g	Below 100 acres. Less than 50 cwts.	The figure Outre	From 18	
	Year.		1916.17	1920-21 1921-22 1923-23	1924-25	1925-26	1926-27 1927-28	1928-29	1929.30	1930-31	1932-33	1933-34	1934-35	1935-36*	98	(9)	e e S	

THE INDIGO TRADE.

Statement showing the quantity and value of Innoe exported from Bangal Presidency to each Foreign country from 1835-34 to 1935-34.

					 0	quantity in ew	t.	V	due in rupees	
•	Countries (o which	exported.		1933-34.	1934-35.	1935-36.	1933-34.	1934-35.	1935-36.
					 73	67	40	12,820	14,600	13,000
nited Kingdom				***	 	3			560	
ther Native State	s in Arabi	rs.	***	***	 *****					
yria				***	 ******	******	3			590
rance			***	***	 	******				
ermany			***	7"	 					
olland	***		***		 ******					
alv		***	***	***	 	******				
ripoli		***	**	***	 *****	*****				
urkey (Asiatic)			***		 	******				
orts in the Levan	t and Blac	k Sea	***	***	 					
orts in the Persian	Gulf		***	***	 				3,966	
inis					 	22				
orgia			***		 	*****		550	1,860	
					 3	7	******		1,690	12,580
ecce (including C	rete)			***	 . 272	179	61	53,893	38,075	12,000
				***	 	*****			******	
	Atlantic p	orts			 					
ited States-	Pacific por	ta			 				***	
ina (ex. Hong-ko	ng and Ma									
			***	***	 3			460		
	•••		***		 9					
rsia raits Settlements	•••		•••	***	 					
			***	***	 	******				
prus		***	***		 	******				
ylon	•••		***	***	 	******	******		*****	*****
lestine					 					****
lo-China					 					
her British posse	ssions				 					*****
her Foreign coun	tries				 				******	******
- Bu coun					 		104	67,723	59,061	26,170

CULTIVATION AND PRODUCTION OF JUTE.

		Cult	ivation as	nd product	ion of Ju	te in bai	en (400 t	bs.) for ;		<u> </u>	018 to 1	937.		
	YEARS.		BENG	ΛL-(a)	BIHAR AN	d Orissa.	Assz	ım.	Coocu Sr.	BIHAB ATE.	Nepal(b)	To	TAL.	
			Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Bales.	Acres.	Bales.	
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	1
919			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	1
1920			2,169,000	5,247,000	179,000	335,000	125,000	275,000	36,000	58,000	93,000	2,509,000	5,915,000	į
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	İ
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	ŀ
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	
924			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	
925			2,685,000	7,951,000	263,000	640,000	136,000	279,000	31,000	70.000	41,000	3.115.000	8,940,000	1
926			3,321,000	10,652,000	297,000	764,000	186,090	599,000	43,000	117.000	40,000		12.132,000	1
927		·	2,933,000	9,004,000	241,000	667,000	171,000	466,000	29,000	51,000	1 .		10,188.000	1
928			2,670,000	8 519,000	247,000	693,000	195,000	624,000	32,000	70,000	1 .	Į.	9,906,000	٤.
929			2,989,000	9,190 000	238,000	719,000	157,000	352,000	31,000				10,335,000	1
930			3,031,000	9,886,000		620,000	192,000	619,000	31,000		1 1	.,,	11,205,000	1
931			1,598,000	4,986,000		342,000		197,000	16,000		. ,	1.862.000		1
932			1,823,000	6,169,000		519,000	127,000	340,000	23,000		,,,,,,	2,143,000	.,,	1
933			2,143,000	7,048,000				447.000	25,000	, ,		2,517,000		1
934			2,322,000	7,677,000		447,000	149,000	304,000			.,			
935			1,900,000	6,488,000	1 128,000 1 17,000	1 * 319 000	118,000	313,000	.,			2,181,000		ļ
936			2,227,000	7,959,000	1 * 464,000	§ * 1,094,000	157,000	462,000	24,000			2,181,000	., ,	
937			2,169,000	6,994,000	1* 445,000	↑ 29,000 ↑ 896,000	198,000	593,000	34,000		i 1		8,618,000	ļ
		***	-,100,000	0,004,000	1+ 15,000	(+ 32,000	105,000	000,000	34,000	10,000	23,000	2,001,000	0,0.0,000	

Represents the imports from Nepal into British Is
 Recluding the figures for Nepal.

Excluding the figures for Nepal.

N. R.—Figures for 1937 are subject to revision

THE JUTE TRADE-(Contd.)

Statement showing the total clearances of Jute, Jule Rejections and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1932-33 to 1936-37.

Vears.	fuly to J	June.			JUTE—(A BALE=400 lbs.)	
	•		London.	Dundee.	Other ports in U. K.	Continental ports.	TOTAL EUROPE.
			Bales.	Bales.	Bales,	Bales.	Bales.
1936-37			6,406	1,035,466	17,646	2,623,560	3,683,078
1935-36			7,842	805,509	17,016	2,289,343	3,119,710
1934-35			9,860	891,220	14,669	2,615,302	3,531,051
1933-34			9,802	862,807	13,418	2,499,365	3,385,392
1932-33			1,894	743,000	10,930	2,195,878	2,951,702
				R	EJECTIONS—(A BALE=40) lbs.)	
1936-37				4	,834	3,361	8,195
1935-36				2,	820	8,762	11,582
1934-85				13,	194	18,545	31,739
1933-34	•••			34	554	18,336	52,890
1932-33				16,	,059	13,986	30,045
					CUTTINGS-(A BALE=400) lbs.)	
1936-37				73	,510	85,064	158,574
1935-36					,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	42,397	83,396
077			.,		`		

JUTE TRADE. THE

THE JUTE TRADE-(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1932-33 to 1936-37.

	Years, ly to June.			Јуре(А ва	LE=400 lbs.)		
	iy to Jone,	Europe,	America.	All Other ports.	Australia,	China and Japan ports.	TOTAL ALL COUNTRIES,
		Bales.	Bales.	Bales.	Bales.	Bales.	Bales,
1936-37		 3,683,078	644,404	277	7,420	203,300	4,538,479
1935-36		 3,119,710	497,095	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		 2,951,702	304,532	160	7,831	135,238	3,399,463

REJECTIONS-(A BALE=400 lbs.)

1936-37	 	8,195	3,696	1,784	 ļ	13,675
1935-36	 	11,582	6,598	1,484	 ļ	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

CUTTINGS-(A BALE = 400 lbs.)

1936-37		 158,574	201,524	52,040	 Τ	412,138
1935-36	•••	 115,680	121,112	47,366	 j	284,158
1934-35	•••	 124,475	66,167	38,552	 ·	229,194
1933-34		 115,994	98,271	23,979	 ľ	238,244
1932-33		 83,396	38,248	21,143	 ·	142,787

THE JUTE TRADE .-- (Contd.)

Statement of clearances of Juté, Jute Rejections and Cultings from the ports of Calcutta and Chiltagong in bales (a bale=400 lbs.) during 25 years, from 1912-1913 to 1936-37.

		Jute.	Rejections.	Cuttings.	TOTAL
Years,	July to June.	Bales.	Bales,	Bales.	Bales,
1912-13		. 4,402,805	146,429	392,930	4,942,161
1913-14		. 3,637,758	117,224	437,739	4,192,718
1914-15		. 2,606,700	77,278	283,084	2,967,062
1915-16		. 2,747,016	82,504	277,242	3,106,762
1916-17		. 2,494,110	88,926	227,391	2,810,427
1917-18		.	Not ava	ilable.	
1918-19*		. 946,005	59,671	40,546	1,046,219
1919-20		. 2,924,099	134,151	300,901	3,359,151
1920-21		. 2,008,77	61,350	272,876	2,343,003
1921-22		2,607,56	157,105	203,284	2,967,953
1922-23		2,550,14	153,425	197,993	2,901,563
1923-24		3,327,41	171,399	272,422	3,771,238
1924-25		3,438,85	180,915	202,285	3,822,052
1925-26		. 3,095,07	191,722	229,995	3,516,792
1926-27		3,969,50	206,439	273,078	4,449,026
1927-28		4,451,04	160,619	274,920	4,886,580
1928-29		4,428,88	139,512	259,718	4,828,115
1929-30		3,955,07	210,619	280,791	4,446,482
1930-31		3,126,26	98,722	201,440	3,426,425
1931-32		2,827,76	5 75,185	150,720	1 '
1932-33		3,399,46	36,889	142,787	3,579,139
1933-34		3,923,11	2 64,129	238,244	4,225,485
1934-35		4,084,65	4 38,178	229,194	l
1935-86		3,836,71	9 19,664	1	
1936-37		4,538,47	9 13,675	412,138	4,964,292

^{*} From 1st January to 30th June 1919.

212

during 20 years from 1916 to 1935.

TEA CULTIVATION IN INDIA

Coorg.

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38,528
39,725
41,207
42,406
44,549
46,411
46,515
46,516
68,001
66,276
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672,436
772,436
772,436

Acros.
166,340
167,713
169,108
173,148
(0)182,162
(0)182,624
(0)185,694
(0)192,998
(0)194,681

242,636 249,764 254,754 266,184 266,022 268,665

146,702 149,986 151,197 152,715 146,791 146,791 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801 146,801

2,387 3,264 3,089 4,034 4,239 4,070 4,440

316 364 364 415 415 415 415 415 415 415

> 9,712 9,699 9,693

> > 144,336 141,640 141,158 142,696 142,197

(b)196,704 (b)201,380 (b)203,045 (b)207,507

206,871 270,812 271,033 277,203 280,130 286,711 286,833 286,617 286,888 289,239 289,239

1916 1918 1919 1920 1922 1923 1924 1926 1926 1926 1929 1930 1931 1933 1934

9,637 9,628 9,624 9,624

(c) Included Tripura State.	TEA PRODUCTION IN INDIA.	Idement showing the progress of Tea Production in the Tra-growing Districts during 20 years, from 1916 to 1935.
	TEA	Statement showing the progress of Tea

						_	**	_	<u>.</u>			_	-		_								
	Torat. Isbiá.	lbs.	370,313,559	371,296,338	380,458,975	377,055,639	345,339,576	274,263,771	311,638,936	375 355,689	375,255,874	363,506,571	392,933,182	390,919,845	404,153,169	432,841,981	391,080,788		433,669,289		399,250,962*	394,429,098	
	Cochin,	lbs.	:	÷	:	:	i	:	:	:	1	:	:	:	į	55,074	61.719	59,233	88,791	515,446	553,163	589.XX	
to 1935.	Mysore.	lbs.	:	į.	:	:	:	:	:	i	:	1	:	;	81,763	112,925	199,004	187,463	153,842	198,359	192,571	301,892	
s, from 1916	Travaneore.	lbs.	17.959,801	19.065,246	92,629,250	23,535,949	23,399,123	19,876,762	22,307,431	27,583,216	27,055,339	98,075,119	28,531,099	98,895,976	30 188,320	30,513.697	28,028,260	28,673,094	32,640,970	30,735,043	31,112,655	31,695 548	
ing 20 year	Coorg.	lbs.	:	:	:	;	:	:	:	:	:	116,506	133,068	151,819	216,265	169,022	167,537	174,392	219,767	209,425	198,829	163,474	
Districts dus	Madras.	lbs.	11.364,446	10,395,212	10,518,373	10,469 358	12,255,755	11,521,836	14,940,399	18,095,755	19,696,357	21,113,061	22,483,481	24,132,189	26,785,363	27, 422, 488	26,439,520	27,508,514	29,660,764	29,295,253	28,197,362*	31.519.319	
ea-growing	Punjab.	lbs	1,530,101	1,050,219	1,388.729	1,731,218	1,663,547	1,405,900	1,548,418	1,721,731	1,936,762	1,810,976	1,975,198	2,076 400	1,904,866	1.930,100	1,896,286	1,902,185	1,368,563	2,111,089	2,339,755	2,479,432	
ion in the T	United Provinces.	lbs.	2,352,732	2,290,057	2.234,760	2,123,834	1,491,887	1,006,259	1,542,351	1 961,459	1,741,316	1,689 173	1,720,336	1,597,625	2.133,764	1,488.842	1,822,664	1,366,574	1,299 798	1,732,943	1,785,917	1,622,418	
Statement showing the progress of Tea Production in the Tra-growing Districts during 30 years, from 1916 to 1935.	Bengal.	lbs.	92,644,990	91,852,856	199'886'68	99,511,408	71,696,567	(4)58,777,876	(6)71,834,933	6 88,176,654	213,513 (6,87,459,477	(4)85,279,396	(b)95,829,925	(6.97,942,054	159,301,36(5)	(4) 111,355,903	809,202 (6)98,240,513	(5)90,096,271	(b) 110,506,855	(5)98,441,711	(2) 100,703,500	996,602 (5)98,643,796	
progress of	Bihar, and Orissa,	Ibs.	246,002	300,208	323,864	412,511	384,514	172,553	200,163	216,423	213,513	237,413	278,402	306,651	719,496	853,216	809,202	886 471	672,006	1,094,048		996,602	_
shoreing the	Cachar and Sylhet,	lbs.	81,072,947	84,148,898	81,584,343	75,170,863	80,132,495	50,309,038	62,660,658	77,318,636	71,371,268	72,813,018	74.310,240	72,537,555	72,231,814	73,781 417	69,358,756	71,156.279	80,716,222	64,308,994	68,010,368	66,567,810	_
Statement	Britmaputra Cachar and Valley. Syllet.	lbs.	163,000,184	161,475,018	171,685,750	163,962,010	154,181 566	131,193 736	137,304,660	160,281,815	165,781,842	152,371,909	167,671,433	163,350,276	173,785,864	185,156,297	164,057,327	172,073,059	176.341,711	155,032,132	164.895.050	159,849,472	-
	Burma.	lbs.	142,356	109,624	110,345	138,495	134,122	(B)	(g)	(g	(8)	(a)	(8)	٤	(a)	(g)	(B)	Ē	(a)	<u>8</u>	(0)	<u> </u>	
			1	:	:	!	:	:	;	1	:	:	1	:	:	:	:	i	:	:		1	_
	bara _A		1916	1917	8161	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1932+	

(α) Discontinued.(b) Includes Tripus

TEA EXPORTS FROM BENGAL

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1933-34 to 1935-36.

		<u>`</u>				, G	uantity in lb	в.		alue in rupee	
	Expor	ted to-				1933-34.	1934-35.	1935-36.	1933-34.	1934-35.	1935-36.
Ļ							243,939,918	229,023,526	13,81,57,760	14,14,25,648	13,59,07,90
United Kingdom						233,132,578	8,980	2,500	10,01,01,100	4,530	1,250
Gibraltar			•••	•••	***	2,500	0,000	2,000	1.328		- *** 001
Malta and Gozo			***		•••	542.067	448,551	714,897	3,31,745	2,33,324	3,55,89
Union of South Africa			***	***	•••	6,640	6,600	7,310	5,735	4,252	5,59
Zanzibar and Pemba			***		•••	4,980	6.518	8,512	2,490	3,244	4,25
Kenya Colony				***	•••		0,010	0,012	.,		
Transvaal			***	***	***	118,892	117,814	103,229	56,776	63,248	55,26
Somaliland Protectors	te			***	••		3,925		1,797	1,717	
Mauritius & Dependen	cies			***	***	4,675 320,755	345,265	594,044	1.59.135	1,93,363	3,12,52
Aden & Dependencies			***	***	***	260,535	281,155	319,261	1,01,819	1,56,827	1,88,10
Bahrein Island				•••		117,017	10,542	8,568	58,592	6,065	4,979
Straits Settlements				•••		2,614	10,542	6,384	1,553	32	3,83
Ceylon				•••	***	1.042	20		1,000	30	
Hong-Kong			** .	***	•••	1,976,592	1.581.275	1.865,627	10.66.200	8,10,058	9,52,21
Commonwealth of Aus	tralia		***	***	***	2,493,758	1,113,688	404,898	13,19,224	6,53,720	2,07,40
New Zealand			***	***	***	18,875	14.316	29,380	10,306	7.507	15,90
Tiji Islands			***		***	9,502,182	9,177,988	8,636,642	49,09,036	46,73,843	43,26,04
anada Atlantic coa	st								27,42,064	18,30,797	20,87,54
			•••	***	***	5,431,414	3,616,523	4,135,405 22,300	6,950	11,064	9,39
British Guinna			***		***	12,874	21,550			2,249	1,84
ederated Malay State	s			***		5,565	3,769	3,099	3,496	2,249	4,39,50
raq	***		***	***		501,509	434,239	632,036	2,60,557	2,28,845	2,73.72
Sgypt				*** .		1,199,058	669,301	472,908	6,85,337	3,69,420	5,54
eychelles	***		•••	***		7,102	10,335	10,170	2,999	6,007	28,12
oumania	***			***		38,150	30,500	50,000	21,500	15,250	
weden						15,849	8,041	7,463	7,883	5,400	3,86
orway						5,810	6,000	1,416	4,059	3,750	1,17
enmark						1,620	5,155	4,500	1,085	2,964	2,65
ermany						160,196	108,663	123,234	1,01,721	65,987	71,81
. S S. R.—											
Southern						646,667	4,528	780,685	3,31,054	2,259	6,52,04
Northern				***		61,449		83,516	30,724		41,647
Pacific ports							35,904	112,273		17,915	57,630
rish Free State						2.148,182	1,807,106	3,025,852	1,500,424	10,66,463	17,09,281
finland						571	1		649		
yprus							1,250	1,890		729	1,044
7									1		
						1				1	
						1-				. 1	
						1 .				- 1	

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 1933-34 to 1935-36.

					1	Ç	tuantity in lbs	.	V	alue in rupees	
1	. В	xported to	<u> </u>			1933-34.	1934-35.	1935-36.	1933-34.	1934-35.	1935-36.
ritish Honduras							500	600		250	300
layti and St. Do				***				1,000		***	500
yria						106,414	143,355	101,050	59,170	82,438	58,43
unis							***				***
myrna			***				63,822	***		31,911	***
letherlands	***	***	***			78,192	103,455	62,470	43,160	54,095	31,96
oland				•••		8,612	4,572	11,423	6,052	2,978 753	8,78
elgium	•••	•••		***		1,241	915	1,761 95,945	879		54.9
rance		***		***		236,651	77,125		1,32,313	43,473	
pain	***		***			1,250	- 6,500	1,364	625	3,250 2,925	4.65
faly	•••	•••			***	6,273	4,260 11,193	7,633	4,120	5,628	
dgeria	***	***	•••		•••	3,600			2,166		
umatra	***	***	•••	***		3,600	30	175	2,106	30	1:
ava		277	_ ***.			420,750	201,177	90,650	2.74.921	1,51,509	57.3
urkey, Europes	n (includir	g Crete or	Candia)			420,700	201,177	90,000	2,74,921	1,51,509	57,3
	Levant an	d Black Se	88			302,212	177,628	312,269	1,73,499	1,11,292	1,78,7
" Asiatic	Persian G Red Sea		1	***	•••	302,212	177,025	312,209	1,73,499	1,11,292	1,75,7
	Red Sea	***	j.			66,550	114,150	67,528	36,743	64,953	34,0
ritish West Inc			***	***		11,600	1,500		8,437	937	
reeco	•••		***			8,700	2,250		4,427	1,125	
ripoli	***	•••	***	***	***	320,095	514,776	702,865	1,57,979	3,00,054	3,74,5
talian East Afri Ortuguese East	ca.	***	•••		•••	21,376	19,881	27,502	10,694	10,527	14.8
ortuguese East Vest Africa			***	***			19,001		10,094	10,527	14,8
rench Somalila		•••	***	***		49,010	48,517	26,216	23,980	28.026	14.9
Tuscat Territor			***	•••		116,387	162,875	13,231	60,411	76,634	7.2
ther Native St	vanu zrue	at Oman	***	•••		437,597	875,214	743,563	2,00,145	4,81,999	3,90,1
ersia					***	973,873	305,531	1,773,975	4,92,356	1,75,467	13,89,4
Abvasinia		***	***	•••	•••	010,010	300,001				
hina (ex Hong				***	•••			150		1	
Siam				***	•••	992	1,100	100	718	776	1,2
apan			***		•••	6,190	12,392	5.973	7,895	14,479	71
	Atlantic c	onst.				7.926,588	7,218,474	6,296,953	42,73,473	37,49,014	7,1 32,36,9
J. S. A	Pacific cor	ist				299,829	348,014	301,706	1.63,835	- 2,07,753	1.73.2
hile						2,250	1,489,574	96,500	1,125	7,56,824	64,6
eru						22,211	15,991	15,000	11.758	7,995	8,7
Argentine Repu	blic finelud		tic coast of I	entagonia)		103,910	49,020	16,700	52,635	24,885	8,3
Brazil			***	· · ·				50	l		
Anglo-Egyptian	Sudan					385 559	489,869	171,059	2,17,732	2,65,013	91.1
Palestine .			***			154,896	148,758	103,542	74,491	79,517	53.3
Uruguay						7,500	21,000	'	3,750	10,750	
										Ī	
			TOTAL			270,822,026	276,452,977	202,240,378	15,83,83,948	15,86,13,727	15,39,94,3

TEA EXPORTS FROM INDIA.

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1912-1913 to 1936-37.

			QUANTITY 1	N LHS.		
Year.	Bengal,	Bombay.	Madras.	Sind.	Burma.	Total.
1912-13 Black Green	 255,902 237 725,275	1,975,545	19,128,739 768,795	2,985	13,865 790	277,023,371 1,495,010
1913-14 Black Green	 265,374,593 35,899	2 604,197	20,917,980 511,066	20,998	7,830 1,028	288,925,586 547,983
1914-15 Black Green	 274,491,324 165,824	4,039,149	21,613 736 381,726	38,318	2,797 560	300.185,324
1915-16 Black Green	 301,275,583 127,049	11,195,037	25,775,616 64,150	26,767	6,060	548,110 338,279,463
(Block	 262,452,389 240,491	3,721,750	24,907,996	45,659	34,323	191,199 201 102,117
Black	 324,824,260 4,258	9,054,340	24,894,951	393,045	3,378	240 491 359,179,974
1917-18 Green 1918-19 Green	 4,258 279,709,808 50,482	14,290,543 6,443	27,065.941	2,538,873 180	940	4 238 323,646,16
1919-20 { Green Green	 341,146,420 500	7.445,141 2,820	29,453,234	1,108,451 360	8,107	57,165 379,161,333
	 250,004,948 228,111	3,600,303	30,637,678	1,274,798 504	5,507	285,543,234 285,543,234 228,615
1920-21 Green 1921-22 Black Green	 283,729,022 356,900	2,259,782	27,233,356	292,483	6,606	313,521,28 316,96
1922-23 Black Green	 253,015,523 780,237	3,909,203	30,386,551	194,591 200	9,895	287,515,768 780,437
1923-24 Black Green	 296,523,379 255,141	3,318,870	38,559,737	93,069	5,181	338,500,23 255,141
1924-25 Black Green	 299,098,573 648,242	2,574,728	37,486,634 230,882	62,644	5,232	339,227,811 879,121
1925-26 Black Green	 279,103,777 920,738	2,531,169	42,745,780 386,962	40,597 65	3,937	324,425,39 1,307,36
1926-27 Black Green	 303,998,747 958,136	1,332,777	42,672,500 262,195	18,141	21,832	348,043,907
1927-28 Black Green	 314,523,746 585,569	693,464	45,384,505 360,050	15,211	52,034	360,668,585 945,649
1928-29 Black Green	 309,531,420 313,719	407,928 60	49,195,433 125 345	13,522	14,770	359,163,003 438,124
1929-30 Black Groon	 325,897,293 465,244	554,178	49,671,327	16,094	30,053	376,168 945 465,211
1930-31 Black Green	 306,208,991 938,040	485,872 128	48,574,502	16,517	14,890	355,3(0,772 938.16
1931-32 Black Green	 294,686,022 608,174	298,285	45,901,455	11,975	12,393	340,910,13
1932-33 Blnek	 323,824,706	161,497	54,836,734	5,489	8,140	378,836,56
1933-34 Black Green	 1	184,530	46,798,554	2,696 24	8,305	317,816,111
1934-35 Black Green	 276,452,977	160,547	48,138,633	66,572	24,409	324,833,18
1935-36 Black Green	 	56,443	50,370,183	:::	38,912	312,705,91
1936-37 Black Green		56,144	45,960,320	10,268	54,811	301,865,145
		"				
				<u> </u>		

								_								. 1
3d 1936.		Total,	ė	35,835,753	32,969,827	37,578,471	35,830,299	41,378,199	35,322,194	34,421,754	32,155,764	35,326,213	44,592,954	10,655,753	32,645,581	445,150,738
rs 1935 an		China, etc.	ë	1,468,504	1,317,200	2,356,470	2,437,450	1,135,138	1,051,456	1,113,315 2,519,835	1,155,462	2,711,055	1,832,222	1,875,511	1,255,914	17,551,576
tenaar yea	DELITERIES.	Java & Sumatra.	ė	2,709,018	2,733,625	3,523,516	3,477,293 2,531,791	3,141,605	3,290,946	3,275,215	3,616,211	3,773,739	5,513,553	3,544,903	2,110,033	41,909,025
rng the ca	2	Ceylon.	ė	10,291,056	9,012,114	8,964,652	8,002,262	9,871,248	9,095,093	8,529,212	9,151,580	9,421,254	11,385,418	10,773,840	9,817,922	116,198,569
Comparative Statement of accoments of tea (Bates and Green) in London awing the catenaar years 1955 and 1936,		Indian.	ė	21,065,175	19,906,885	22,696,296	21,006,239	25,242,635 22,178,285	22,531,700	23,494,521	18,791,504	22,736,159	25,951,461	21,635,299	19,490,972	269,463,777
reen) in L		Total.	4	43,077,099	25,596 661	25,105,392	21,006,786	19,913,792	27,576,319	25,157,028	36,076,457	37,185,310	52,195,835	45,616,485	33,431,596	412,950,658
acs and G		China, etc.	æ.	1,167,977	976,265	2,139,910	2,629,610	2,106,550	937,692	2,372,505	3,464,006	1,031,022	993,157	1,318,649	2,036,787	15,538,661
(T) 227 (IMPORTS.	Java & Sumatra.	ъ.	3,525,610	1,216,228	4,48n,176 3,325,986	3,413,762	1,272,550	3,967,529	3,722,836 2,832,943	3,730,177	1,507,537 2,459,000	1.226,659	1,007,639	2,006,787	38,335,556
overnencs c		Ceylon.	ė	8,690,112	6,988,018 7,585,002	7,315,071	10,651,516	10,171,972	14,069,702	9,139,391	8,233,432 9,786,640	5,592,358	8,014,688	7,682,586	9,504,125 6,369,724	107,100,516
ment of an		Indian.	ъ.	25,733,430	16,592,027	11,576,135	6,764,390	4,648,020	S.403,052 7,421,012	11,116,998	21,645,152	28,754,095 31,562,436	41,974,104	34,365,830	37,772,016 28,592,224	251,975,585 244,690,421
anne				1.1	1.1	11	11	1 1	::	::	: :	::	::	::	. : :	11
paraeree		YEAR.		{1935	{1935	{1935	{1935	{ 1935	{1905	1905	{1855	r {1935	{1935	r { 1935	{1935	{ 1935
~ Com				January	February	March	April	May	June	July	August	September	October	November	December	TOTAL

BENARES OPIUM.

Statement showing the quantity, average price, and gross proceeds of Benares Opium sold during 25 years, from 1912 to 1936.

YEAR.		Quantity.	Average per ch	pric	te	Gross pro	ceed	3.
		Chests.	Rs.	Λs	Р.	Rs.	As.	Ρ.
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	3,13,34,650	0	0
1924		7,391	4,665	8	4	2,80,54,775	0	0
1925		6,119	4,616	15	1	2,54,35,350	0	0
1926		7,950	4,109	2	1	3,19,31,325	0	0
1927		7,330	4,000	0	0	2,93,20,000	0	0
1928		6,516	4,000	0	0	2,60,64,000	0	0
1929		5,701	4,000	0	0	2,28,04,000	0	0
1930	•••	4,882	4,000	0	0	1,95,28,000	0	0
1931	•••	4,036	4,000	0	0	1,61,44,000	0	0
1932	•••	2,052	4,000	0	0	82,08,000	0	0
1933	•••	2,094	4,000	0	0	83,76,000	0	0
1934	•••	1,356	4,000	0	0	54,24,000	0	0
1935	•••	292	4,000	0	0	11,68,000	0	0
1936*	•••							

^{*} No sale,

BENARES OPIUM-(contd.)

Statement showing the quantity, average price and gross proceeds of Benares Opium sold each month during 1935 and 1936.

	19	35		Quantity in	Average per cl	price iest	Gross proc	ecd	В.
				chests.	Rs. 2	As. P.	Rs.	As.	P.
January .				35	h		1,40,000	0	0
February .					li				
March .									
April .					11				
May .			***						
June .				127	4,000	0 0	5.08,000	0	0
July .									
August .			***		li .				
September .					li				
October .				130			5,20,000	0	0
November .					1				
					H				
December .		***			1				
December .		Total		292	4,000	0 0	11,68,900	0	0
December .					4,000	0 0		0	0
December .		Total		292 Quantity	Average	prico		_	_
December .				292	Average per el	prico	11,68,000	_	В.
January		Total		292 Quantity	Average per el	price	11,68,000 Gross proc	ned	В.
	19	Total		Quantity in chests.	Average per el	price	11,68,000 Gross proc	ned	В.
January	19	Total		Quantity in chests.	Average per el	price	11,68,000 Gross proc	ned	В.
January February		Total		Quantity in chests.	Average per el	price	11,68,000 Gross proc	ned	В.
January February March		Total		Quantity in chests.	Average per el	price	11,68,000 Gross proc	ned	В.
January February March April		Total		Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.
January February March April May		Total		Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.
January February Maroh April May June	15 			Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.
January February March April May June July		Total		Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.
January February March April May June July August		Total		Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.
January February March April May June July August Soptomber		Total		Quantity in chests.	Average per el Rs	price nest As. P.	Gross proc Rs.	ned	В.

THE SALT TRADE.

quantity (in maintas of 55‡ tos.) of stat inhorita vivo Dinjat, and the aminim westigs for during 25 years from 1912-1913 to 1936-37.

				•		•																			
outta price por 100 mds. of Liverpool Salt, exeluding duty.	. As. P.	60	9	4	000	-	9	30	NO	000	c	9	-	C	00	2	2	0	c	¢	c	o	10	00	5
Annual avorage Cal-	8	69	活.	E	4	2	5	3	38	3 :	8	6	8	3	911	118	96	83	69	8	8	25	55	13 2	2
Total Imports.	Mds.	306	126	11,966,504	14,191,910	10,628,404	8,572,142	10,208,506	11,201,330	19 610 114	14,581,435	10,576,255	15,173,191	13.692.202		12,870,851					3	98	19	15,357,931	- 68
From Madras and other Indian Ports,	Mds.	32,611	:	261,042	317,103	-		:			558.224	_				_		66		1.198 251	1,611,404	2,040,855	3,107,883	2,851,322	2,691,596
From Bombay and Sind,	Mds.	934,430	_	~					423,433			255,120	974,096	336,366	602,018	878,786	759,104	1,424,394	1.187.159	1.675,703	1,301,092				3.593,247
From other Coun- tries.	Mds.	2,709,556	2,230,686	1,638,151	3.741,874	2,094,806	3,109,467	0,133,034	2,331,444	9 980 465	2,308,230	1,575,157	4,472,498	2,717,881	3,216,271	196,340	954,565	2,636,311	76,592		1,811,952	275,102	165,864		:
From Red Sea Ports	Mds.	897,582	3,374,837+	1,660,681	1,654,875	4	1,202,075		1,407,744						1,477,453	3,523,206	3,206,220	1,523,135	4.296,286	503,243	1,023,340	:	:	;	:
From Aden.	Mds.	3,407,760	2,820,388	4,033,560	2,113,275	2,211,654	2,840,266	2,003,018	1,602,0191	100807	4.494.814	4,165,932	4,952,396	5,135,671	1,289,309	3,711,459	4,377,620	5,895,961	4,855,474	3,322,781	7.911.327	7,683,657	7,251,657	7,821,093	1,934,103
From other Euro- pean Countries,	Mds.	1,857,716	2,202,709						1016,760	1.444.033			331,025	27		_	_	_	835	1,155,820	165	:	:	:	:
Гуот Сегтаву.	Mds.		790,446		8,000	:		:	0.050 747		1,175,205	400,523	562,062	628,046	1,202,840	714,094	607,910	765,960	1,441,711	310,010	756,696	1,050,264	935,360	1,071,260	1.136.357
From United King-	Mds.	3,979,219	3,251,373	2,148,520	3,261,241	2,432,038	349,192	200,470	0 212 100	1,603,260	2,102,107	2,323,720	2,649,881	2,720,335	1,273,547	2,035,348	1,779,322	2,076,918	998,034	538,655	645,068	13	16	1200	51,736
		:					:		:			:	:	:	:	:	:	:	1	;	:	:	:	:	
YEAR,		:	:	;	:	1	÷	1		: :	:	i,	:	;	:	:	:	:	:	:	:	:	:	1	p1,736 11,136,357
		1912-13	1913-14	1914-15	1910-16	10101	1018.10	1010.00	1920-91	1921-22	1922-23	1923-24	1924-25	1920-26	1020-27	1000 00	1000	1020 23	10001	1001-32	1000 00	100000	1025 90	1936-37	

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waa sake waten was in provious saacement saown under ' from other Conneres' is now under ' from keel see Fores		
Connences	44450 200 C	
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previous	Total Company	
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		193	35.			193	6.			
WHEAT.	May.	June.	July.	August.	May.	June.	July. A	ugust.		
D/Payment 4 M/S s.	1 6 ₁₆	1 622	1 63	1 61	1 64	1 62	1 61	1 61		
haupt {D/Payment 3 M/S 8.	1 6 0	1 61	1 67	1 6,7,	1 6₹⊊	1 67	1 650	1 631		
No. 2 (ready) Rs. (including bag)	3-6-0	3-4-0	3-4-3	3-4-0	†3-4-0	†3 -4- 6	†3-9-0	3-11-0		
Current rate per Md. by Rail, Cawnpore to Howrah Rs. p. Ten, 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	(a)	0-9-3 (a) 1-10-0	(a)	(a)	0-9-3 (a) 1-10-0		
pping Charges (boating) per ten. Calcutta.	Avera	go Rs. l	1-8-0 per 934-35	ton.	Aver	age Rs.	1-5-0 per 35-36	r ton.		
gerts { Bongal Tons. Bombay ; Sind ; Madras, otc ; Burma ;			142 1,280 9,510		. 16 1,541 7,833 200 9,590					
Total ,,			0,962		1936.					
		19	35.							
Linseed.	May.	June.	July.	August	May.	June.	July.	August		
dange D/Payment 4 M/S s.	1 6,5	1 64	1 61	1 61	1 6					
D/Payment 3 M/S s.	1 64	1 61	1 62	1 63	1 6	1 62	1 639	1 6,7		
ios Calcutta, per B. Md. Small grain (ready) Basis 5% refraction Rs.	‡4·12·0	\$4-10-	14-9-	6 ‡4-11-	5-0-1	5-0-0	5-9-0	5-14-		
ight Current rate per Md. by Rail, Cawnpore to Howrah Rs. p. Ton, Steamer, Calcutta to London £	(a)	(a)	(a)	(0) (a)	(a)	(a)	(a)		
ipping Charges (boating) per ton. Calcutta.	Aver	age Rs.	1-8-0 p 934-35	er ton.	Ave	orage Rs	. 1-5-0 pe 35-36	r ton.		
Bengal Tons.		-	96,605		82,151 75,566					
ports Bombay , Sind , Madras, etc , Burma ,		,	11,443		7,026					
Total "		- 7	238,365	164,743 † Spot rate.						

RAILWAY FREIGHT ON WHEAT AND LINSEED,

Statement showing the lowest rates in force, per maund, for Wheat and Linseed from Caumpore to Howrah for 20 years from 1917 to 1936.

YEAR				M	ıv.					Jυ	NE.					Jυ	LY,				Z	luc	UST.		
		W	itea	ıt.	Lir	sec	d.	W	hea	t.	Lin	800	d.	W	hea	t.	Lin	180	ed.	w.	hes	t.	Lin	1801	ed.
		Γ																			_	_	-	-	_
		Rs.	Α.	Ρ.	Rs.	Α.	P.	Rs.	Α.	P.	Rs.	Α.	Ρ.	Rs.	Α.	Ρ.	Rs.	Α.	P.	Rs.	Α.	P.	Rs.	Α.	Р.
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	G	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	\mathbf{s}	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11
192		0	8	11	0	8	11	0	8	11	0	8	11	0	s	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
1025		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	Ś	11	0	8	11	0	8	11	0	8	11	0	s	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	1)	0	8	11	0	8	11	0	8	13	0	8	11	0	8	11
1929		0	S	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	s	11
1932		0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0	s	n	0	8	11
1933	•••	0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	6	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		0	8	- 1	0		11
1935		0	8	11	0	8	11	0	8	11	0	8	11	0	8	11	0		11	0		11	0		11
1936		0	9	3	0	9	3	0	9	3	0	9	3	0	9	3	0	9	3	0	9	3	0		3

(a) Including surcharge.
 (b) Excluding surcharge which is Rs. -/2/6 per rupes in case of linseed only.

RATES OF FREIGHT IN THE PORT OF CALCUTTA-1935. -1st QUARTER.

1							
			TO LO	NDON.		TO LIVE	RPOOL
STAP	LES.	STEA	MERS.	SAILING	Vessels.	STEAR	tens.
		Highest.	Lowest.	Highest	Lowest.	Highest	Lowest.
		£ s. d.	£ s, d.	£ s. d.	£ s. d.	£ 8. d.	£ s. d.
Saltpotro Rice and Wheat Linseed Rapesced Tilteed Rapesced Files Gene Cotol Hides Fin Shellac Silk Jalo Castor di Turmoric Gannics	per ton , .	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 1 3 2 2 5 0 2 2 6 3 3 6 3 1 10 0 2 1 3 1 17 6 2 1 3	1 12 6 1 10 0 1 18 0 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 1 10 0 2 1 3 2 1 3 2 1 3 2 1 3 3 1 10 0 2 1 3 3 1 10 0 2 1 3 3 1 10 0 3 1 0	Nil.	Nü.	Same as London.	Same as London.

2nd OUARTER

			TO LO	NDON.		TO LIVI	ERPOOL.
STAPL	ES.	STEAM	TERS.	SAILING	Vessels.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
Salipetre Rice and Whont Linneed Rapeaced Titleed Rapeaced Titleed Coppysect Juty Cotton Cotton Cotton Hides Tea Shollac Silk Tale Castor oil Turmeric Sunnies	per ton p	£ s. d. 1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 1 3 2 5 0 2 1 2 6 1 10 0 2 1 2 1 3 1 17 6	£ s. d. 1 12 8 1 10 9 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 5 0 2 12 6 1 10 1 2 1 3 1 17 6 2 1 3	£ s. d.	£ s, d.	Same as London. **	Same as London.

			TO LO	NDON.		TO LIV	ERPOOL.
STAPI	ES.	STEA	MERS.	SAILING	VESSELS.	STRA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpotre Rice and Wheat Linseed Rapeseed Tilseed Poppyseed Jute Cotton Cutch Hides Tea Silk Tale Castor oil Turmerie Gunnies	per ton , .	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 0 2 12 6 1 10 0 2 1 2 1 2 1 3 2 5 0 2 1 2 0 1 10 0 2 1 3 2 1 3 2 5 0 2 1 2 0 3 1 17 6 2 1 3	1 12 6 1 10 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 6 2 12 6 1 10 9 2 1 3 2 5 6 2 12 6 1 10 8	Nil.	Nu.	Same as London.	Same as London.

4th QUARTER,

			TO LO	NDON.		TO LIVE	ERPOOL.
STAPI	JES.	STEA	MERS.	SAILING	VESSELS.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ 8. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre Bice and Wheat Linseed Raposoed Tilseed Poppyseed Jute Cotton Cutch Hides Tea Silk Tale Castor oil Turmeric Gunnies	per ton , .	1 12 6 1 18 9 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 1 3 2 5 0 2 12 6 1 17 6 2 1 3 2 1 17 6 3 1 1 1 6 3 1 1 7 6 3 1 7	1 12 6 1 10 9 1 18 9 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 1 3 2 2 1 3 2 2 2 6 2 12 6 1 17 6 2 1 3 1 17 6 2 1 3	Nil.	Nil.	Same as London.	Same as London.

N.B.—Subject to rebate of 10% not exceeding 5s. per ton.

225

RATES OF FREIGHT IN THE PORT OF CALCUTTA-1936.

			то го	NDON.		TO LIVE	ERPOOL.
STA	PLES.	STEAT	MERS.	SAILING	VESSELS.	STEA	MERS.
		Highest.	Lowest	Highest.	Lowest.	Highest.	Lowest,
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetro Rice and Wheat Linssed Rapeseed Tilkeed Poppyseed Juite Catton Catton Catton Siklik Tale Siklik Tale Castor Oil Tarmerio Gunnice	per ton 11 11 12 13 14 15 17 18	1 12 6 1 18 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 1 3 2 5 0 2 2 2 6 1 10 0 2 1 17 6 1 17 6 2 1 3 2 1 3 2 1 3 2 1 1 3 2 1 1 3 3 2 1 3 3 2 1 3 3 2 1 3 4 1 1 3 5 1 1 1 3 6 1 1 1 3 7 1 1 3 8 1 1 1 3 8 1 3 8 1	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 0 2 12 6 1 10 0 2 1 3 2 1 3 2 5 0 2 12 6 1 10 0 2 1 3	Nil.	Nil.	Same as London.	Same as London.

2nd QUARTER.

			TO LO	NDON.		TO LIVI	ERPOOL.
STAP	LES.	STEA	MERS.	SAILING	Vessels.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpotro Rico and Wheat Linsced Rapessed Tilsced Poppyseed Jate Cotton Catch Hides Tea Shellae Shellae Shellae Castor Oil Turmeric Gunnies	per ten ,	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 0 2 2 6 1 10 0 2 12 6 1 10 0 2 1 3 1 16 3 2 1 3	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 17 6 1 17 6 1 17 6 2 1 3 2 1 3 2 5 0 2 12 6 1 10 0 2 1 17 6 2 1 3 1 17 6 2 1 3	Nil.	Nil.	Same as London.	Same as London.

RATES OF FREIGHT IN THE PORT OF CALCUTTA—1936,—(concid.) 3rd QUARTER.

			TO LO	NDON.		TO LIV	ERPOOL.
STAPLES.		STEA	MERS.	SAILING	Vessels.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre Rice and Wheat Linseed Linseed Rapeseed Tiliseed Julia	per ton	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 0 2 1 2 5 2 1 2 6 1 10 0 2 1 17 6 2 1 3 2 1 3 2 1 17 6 2 1 3 2 1 3 2 1 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 12 0 1 10 0 1 10 8 1 11 3 1 16 3 1 17 6 1 17 6 2 1 3 2 5 0 2 2 5 0 2 2 12 6 1 10 0 2 1 3 1 17 6 2 1 3 2 1 1 6 3 1 1 6 3 1 1 7 6 3 1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	Nil.	Nil.	Same as London.	Same as London.

4th QUARTER.

			TO LO	NDON.		TO LIV	ERPOOL.
STAPI	æs.	Steam	HERS.	SATLING	VESSELS.	STEA	MERS.
		Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
•		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpotre Rice and Wheat Linseed Rapesseed Tilseed Poppyssed Outeh Hides Cotton Cotton Shollae Shollae Tala Castor Oil Turmerie Gunnies	per ton	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 2 1 3 2 1 3 2 1 3 2 2 5 0 2 2 2 6 1 10 0 2 1 3 1 17 0 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 2 1 3 3 2 1 3 3 2 1 3 4 1 1 0 0 2 1 3 3 3 1 1 0 0 3 1 1 1 0 0 3 1 1 0 0 3 1 1 0 0 3 1 1 0 0 3 1 1 0 0 3 1 1 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 1 0 0 0 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 12 6 1 10 0 1 8 9 1 11 3 1 16 3 1 16 3 1 17 6 1 17 6 2 1 3 2 1 3 2 5 0 2 2 6 1 10 0 2 1 8 1 17 6 2 1 3	Nil	Nil.	Same as London.	Same as London.

N.B. -Subject to relate of 10% not exceeding 5s, per ton.

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Satement showing the value (in Tens of Rupess) of total Imports and Exports of Memoratoria and Transums (exclusive of Government Stores and Transum) from and to Foreign countries by Sea in the Previdency of Bengal, and its Chief Port, Calcutte, during free years, from 1931-32 to 1935-36.

			BENG/	L PRESID	ENCY.	ı		C	ALCUTTA.		
		1931-32.	1932-33,	1933-34.	1931-35.	1905-36.	1931-32.	1932-33,	1933-34.	1931-35.	1935-38.
MERCHANDIST	e	Rx.	Rx.	Rx,	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imports		31,660,818	35,435,017	32,829,555	36,151,187	38,639,578	33,810,701	31,710,461	32,188,327	15,123,514	37,801,700
Erports { Indian Foreign	.::	61,635,388 5/24,598	55,731,184 823,559	63,310.810 351,754		66,010,107 352,116	57,817,412 523,200	51,923,757 323,483	58,115,011 314,917	\$6,961.782 335,898	60,874,356 317,977
Total		61,559,986	56,051,743	63,692.561	02,722,710	68,392,523	58,310,702	52,247,210	58,459,978	57,297,680	61,222,333
Net exports		29,899,168	20,619,696	30,863,010	26,568,000	27,755,915	21,499,998	17,536,779	26,331,651	21,074,166	23,420,624
TREASURE.	- 1										
Impects		1,227,568	266,172	94,523	139,750	903,067	1,227,568	206,172	91,521	130,750	203,957
Esports		188,604	1,391,888	83,616	1,855,074	65,351	188,624	1,391,888	83,616	1,855,074	65,351
Net imports		1,038,914	*1,125,716	10,907	*1,724,324	138,606	1,038,941	1,125,716*	10,507	1,724,334	138,600
Grand total of exports	net 	28,990,224	21,745,412	30,852,102	28,292,920	27,617,339	23,461,034	18,662,495	26,320,741	23,098,490	23,282,018
	_				*Net l	xports.					

FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Tens of Rupees) of total Imports and Exports of Government Stooms and Transums from and to Foreign consurers by San in the Presidency of Dengal, and its Chief Port, Calcutta, during five years, from 1931-33 to 1935-36

		BENG	al Presi	ENCY,				CALCUTTA				
	1931-32,	1932-33,	1933-31.	1931-35,	1935-36,	1931-32,	1932-33,	1933-31,	1931-35.	1935-36.		
GOVERNMENT STORES:												
Imports-	Rx.	FOR OTHER DEPTS. OF STATE For State Rys	823,192	400,068	457,602	460,369	700,023	823,082	400,068	457,615	400,369	700,623
Total Imports	823,992	400,068	457,699	460,360	700,623	823,993	400,068	457,615	400,309	760,622		
Exports-												
Indian Foreign	585,303 3,627	378,620 3,573	432,596 1,591	227,770 3,149	170,899 9,027	595,963 3,627	378,620 3,573	432,596 1,591	227,770 3,149	170,88 9,02		
Total exports	588,930	382,193	431,187	230,919	179,926	583,000	382,193	431,187	230,019	170,92		
Net imports of Stores	235,052	17,875	23,505	228,450	590,097	235,052	17,875	23,458	229,450	520,69		
TREASURE.												
Imports	1,510,581	1,412,919	1,897,830	1,657,376	191,426	1,519,581	1,412,919	1,897,830	1,657,376	191,42		
Net exports of Trea-	1,519,581	1,412,910	1,837,830	1,057,376	101,426	1,519,591	1,412,019	1,897,830	1,657,376	191,42		
Grand total of net imports	1,284,529*	1,395,014	1,874,334*	1,427,926*	329,871	1,284,629*	1,395,014*	1,874,381*	1,487,920	329,27		

Rx. (tens of rupous.)

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 1926-27 to 1935-36,

STEAMERS.

			Es	TERED.			İ		C	LEARED.		
YEAR.	Wit	h cargoes.	In	ballast.		TOTAL.	Wi	h cargoes.	In	ballast.		POTAL.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1926-27	308	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	513,452	462	1,652,571	473	1,737,168	60	198,218	533	1,935,386
1928-29	365	1,304,674	121	338,014	186	1,692,688	535	1,911,693	75	245,147	610	2,156,840
1929-30	303	1,098,038	162	538,306	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	805,970	112	400,585	324	1,206,555	363	1,298,450	41	162,326	104	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
1935-36	157	557,682	79	272,085	236	829,767	374	1,413,826	46	160 356	420	1,574,189

SAILING VESSELS.

			E	TERED.					C	CLEARED.		
YEAR.	Wit	h cargoes.	In	ballast.		FOTAL.	Wit	h cargoes.	Ir	ballast.		TOTAL
	Nos.	Tons.	Nos.	Tons,	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
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	l		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	470			3	470
1934-35	3	468			3	468	3	468			3	468
1935-36	2	325			2	325	2	325			2	325

SHIPPING TRADE OF CALCUTTA.

falls showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Fort of Calcutta sharing ten years from 1926-27 to 1935-36.

STEAMERS.

			Е	NTERED.					(DEARED.		
Tean.	Wit	h cargoes.	In	ballast.		TOTAL.	Wit	h cargoes.	In	ballast.		POTAL.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1931-27	300	1,121,526	130	450,250	430	1,571,776	555	2,068,061	50	173,993	605	2,242,054
1997-25	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	73	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	2,073,780
1930-31	270	976,736	106	369,141	376	1,345,877	395	1,448,698	63	214,284	458	1,662,982
1501-32	207	790,462	110	394,421	317	1,184,883	361	1,211,915	38	148,562	399	1,360,477
1002-33	172	630,251	109	372,104	281	1,002,355	368	1,307,509	32	117,765	460	1,425,274
183-34	160	601,905	105	389,139	265	991,044	374	1,377,322	23	84,225	397	1,461,547
1994-95	163	601,161	77	270,694	240	871,855	364	1,323,954	31	115,225	395	1,439.179
1995-96	152	543,799	79	272,085	231	815,884	374	1,413,826	45	156,308	419	1,570,134

SAILING VESSELS

			E	NTERED.					C	LEABED.		
YEAR.	With	cargoes.	In	ballast.		TOTAL.	Wit	h eargoes.	Iı	ballast.	5	COTAL.
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1995-27	5	876			5	876	5	882			5	, 882
	5	793			5	793	6	917			6	917
	5	860	1	290	6	1,150	5	860			5	860
	3	471			3	471	3	471			3	471
	3	471]		3	471	3	471	1	149	4	620
	3	518			3	518	3	518			3	518
	2	325	1	291	3	616	2	325			2	325
	3	470			3	470	3	470			3	470
		468			3	468	3	468			3	468
935-36	2	325			2	325	2	325			2	325
	195-27 197-28 193-29 193-31 1931-22 1933-34 1933-34	Nos. 193-27 5 1927-28 5 1928-20 5 1928-30 3 1933-32 3 1923-33 2 1933-34 3 1944-35 3	No. Tons. 198 97 5 870 192 98 5 860 193 93 3 471 193 193 3 471 193 192 2 3 518 194 23 2 223 293 34 3 470 184 52 3 470	Tran. With cargoes. In Nos. Nos. Troms. Nos. 19937 5 876 19939 5 703 19939 3 471 19939 3 471 19939 3 471 19939 3 471 19939 3 471 19939 3 518 2 19939 3 470 19939 3 470 19939 3 470 19939 3 470 19939 3 470 19939 3 470 19939 3 470 19939 3 470 19939 19939 3 470 19939 19939 3 470 19939 19939 3 470 19939 19939 3 470 199399 19939 19939 19939 19939 19939 19939 199399 19939 19939 19939 19939 19939 19939 199399 19939 19939 19939 19939 19939 19939 1993999 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 199399 19939999 199399 199399 199399 199399 199399 199399 199399 199399 199399 1993999 199399 199399 199399 199399 199399 199399 1993999 1993999 1993999 1993999 1993999 1993999 1993999 1993999 1993999 1993999 1993999 1993999 19939999999 199399	No. Tons. No. Tons. Word	Time. With eargees. In hallast. Image: Control of the property of th	Tight With cargoes. In ballast. TOTAL. Nos. Tons. Nos. Tons. 183-71. 5 876 5 876 187-82. 6 793 5 763 189-93. 5 860 1 290 6 1,150 189-30. 3 471 .3 471 199-41. 3 471 .3 471 30-52. 3 518 .3 518 292-33. 2 325 1 291 3 616 293-34. 3 470 .3 470 .3 470 36-65 86 .3 468 .3 468	Table With cargoes In hallast Total. With cargoes In hallast Total. With cargoes In hallast Total. With cargoes Nos. Tons. Nos.	Table	Time	Time. With eargoes. Jn ballast. Total. With eargoes. Jn ballast. Nos. Tons. Nos. Tons.	Time. With eargoes. In ballast. Total. With eargoes. In ballast. Total. Nos. Tons. Nos. Tons. Nos. Tons. Nos. Tons. Nos. 18247. 5 870 5 876 5 882 5 18729. 5 793 0 997 6 18939. 3 471 3 471 3 471 3 19839. 3 471 3 471 3 471 3 19839. 3 471 3 471 3 471 3 19839. 3 471 3 471 3 471 1 149 4 30829. 3 518 3 3 471 3 470 .

MINERAL PRODUCTION IN BRITISH INDIA.

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1916 to 1935.

	Cor	ıl. *	Go	ld.	Manga	ese Ore.	Mi	en.	Petrole	tm.	Salt.	‡	Tin C)re.
ear.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
-	Tons.	Rx.	Ozs.	Rx.	Tons.	Rx.	Cwts.	Rx.	Gallons.	Rx.	Tons.	Rx.	Owts.	Rx.
1010	17,254,309	5,817,846	25,412	160,975	617.461	2,172,313		163,162	297,189,787				4,451	33,5
	18,212,918	6,767,468	24.267	153,502	546,756	2,142,903	40,881	212,289	282,759,523		1,427,600			39,1
	20,722,493	9,025,822	20,203	117,646	472,201	2,068,240	54,118		286.585,011		1,856,696		7,998	82,7
	22,628,037	10.119.256	11,365	58,639	477,118	1,396,973	45,777	219,803	305,749.138	6,045,221	1,891,138			137,
920	17,962,214	9,297,853	13,720	80,892	664,287	3.248,791	46,723	234,412	203,116,834				54,243	190,
	19,302,947	13,010,065	10,189	72,825	614,336	2,095,170	32,269	158,779	305,683,227	8,405,963	1,533,679			197,
922		14,633,014	8,456	61,358	423,498	1,236,769	31,434	118,705	298,504,125					230,
923		14,605,975	1,638	10,981	591,662	2,884,197	33.166	156,797	294,215,053		1,781,156			278,
024 5	21,174,284	14,965,342	3,773	24,637	668,929	3.199,548	40,538	204,372	294,571,692		1,623,475			289,
925 9		12,640 091	362	2,127	711,247	2,968,142	45,391	217,286	289,606,542		1,295,144			356,
		10,149,963	1,212	7,313	858,004	2,945,832	41,451	219,932	280,369.326		1,638,749			443,
	2,082,336	9,487,001	2,502	14,419	879.137	3,054,334	42,081	242,736	281,113,909	5.924,767	1,611,945			
	2,542,872	8,849,503	117	777	716.928	2,382,425	44,629	239,355	305,943,711	5,781,039	1,515,349			454,
	3,418,734	8,935,912	72	433	751,006	1,788,150	53,065	265,129	306,148,093		1,734,660			540,
	3,803,048	9,262,532	98	642	623,678	1,390,153	52,519	266,068	311,030,108		1,571,206			322,
	1,716,435	8,269,836	51	281	347,373	766,523	38,863	203,263	305,018,751					211,
32 2	0,153,387	6,809,660	107	799	88,119	120,165	32,643	143,190	308,606,031			1,218,794	59,354	295,
		6,117,774	334	2,459	53,240	70,809	41,005	167,904	306,009.022			1,168,599	64,440	460,
34 2	2,057,447	6,306,095	1,010	7,206	221,282	372,171	55,555	206,747	322,025,280		1,963,702	1,167,368	78,144	684,
35 2	3,016,695	6,522,084	1,528	11,951	422,847	944,476	58,553	253,944	322,662,336	(a) 6.231.493	1,948,173	1 168 914	88,056	762,
1				,	,,,,,	,	,000		,,	(a)	-,	-,,	1 -2,000	.02

Rx. (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 1916 to 1935.

Year.	Iron (a		Saltp	tre. †	Chror	nite	Grap	hite.	Magn	esite.	Jades	tone.*	Coppe	r Ore.	Rubies, &	apphires
2001.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value,	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	Rx.	Cwts.	Rx.	Tons.	Rx.	Tons.	Rx.	Tons.	Rx.	Cwts.	Rx.	Tons.	Rx.	Carats.	Rx.
1916 1917	411,809 413,356	51,148 50,364		928,512 819,506	10,357	15,172 28,154	52 61	252 362	17,540	21,048 21,830	6,136	122,488			209,724	
1918	492,669	61,657	504.846	910,258	94 029	36.883	180	480	5.773			128,917 137,185		•••	198,200	
1919	563,750	45,887		485,589		44.248	. 22	731	13.012			96,334			158,577	60,46 108.08
1920	558,005	118,163		554,709		72,614	83	415	11.300			180,728			155,604	61,98
1921	942,084	210,833	319,2046	539,710	27,727	12,944		78	17,152	20,582	5,374	189,803	1		193,915	75.24
1922	625.274	156,643	233,633b	357,652	19,695	30,389			18,417	22,100	5,762	187,217			231,160	
1923	\$21,053	209,389	173,962b	228,880		35.779			19,336	23,203	3,471	91.637			187,010	
1924	1,445,513	388,658		252,407		40,145		***	24,427	29,312	2,978	76,245			101,097	48.33
1925 1926	1.544,578	447,910		196,330		33,454		***	29,620	41,468	972	16,275			149.037	36,51
1926	1,846,735	468,567 510,186		132,454		25,474		***	28,676	34,192	2,235	47,022		***	105,571	46,67
	2,055,992	553,501	\$9,570c	152,267 100,003		26,744 27,898		***		20,266		30,244			39,590	27,987
1929	2,428,555	649,124		96,105		33.520			22,542	14,174 10,872	2,817	58,247			40,380	17,751
1930	1,849,625	487.253		72,150	30,488							48,616	73,519	176,842	43,650	18,176
1931	1,624,883	415,874		99,109		21.856		8	15,563 4,978	2,154	1,572 2,551	21,852	119,787	259 971	30,090	13,112
1932	1,760,501	391,977		122,732		11,239	i š	8	13,492	6.448		35,226(e) 44.669(e)	144,250 165,977	229,503 266,957	8	4,286(d
1933	1,228,625	249,791	189,546e	155,782		14,243	1		11,131	6,756		12,770(e)	181,907	242,004	i.103	8 58
1934	1,916,918	297,180	166,282c	133.817	9,356	12,743	99	5	11,859	7.121		14,586(e)	280,433	331,096	21,775	3,634
1935	2,364,297	355,033	173,259c	133,558	19,039	23,737	407	932	12,840	7,591	1,335	7,551(e)	298,740	340,239	105,642	11,439

* These figures represent exports by sea and land in each official year. § Not available. Rx. (tens of rupees.)
† These figures for Calcutta and Midras relate to official years from 1916. The figures of value from that year have been calculated (of Incidual) gengrates for you of Sulpeter at Calcutta.

(of Incidualing figures for you of Sulpeter at Calcutta.)
(of Incidualing the output of Kuthez Saltyetre in Bihar, which was not included in the total prior to the year 1021.

(c) Export figures. and Sapphires only.

(d) Value of export by Sec cally.

COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years, from 1917 to 1936.

Yea	ır.	Assam.	Bengal.	Bihar.	Orissa.	Punjab.	Central Provinces.	Central India.	Nizam's Territory. (Hydera- bad).	Raj- putana. (Bika- neer.)	N. W. F. Province.	Balu- chistan.	Burma.	TOTAL.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1917 1918 1919 1920 1921 1922 1923 1924 1924 1925 1924 1925 1925 1928 1929 1931 1931 1931 1931 1931 1931 1931		301,480 294,484 291,734 325,535 312,465 312,465 313,842 311,691 323,492 311,691 323,699 322,516 359,040 275,021 214,134 189,527 220,737 203,239	5,302,955 5,777,632 4,295,642 4,295,642 4,328,986 4,621,578 5,031,655 5 137,688 5,630,993 5,965,104 6,316,528 5,810,184 5,782,603 6,159,486 6,159,486 6,159,486	12,990,481 12,711.328 13,212,250 14,105,529 13,938,509 13,955,775 14,517,866 14,827,453 15,133,144 15,064,425 13,532,794	(b)	49,869 50,418 46,893 55,078 67,242 67,180 63,501 80,432 74,662 68,043 62,704 46,152 43,136 50,619 54,840 72,857 94,099 125,266 125,266 125,266	371,498 481,470 497,021 491,020 712,914 675,914 675,914 675,914 675,915 679,981 708,554 633,252 606,758 732,353 882,331 955,888 1,004,301 1,163 096 1,600,911 1,842,492 2,118,677 2,090,750	198,407 199,975 182,141 158,031 161,231 175,930 235,298 219,708 217,7691 218,750 205,132 1193,233 226,928 240,488 252,768 289,331 329,369 329,488	680,629 659,122 662,196 694,080 688,721 642,830 653,429 644,775 667,877 731,765 812,298 757,575 781,121 753,022 769,636 729,414 852,739	16,045 11,334 14,760 18,216 24,521 15,055 17,119 28,153 31,275 31,275 35,123 38,148 37,043 38,148 37,043 34,425 36,510 34,427 36,510	215 240 20 	40,785 43,125 34,328 33,941 54,627 60,133 42,562 40,557 15,586 14,797 16,222 16,554 18,928 11,462 14,740 9,558 8,099	1,500 300 172 1,271 255 25	18,212,91 20,722,49 22,628,03 17,992,21 19,302,94 19,010,93 21,174,28 21,904,37 20,990,16 22,982,33 22,542,87 23,418,73 23,418,73 24,176,43 21,716

(a) Figures prior to 1936 include Orissa.
(b) Figures included in Bihar.

COAL IMPORTS INTO BRITISH INDIA.

8 Statement of the quantity of Coal (exclusive of Georemment Stores) imported into British India, from Foreign countries, showing the share of each Province during 20 years from 1916-17 to 1935-36.

					Сол	L.				C	oke & Pat	ENT FUE	L.		
					Imported	l into—					Imported	l into—			TOTAL COAL AND
	Year.		Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	Тотаь.	Соке, &с.
			Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1916-17 1917-18	***		4,369 4,982	33,305 11.249	881 155	250 92	9,660 7,195	48,465 23,673	1	1	177	45 51	425 1,059	17,260 649	
1918-19			1,057	53,140	25		12,412	66,634	0	ĺ ¹i	ا" ا	01	1,174	1.116	24,789 67,808
1919-20			7,241	24,252	156		6,531	38,180			256	58	958	1,174	
1920-21			4,579	43,095		257	38,062	85,993		188	111	85	619	1,272	86,996
1921-22	***	• • •	14,209		86,197	63,947		1,489,282	103	5,034	1,254	205	*5,309	1,003	. 1,501,187
1922-23 1923-24	***	***	26,247	620,925	57,564	91,255	85,819	881,810	441	10,589	1,952	921	13,174	11,905	908,887
1924-25	•••		3,016 1,850	375,092 288,809	67,203 31,332	89,188 106,880	57,469 19,161	591,968 448,032	50 112		1,974	372 632	*18,979	27,077	614,308
1925-26			3,325	232,606	19,911	83,452	33,010	372,304	112	2,313	1,193	507	30,913 25,830	22,340 34,632	482,664 402,147
1926-27			5,302	118,027	10,511	14,303	4,091	141,733		519	1,090	342	10,847	12,798	154,531
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	133,479	1,551	25,305	6,533	170,557	67	1,088	3,056	51	15,723	19,985	190,542
1929-30	***		2,743	182,680	1,941	30,173	6,689	224,226		1,034	963	198	10,573	12,768	236,994
1930-31 1931-32	•••		1,417	103,532	13,568	31,660	5,511	155,688		1,005	1,572	166	20,173	22,866	178,554
1932-33			1,395 689	27,848 11,210	8,036 2,542	13,179 12,230	5,161 8,129	55,619 34,800		904 626	752 660	25	10,463 11,392	12,144	67,763
1933-34		***	472	14,411	4,082	25,643	11,743	56,351	***	710	740		18,341	12,678 19,791	47,478
1934-35			1,666	20,326	1,015	26,925	6,812	56,754		451	887	***	12,830	14,168	76,142 70,922
1935-36			592	13,306	1,010	42,423	3,116	59,437		901	901		14,652	16,454	75,891

* of which 11 and 8 tons are patent fuel for 1921-22 and 1923-24 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

	Year.		1	Exported	from—(I:	dian M	ERCHAND	ise).	E:	xported fi	om—(Fo	REIGN ME	RCHANDIS	E.) ‡	Total; exports.
	Year.		Bengal,	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	exports.
			Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1916-17		}	*2,917 †823.124	1610	15,408			*2,976 †829,142	3	14				214	832,33
1917-18		}	†254,503 *389	1542	†860			†255,905 *48S	}	121			200	1,095	257,40
1918-19		{	+142,942			*5		†143,627	ĺ				974		143,71
1919-20		}	+672,778 *1,429	†6,991 *199				1679,769 1,628	į	208				208	681,60
920-21		į	† 1,135.722 *1,538			†3,556 *52		†1,142,608 *1,803	ĺ	713				711	1,145,12
1921-22		{	† 111,537 *1,026	†1,680 336		†152		†113,370 *1,362	į	30,105				30,105	144,83
922-23		į	† 97,611 *262	† *306		+3	+1	197,624 *568	į	50,780		140		50,920	149,11
923-24		ş	†131,559	†800 *2	:::	148	+10	†132,517	i	41,072		15,192		56,264	* 188,81
924-25		}	+228,117 *1,163	† _{*10}		†10	†110		į	42,342		22,622		65,004	294,30
925-26		}	†240.224 *615	+21 *102				†240,245 *717	į	39,602		7,050	40	46,652	287.61
926-27		(+640,527 *1.611	†2,795 *87				+643,322 *1,698	}	33,802		4,476		38,278	683,29
27-28		\$	+631.115 *3.021	+25 *15	+12	+21		+631.471 *3,036	i	47.811		4,252		52,063	686,57
28-29		i	†638,774 *2,472	†3 •17			†298	†638,777 *2,489	i	31,784		4,211		35,995	677.26
29-30		\$	+685,063 *2,262	†60 •106	†9	†127	·	1685,259	}	43,561		6,505		50,066	737,697
30-31		{	†427,911	+1 •53	·	†258		*2,372 †428,170	}	26,106		6,501		32,607	462.297
31-32			*1,427 †514,943	†100 *38	+1	*40 +73		*1,520 +515,117	i l	4,586	j	228			
32-33			*1,828 †451,564	†173	+30	+306		*1,870 †452,073	[1,970		- 1		4,814	521,801
33-34			*2,074 †372,598	*37 +74		+222	†	*2,136 †372,894	}	1,296	- 1	1.075		3,046	457,255
34-35		- (1	*757 †308,420	† \$47	:::	‡23 †269	*20	\$827 \$308,689	{ ···			257		1,553	375,274
35-36		}	*2,478 †197,591	*52		*104 †524		*2,634 1198.025	} ···			32		32	311,355
20-20		1	*1,661	† _{*92}	*1	*45		*1,799	}			217		217	300,041

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 1912-13 to 1936-37.

		*Total	Мекси	ANDISE.		TREA	SURE.			
2	Zear.	miles of railway open for traffic.	Imports.	Exports. (Foreign and Country.)	Net exports of Merchandise.	Imports.	Exports.	Net imports of Treasure.	Surplus exports.	
1913-14 1914-15 1916-16 1916-17 1917-18 1919-20 1919-20 1920-21 1921-22 1922-23 1923-24 1924-25 1925-26 1925-26 1925-29 1928-29 1928-29 1928-29 1929-30 1930-31 1931-32		33,484 34,656 35,285 36,833 36,285 36,333 36,616 36,735 37,029 37,018 38,579 38,579 39,049 30,712 40,930 41,724 42,281 42,813 42,644 43,021 44,021 43,021 44,021 43,021 43,021 44	Rs. (1,000) 1,00,90,87 1,83,24,79 1,37,92,90 1,31,98,62 1,49,63,63 1,50,42,51 1,50,93,41 2,07,97,24 3,35,53,88 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 2,27,61,23 1,20,27,27 1,20,27,27 1,20,27,27	Rs (1,000). 2.44,68.00 2.44,87.88 1,81,50,16 1.07,40,24 2.45,21,71 2.42,56,45 2.53,88,14 2.53,88,14 2.53,88,14 2.54,54,53 3.61,51,00 3.89,17,44 3.85,32,09 3.89,17,44 3.87,37,91,12 3.17,33,36 3.17,37,37,91 1.07,54,72 1.07,54,72 1.07,54,72 1.07,54,72 1.07,54,73	Ra. (1,000). 85,09,03 65,63,09 43,66,26 65,47,62 95,58,18 92,13,94 84,84,73 77,42,91± 20,09,28; 1,34,63,06 1,54,54,90 1,56,14,91 78,22,48 78,85 79,85 77,13,65 60,81,48 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68 34,17,68	Rs. (1,000), 51,10,80 56,62,04 21,77,03 11,85,52 14,89,74 26,05,48 1,22,10 11,12,32 23,41,65 31,14,97 65,40,31 41,31,46 34,81,60 37,29,41 27,76,76 28,85,51 29,85,51 29,85,51 20,	Rs. (1,000). 7,04,57 7,04,57 7,05,20 3,30,33 7,42,58 4,94,16 5,43,11 2,68,83 7,51,96 25,80,151 8,99,52 2,785,43 4,51,89 2,00,35 2,62,50 2,93,11 1,56,87 2,42,72 2,42,72 2,42,72 2,41,78,68 67,18,68 67,18,68	Rs. (1,000). 44,15,23 29,56,84 18,46,70 4,42,94 9,95,68 20,62,37 1,46,73† 3,60,38 2,38,60† 12,15,60† 12,15,60† 13,13,60† 12,15,60† 13,13,60† 14,14,73† 64,02,51 64,03,42 64,03,42 64,03,43 64,03	Rs. (1,000). 40,03,80 30,06,25 25,19,57 61,04,68 85,22,69 85,23,147 86,31,47 86,31,47 86,31,47 97,504,41(a) 33,05,93 97,504,41(a) 55,23,48 1,07,26,28 38,91,37 40,00,32 60,32,64 50,33,66 89,82,32 60,33,66 89,82,35 60,83,66	285

^{*} Figures for Calendar year. From 1913-14 the figures are for the financial year † Net exports. ‡ Net imports. (a) Surplus imports
** Subject to revision.

			STO	RES.		TREA	SURE.	Net exports	Surplus im- ports and
	Y	Tear.	Imports.	Exports. (Foreign and Country.)	Net imports of Stores.	Imports.	Exports.	+ imports of Treasure.	exports of Govt. Stores and Treasure,
1912-13 1913-14 1914-15 1915-16 1916-17 1917-18 1917-18 1919-20 1929-23 1923-24 1924-25 1925-26 1925-26 1925-29 1925-29 1925-29 1925-29 1925-29 1925-3			Rs. (1.000). 5,63.09 8,06.09 7,00,47 6,18.34 10.61,37 13,92,97 13,92,97 13,73,00 11,97,55 16,23,12 13,48,41 16,74,83 9,52,35 9,52,35 9,59,76 11,68,74 10,00,20 8,91,05 8,26,89 8,27,14 2,43,33 1,94,75	Rs. (1,000), 12,03 52,256 58,43 2,10,01 2,16,04 1,43,89 5,69,47 9,63,82 4,14,44 1,44,55 2,66,83 1,48,52 1,60,48 1,67,24 1,18,63 86,50 44,20 50,35	Re. (1,000) 5,50,16 7,50,16 7,50,14 4,08,30 8,45,33 11,59,03 12,63,71 11,77,53 2,63,71 11,77,53 4,67,00 8,33,83 7,99,28 10,11,50 8,50,54 7,56,32 10,14,50 10,91,13 1,96,13 1,9	Rs. (1,000). 10,63,37 6,81,93 3,79 3,10 23,55,52 25,70,95 67,11,63 67,11,63 11,43,64 63,56 1,00,13 2,00 8,46 21,74 7,53 91 8 91 8 57	Rs. (1,000), 3,58,59 2,98 1,98,61 1,98,61 1,97,99 1,47,55 2,11,23 6,16,02 36,98 7,41 23,59 20,73 20,73 20,73 3,57,46 1,57,36 8,02,21 2,74,23 6,37,65 8,02,21 2,74,23 6,37,65 8,77,84	Rs. (1,000). +7,04,78 +6,78,84 -1,94,82 +25,09,77 +33,69,24 +00,97,72 +7,09,97 +23,37 +29,97 +23,38 -3,42,18 -3,42,18 -3,51,02 -1,56,63 -3,01,30 -2,74,15 -6,37,08	Rs. (1,000). 12,84,94 14,71,98 4,46,92 3,37,41 30,53,30 33,18,70 110,92,90 12,90 12,
934-35			 2,29,60	28,17	2.01.43	1	5,77,84	5,77,83	-3,76,40
935-36 936-37*			 2,40,69 2,48,06	30,76 12,41	2,09,33 2,35.65	1,99,52 23	3,84,25 20,00	1,84.73 19,77	24,60 2,15,88

*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 1932-33 to 1936-37.

					IMPORTS.				Exponts,	INCLUDING RE	E-EXPORTS.	
PRESI	DENCY,		1932-1933.	1933-7934.	1934-1935.	1935-1936.	1936-1937.	1932-1933,	1933-1934.	1934-1935.	1935-1936.	1936-1937,
			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)
lengal			35,83,51	33,98,72	36,61,49	39,33,86	36,51,24	56,43,69	64,12,70	62,95,50	66,57,66	75,43,50
rissa"							60					18
ombay			54,71,27	46,63,76	54,28,72	55,07,11	49,90,07	25,16,76	30,51,78	33,42,76	33,18,08	44,45,14
ind			17,62,64	13,75,39	16,26,38	15,55,43	14,98,18	11,45,01	14,23,97	16,43,49	17,85,03	25,16,77
ladras			16,01,73	14,94,58	17,47,53	15,83,28	15,37,66	23,78,05	24,81,51	25,25,91	26,91,45	36,24,78
urma			10,82,61	8,68,60	9,94,13	10,97,58	10,94,61	19,23,19	17,44,19	17,42,03	20,07,46	21,19,24
OTAL FOR B		1	1,35,01,76		1,34,59,25	1,36,76,76	1,27,72,30	1,38,08,70	1,51,17,15	1,55,49,72	1,64,59,68	2,02,49,61

*Known as " Bihar and Orissa", prior to April, 1936.

SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tomage of STEAMERS entered and cleared with cargoes and in ballast from and to
Foreign countries at ports in British India from 1933-34 to 1935-36.

		_					S.	EAMERS	ENTE	RED.				
					With	cargoes.					In	ballast.		
Presii	ENCY.		193	33-1934.	193	4-1935.	193	5-1936.	193	3-1934.	193	4-1935.	193	5-1936.
			Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal Bombay Madras Sind Burma Bihar and Orissa	 Total		166 573 864 258 358 	818,570 3,051,270 1,855,997 743,410 1,051,296	572 1,042 243 373		157 591 1,042 253 413 	557,682 3,058,539 2,687,878 760,034 1,200,030 	106 44 57 28 92 	393,046 143,214 195,549 100,624 249,960 	78 24 62 29 92 	273,792 76,943 216,890 85,966 266,976 	24 75 42 66	272,085 8×,476 253,023 141,446 187,198
							ST	EAMERS	CLEA	RED.				
Bengal Bombay Madras Sind Burma Bihar and Orissa			375 478 809 201 471	1,380,554 2,684,730 1,573,104 543,370 1,465,870	364 464 970 214 485 		374 444 983 186 490	1,413,826 2,566,995 2,296,336 493,120 1,399,908 	25 47 26 19 3	91,695 199,275 82,779 61,926 11,338	37 32 8	118,342 125,192 96,538 123,315 24,152 	78 50 39	156,308 320,199 140,373 145,867 27,247

238

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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 1938-34 to 1935-36.

						SAILI	NG VESS	ELS E	NTERED.				
_				With	a cargoes.					In	allast.		
Pi	RESIDENCY.	193	3-1934.	193	4-1935.	193	5-1936.	193	3-1934.	193	4-1935.	193	5-1936.
		Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal Bombay Madras Sind Burma Bihar and Orie		 3 101 121 152 38 	470 10,143 10,440 11.375 680 	99 177	468 10.499 12,708 14,128 630 	129 237 6	325 9,162 10,769 17,370 486 38,112	208 107	124 14,254 8,702 5,463 28,543	292 126 35 	21,165 10,610 7,115 	92 36	201 17,521 8,342 7,484
						SAILI	NG VESS	ELS CI	EARED.				
Bengal Bombay Madras Sind Burma Bihar and Ori		 3 99 351 271 76 	469 10,184 27,658 21,414 9,482 69,207	87	466 9,038 33,864 25,450 8,899 	396 327 64	324 9,963 29,636 25,831 11,741 	7 19 11 11 	558 1,197 788 55 	 27 1 	49 2,168 96 	 39 2 2 2 	3,518 49 39

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 PRIVISH INDIA FOR TWENTY YEARS

							TIM	DE OF	(BRITI	SHIP	IDIA	ו אטין	I AA 17-14	11 1	EANS					
Imports.							1	BETEI	KUTS										İм	PORTS.
COUNTRIES WHENCE IMPORTED,	1916-17. lbs.	1917-18. Ibs.	1918-19, lbs.	1919-20. lbs.	1920-21, cwts.	1921-22, cwts,	1922-23, cwts,	1163-21, cwts,	geres.	1925-96. cuts.	1928-27. ewts.	1927-28. cwts.	1928-29. cwts.	1928-30. cwts.	1930-31. cwts.	1931-32, cwts.	1932-33. cwts,	1933-34. cwts.	1931-35, cuts.	1975-36, bwts,
United Kingdom Aden and Dependencies Cape of Good Hope S. Settlements (including Labuan)	113,724,360		121,352,558	:::	31,901	::	:::	::	1	207	1,968		228 1,279 480		2	21	:::	::	::	
Sumatra	14,256,836 840 206,433	16,922,418 111,915	20,448,931	14,263,032	803,465 114,977 28	853,165 127,716 159	135,357	19	120 633	1,178,819 158,101 584	1,015,561 133,561 35 998	817,281 113,577 150 93	1,163,198 130,409 	1,316,186 120,503 1	1,096,011 109,817 73	969,023 97,699	895,156 89,860	87,257 5,642	1,223,275 74,693 3,297	1,818,28 82,72 1,83
Hong-Kong China (exclusive of Hong-Kong and Macao) Java Siam	61,796	 31,828	91 691	85,341 24,416 94,861	4,830 87	564 975 971		1,555 1,565 1,525	1,131	309 237	1,002	3,099	485 1,778 3,701	326 1,777 6,381	2,358 11,355	1,582 12,657	3,859 17,179	5,763 23,324	 723 17,812	1,15 16 13,41
Federated Malay States Zanzibar and Pomba Other British Possessions Other Foreign Countries	8,243 18,369 	4,351 291 4,072		5.186	360	17 31 36 21	· 191	1,825 83 	358 149 1,593	50 405 2,411 25	128 496 1,402 13	99 972 300 7	93 71 66 2	32 147 64	130 207 84	59	49 162	842 415	1,175	
Germany	128.277.848	115,016.725	_::		935,669		1,109,077	1,811,611	[; '	06 290	1		161	49	1,190,050	1.101.020	1,117,349	1,194,408	1,520,965	==
Imports.								CLO	VES.	1,271,671	1,184.917	961,876	1,301,963	1,475,466	1,100,000	1 1101,020	1,117,000	1,104,105		PORT
COUNTRIES WHENCE IMPORTED.	1916-17. lbs.	1917-18. lbs,	1918-19. lbs.	1919-20, lbs,	1920-21, cwts.	1921-22, cwts.	1922-23, cwts.	1963-21. ewts.	361-65. cets.	1923-26.	1926-27. cwts.	1927-28.	1928-29. cwts.	1929-30. cwts.	1830-31. cwts.	1931-32. cwts.	1932-33, ewta,	1933-34, cwts,	1931-35. ewts,	1935-3 cwts
Germany Netherlands U. S. A. Zanzibarand Pemba	20,272 10,731,771	 8,172,851	11,013,190	221,558 9,022,801	56,809	 589 57.815	296 117 897	890 1,337 910	8,513 1,514 6,129	6,290 621 1,652	5,810	5,839 298 4.066	6,785 4 593	7,323 1,106 983	8,245 197 1,258	14,996 485 205	6,397	5,104 206	5,93	
Kenya Colony Other British Possessions Adon and Dopendencies S. Settlements (including Labuan) Italy	 196,000 7,659	242,997 3,031		140 30,135		173 2 577 30	107,142 66 1 397	51,922 85 133	85,181 616	91,298 109 100 192	3,864 63,357 456 56	68,915 19	51,214 11	9,113	49,011 2,824 20	1,250	61,131 141		73,91 78	١
Persian Gulf United Kingdom Other Foreign Countries	579 287 9,779	::: 3 _{7,688}	4	5,917	407	 401	100	3,410	208 1,193	8 896 4,405	860 220 5,761	3,457	701	 181	60	100 757	 143	 100	 "1,190	
China (exclusive of Hong-Kong and Macso)		4,511	29,166 	6,574	66	157	77	- 21	-	95 0	378	74	272		185 139 	266	419	141	1,88	
Belgium France Soychelles East Africa (Portuguese)		==	1,000	5,180	::: 3	=	=	:	406	 296	718	=	2,091	 325	1,938		=	20	211 41	
TOTAL	10,988,377	8,431,023	11,981,261	9,292,303	57,370	59,799	109,063	62,439	<u> </u>	_::				565 42			-::	:::	_ ::	
Imports.					2,3,10	or, res	100,000	PEP	_100,189 PER.	1,05,700	71,518	82,811	63,624	82,681	64,149	83,87	68,561	76,760		i 73,6 iPORT:
COUNTRIES WHENCE IMPORTED.	1916-17. Ibs.	1917-18. lbs.	1918-19. Ibs.	1919-20. lbs.	1920-21, cwts.	1921-22, cwts.	1922-23. cwts.	1923-54. cwts.	1504-55. Cuts.	1925-26. cwts.	1926-27. GWIS.	1927-28. cwts.	1928-29. cwts.	1929-30, cwts.	1939-31. cwts.	1931-32. cwts.	1932-33, cwts,	1933-34, ewts.	1931-35. cwts.	1925-30 ewis,
United Kingdom S. Settlements (including Labuan) Hong-Kong Bast Africa (British)	4,291,820		100,637	1,095 1,997,999	49 9,311	10,666	85 8,078	10.18	10		1,491		3	20	617		46	46	21	38,6
Natal Sumatra Java		41,800		75,002	=	=			6,165	4,510 	31,525	5,565		6,744 		7,065	=	:::	2,93	=
Ceylon Zanzibar and Pemba Mauritius and Dependencies Egypt Arabia Persia	15,261	372,137 14,455		48,313 7,373	36 36 101	70 30	72 138		173 81	435 101	4,610 90	9 123 82	794 1,563 122	975 900 88	333	1,546 376 72	2,851 41 47	74	3,257 37 77	92,
Biam Other British Possessions Other Foreign Countries U. S. A.		 25	27 27 272	 181 2,392	10	=	165	=	1	=	= 4	=	=======================================	::: 1	Ξ,	=	:: :: ,	Ξ.	=	1 ::
Total	4,614,162	3,650,101	1,034,935		9,578	10,768	9,412	16,976	=	7	1,71	1	==		4	13	==	'	6,350	129.
					- 1010	10,768	0,412		6,721	5,051	39,51	6,010	13,00	6,796	14,783	10,010	12,741	11,514	6,000	1_12

IMPORTS.		
AMPORTS. SUGAR (15 DUTCH STANDARD AND BELOW).	IMPORTS	rs.
CONTRIBE WHEKER INFORMER. 2016.7. [1917-18. 1918	1934-35. 1935-36. tons, tons.	36.
Aparah		_
Depth Dept	= = =	
Greeko Slovakia Grand 31 277 12 31 277 12 31 277 12 31 277 12 31 277 12 31 277 12 31 277 12 31 277 12 31 277 3	= =	i
Nauricini and populariences 408 3,007 1117 117 117 117 117 117 117 117 117		
Hone Kong		
Other British Processions 25 9 80 176		
Other Portigin Committees		
TAPORTS. 124 100 12	IMPORT	! TS.
COUNTRIES WHENCE IMPORTED DISCUSS. CVIS. C		-36.
Peland (including Dantrig)		
Manyitias and Dependencies		
Hong-Kong 110230 65,000 250,000 56,000 50,000 5	63 231 5 62 1,070 2,1	287 2,137
Ufited Kingigion 2,431 53,521 14 80 480 1,208 67 25 1,150 1,853 2,166 2,991 4,042 3,032 6,722 662 77, 8,048-8,103 5,523 506 1,151 1,185 1,18	5 2 1	102 2,943
Australian Commonwealth 228 77 625 55 7 5 1 7 5		:
and Macros 4,480 1,702 1,828 1,051 135 20 10 10 40 140 15 30 202 888 1,489 700 1		935
Netter (Direct)	= =	
- Adon and Dependencies		
Austria 150 150 150 150 150 150 150 150 150 150	1,725	:
Sana 7,555,697 7,274,300 7,201,471 6,885,317 201,100 622,921 371,120 528 459,173 656,110 01,423 529,690 779,497 892,397 360,749 255,129 184,		0,416
Germany	67 89	25
Demnark Cizedo Slorakta		
Agama Guii 231,400 58,162 8,014 27,126 110 160 121 1 28 13 1127 266 532 1 114 4,009 3,	16 "2,727 "4,7	1,779
Musikat Territory 80.	= ==	
Other Passes indica	4 8	
Portugueso Kasé Africa		,956
TOTAL 8.001.003 9.110.20 10.133.007 8.107.410 230.181 717.182 48.23 93.05 N.H.—Figures, from 159.01, are shown for Sugar 23 D.S. and above, and below 23 D.S. but m	to 190,010 177,0	,081

China (exclusive of Hong Kong and Macao) 1,798,520 4,001,230 3,945,557 1,840,027 1,402,160 4,383,793 5,054,380 Straits Settlements (including	COUNTRIES WHENCE IMPORTED.	1910 1b	6-17. 8.	1917-18. lbs.	1918-19. lbs.	1919-20 lbs.	1920-21. lbs.	1921-22, lbs.	1922-23, 1bs.	1923-24, lbs.
Other Detrich Prosessions	Netherlands									
Kernya Colomy Hong Kong	Federated Malay States									
Hong-Kong			45	87	189	786				8
Chimic (cadessive of Hong 1,788,500 4,001,220 3,945,557 1,840,027 1,462,100 4,883,716 5,054,389 Steriks Settlements (including 44,234 208,880 287,300 20,111 200,022 1,062,211 20,012 1,064	Kenya Colony		٠ا				8,640	4,308		
Kong and Macoo 1,785,601 (6001 (2002) 1,495,1501 1,500(2002) 1,402,1004 (388,702 5,604,300)	Hong-Kong	170	,109	148,893	182,197	110,185	76,531	55,243	60,529	102.0
Straits Settlementa (including 14,25% 208.853 287.250 20.111 200.550 169.291 20.115	China (exclusive of Hor	g					L			
Labana	Kong and Macao)	1,798	,520	4,001,230	3,945,557	1,840,027	1,402,160	4,383,793	5,051,380	10,390/
United Kinglass										
Content										
Coylon 1,985,835(8,127946,468),204,1986,8223,0171,401,083,452 232,545 Perria 0 3,811 90 31 3.92 Aden and Dependencies 3,006 10 890 31 3.92 3.92 Aden and Dependencies 3,006 10 890 31 3.98 3.88 Actical Company 6 22,685 1,308 4,088 3.88 Natal 22,685 1,308 4,088 3.41,977 Femnos 41,967 Femnos <td></td> <td> 32</td> <td>,140</td> <td>58,090</td> <td>13,139</td> <td>2,812</td> <td>73,366</td> <td></td> <td></td> <td>116.1</td>		32	,140	58,090	13,139	2,812	73,366			116.1
Perials	Iraq			117				5,548	152	
Aden and Dopendeneies 3,006 16 890 31 15,828 Minditves 1 2,006 16 180 31 19,825 1,383 16,925 1,383 16,925 1,383 16,925 1,383 16,925 1,383 16,925 1,383 1,592 1,483 2,506 5,333 1,593 41,907 2,008 3,108 34,1907 2,008 2,190 41,907 2,009 2,009 41,907 2,009 2,009 1,109 41,907 2,009 2,009 1,109 41,907 2,009 2,009 1,109 2,009 1,109 41,907 36,921 1,109 2,009 1,109 2,009 1,109 2,009 1,109 2,009 1,109 2,009 1,109 2,009 3,109 30 1,109 1,109 3,109 3,109 3,109 3,109 3,009 1,109 3,009 3,009 1,109 3,009 3,009 3,009 3,009 3,009 3,009 3,009 3,009	Devlon	1,985		5,112,794	6,468,126	4,985,322	3,617,146	1,638,345	325,414	777.5
Maldives 22,085 1,308 3,808						4				
Maidres	Aden and Dependencies	3	.066	16		890	31		1,828	
Nata 1,484 25,600 5,094 51,484 25,600 5,033 1,639 41,997 25,000 1,000										
Japan G,000 G,004 G,1484 25,050 5,033 1,050 41,097	E. Africa (Portuguese)		.			22,085	1,308	4,668	3	
Zanizhar & Pembr 60	Natal		. !						3,180	
Zandaha & Pembe 00		0	.909	5.694	51.484	25,609	5,033	1,639		57,5
Anstralian Commonwealth	Zanzibar & Pembi		60							
Australian Commonwealth	France		. 1							
Other Native Strees in Arabis 7 190 360 Smootra	Australian Commonwealth									
Other Native Strees in Arabis Pereirain Galf Perian Galf Street Str	Java	74	562	65.275	188.329	178.031	39.230	144.740	356.271	
Persian Galf	Other Native States in Aral									.,010,
Samatra	Persian Gulf		7	190	300					
Belgium			808				n			
Musicat Territory or Trucial Onan	Belgium									
Oman	Museat Territory or True	ial	. (
Palestine			. 1			9.460				
Philippines Other Foreign Contries 798 25 339 516 514 249 1,182 Smyrna U. S. A - Via Atantic Coast	Palestine									
Other Fereign Countries 798 25 339 516 514 249 1,132 Smyrna U. S. A Via Atantie Coast Byrn										
Smyrna U.S. A — Via Atantic Coast Egypt										
U. S. A — Via Atantie Coast										'
Rgypt	U. S. A - Via Atantic Coas									
Cormony										
Total 4,568,303 9,666,015 11,145,933 7,375,838 5,433,829 6,581,971 6,109,414	TOTAL	4.568	303	9.666.015	11 145 052	7 375 838	5.433.890	6 591 971	6 109 414	19.555

(Blace	& G	REEN).	1		.'					I	IPORTS.
1924-25. Ibs.	1925-26. Ibs.	1926-27. lbs.	1927-28, Ibs.	1928-29. lbs.	1929-30. lbs.	1930-31. lbs.	1931-32, lbs.	1032-33, Ibs.	1931-34. lbs.	1934-35. lbs,	1935-36. lbs.
			•••	50,466	165						
50	125	93			31	231	90	4.636		97	
	. 2		5,368	***	367	21	26,216	-4,030	714 38	16	
131,503	72,382	81,826	69,846	78,644	92,631	83,357	58,277	29,523	21,890	19,190	194,544
6,166,288	5,126,582	4,520,506	3,254,038	2,582,933	3,741,357	2,798,776	2,780,166	3,017,688	3,040,132	1,427,628	3,055,077
406.113	382,307	273,105		328,276	203,306	146,783	102,137	79,616	26,955	19,070	21,434
29,697	411,744		286,983 4,128	415,135	56,564	17,484 30,460	9,717	7,107	5,999	10,062	3,734 54
236 646 449			1,360,977	1.837.923	2 581 024	2.141.145		23,473 1,985,595	35 878.218	511.990	563,050
			***	2,969	188	4,690	15	21	2,689	6	
140	5		3,197	596	70		122				
1,148	6,000			24	2						
2	. 50	2,349		56	154	157					
99,873	4,665		36,079		146,042	10,006	14,189	313,815	735,479	1,093 152	1,288,000
20,758			34	60							
					1	15,142	122	94		104	
368,736		1,536,680	2,643,491		3,406,208	1,388,883	1,103,631	201, 98	3,050	77	238
9,067	•••			507	***						
	6,030			17,565	2.789		122,172	86.573			
4,950											
			l								
	2,438				:::	1					
			2	100				3.498			152
16	790 2,680		5,282	2,155	8,046	834	21,715	3,498	696		102
			45	7,864	36		78				
	99	3,796	2,141	5,011	582				***		
				4		8,628	1,521				
7,885,019	7,833,423	7,633,851	7,993,933	9,505,948	10,939,563	6,648,261	6,969,252	5,769,017	4,716,054	3,074,987	5,126,447

7			1							
	COUNTRIES VHENCE IMPORTED,		1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20, cwts.	1920-21. cwts,	1921-22, cwts.	1022-23. cwts.	1923-24. ewts.
Australia Strait China Ko	l Kingdom dian Commonwealt Settlements (exclusive of F ng and Meso)	h Iong-	976	2,001	10,205	23,851 184	24,506 2	==	49,855 4,003 	
Japan Ceylor East	frica (Portuguese)		545	15,524	10,369	34,122	3,355	1,415	391	3
	l States of America and Dependencies) :::	:::	893	21	500	45	10
Germa France	ny ;			:::		 254	20	13	:::	4
Belgiu Spain Nethe					==		:::	40	295 500	
Other	British Possessions	:::	::			1	2	1	:::	
Austri Iraq Other I	Foreign Countries		:::		6		::	:::	450	;
	TOTAL		1,521	17,708	20,646	156.267	27,906	23,399	55,539	51.1

	Unwro	UGHT	(TILES	, Ingo	rs, Ca	kes, B	RICKS	and Si	arbs).		Im	PORTS.
	1931-25, ewts.	1925-26. GWts.	1926-27, cwts.	1927-28, cwts,	1928-29. cwts.	1929-30. ewts,	1930-31. cwts,	1931-32. cwts.	1932-33, cwts.	1933-31, cwis,	1661-35, cwts.	1903-95, cwts,
	21,255 7,766	31,398 2,100 	19,854 5,601	21,089 500	14,300	12,275	8,623	2,960	4,771 	4,947	10,481 500	6,395 2,311
	20	 212 3,228	3,201	 12,151	 12150	 150 3,000	 587 4,093	 715	 13 200 500	3,000 5,124	 504 4,875	5,161 7,702
-	5,550 3,000	25,812 51	19,526 	1,460 50 10	2		 	70 	60	5		
	3,800	4,417	4,300 450	700 1,900						1,012	502 4,806	
1		3	2,501	45	 ₂₄₁	3		=======================================	===			
	41,391	67,221	55,433	37,905	26,693	15,428	13,481	3,745	5,544	14,697	21,768	33,995

COUNTRIES WHENCE IMPORTED.		1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23, ewts.	1923-2: Cuts,
United Kingdom	_	1,270	754	5,457	105,730	99,958	64,436	93,029	71,9
Denmark	1	.,.,.			- 1				
Notherlands							501	***	***
Straits Settlements							27222		***
France			1			8,835	5,595	338	144
Cormany						35	20,485	19,638	74,
Mauritius and Dependencie	25								
Coulon		5	4	2	1	30	31	6	
Maditerranean Ports									***
Aden and Dependencies		2		\				***	***
Italy					***			***	
Egypt									
Austria }	- 1							1 9	
Hungary 5	· · · i	***				1.074	4.144	643	
				***		1,074			
East Africa						789	407	***	***
		339	1,617	7,507	3,176			•••	***
							20		
Persia			***		8.058	120,994	4,481	63,062	26,
United States of America	[7	32	33					
Other British Possessions		****	1		***	***			
			***		***				
Iraq									
TOTAL	[6,123	2,409	12,999	116.965	231,715	100,100	176,721	173.

IMPORTS.

COUNTRIES V	THENCE	1916-17. ewts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. ewts.	1921-22. cwts.	1922-23. ewts.	1923-24. cwts.
United Kingdom Straits Settlemen	ts	8,252	631	1,133 398	145,153 146	276,914	124,327	186,648	221,339 137
Cevlon									
Mauritius and De	pendencies	l i	í l						20
Denmark -						3,541	100	178 582	
Switzerland		l i				530	1,172		
Persia					***		;;;=,c		145
Netherlands	•						1,719		
Java				***		310	554	20	
France						17,242		89,421	108,857
Germany					36	3,943	30,793	00,121	200,000
United States of		15	41		2,468	17,896	9,839	9,516	2,305
Italy	3.5		***						
East Africa (Britis	511)						***		
" " Trorti	iguese)								
Aden and Depende		[
Arabia					***			435	27
Iraq		1				***		1	
Sweden Turkey in Asia		}		***		***			
Turkey in Assa									
Madagascar					394	3,284			1,000
Belgium						0,202	10,100		
Cape Colony					13				
Egypt Japan		3,197	2.706	3.632					160
Australian Comp	onwealth			3,032	2,012	10,000	**		
Other Foreign Cou	mtries	5							

BRASS, BRONZE, ETC.

					_						
₩ROU6	зит—(Brazie	RS AND	SHEE	rs).					IM	PORTS.
1924-25. curts.	1925-26. cwts.	1926-27. cwts.	1927-28, cwts,	1928-19, cwts,	1929-30. ewts.	1939-31. cwts,	1931-32, cwts,	1932-33. cwts.	1935-34, cwts,	1934-35. ewts.	1935-36. cwts.
23,516	125		61,436 			35 634	44,465		105,960	180,140	94,078
1,231	19,577	12,827	34.981	36,609			28,890	1,055 2,051		2,884	
153,127	139,771	153,125	59,854 127	83.152 7	42,827 34	50,024	58,854 	181,553 26	97,558	105,129	146,220
										:::	***
						263					
4,970	13,841	38,337	33,732	19,014	7,006		2,658	9,231	2.911	2,198	3.364
			:::		5,418		201	12,601	899	8,572	4,109
28.188	27,730			2,401		29,020	7,020	20			32.301
20,100	27,730	489				211,020	7,020	₂₁	1,001	76,366 1	32,301
			86		4						
211,712	227,434	230,685	190,342	211.292	103,554	157,958	141.605	272,853	208,351	375,301	280,077

WROU	GHT-	–(Үег	LOW M	KTAL I	FOR SE	EATHE	NG).			Im	PORTS.
1921-25. ewts.	1925-28, cwts.	1926-27. cwts	1927-28. ewts,	1928-29. cwts.	1929-30, cwts.	1939-31. cwts.	1931-32, cwts.	1932-33, cwts.	1933-31. ewts,	1931-35. cwts.	1935-36. cwts.
224,117 259 205	198,971	120,853 3,732 3	168,331 311 31	152,857 908	82,491 544	42,174 20	71,834	150,091	156,345	209,679	92,799
187	34	114 19									
59		 270	240			:::					
185,631 150	250 141,274 	1,125 241,202 5,253	7.224 194,756 500	4,350 234,224 	328 231,884 	626 218,554 	1,099 179,491 	236,799	170,401	247,418	220,211
	25	471 		150		215 	5,415 	- :::	7		
 4 35											
 1,570	 2,136										
541	2,136	1,785 52,020	1,859	882	235	1,127	 	267	120 		710
25	25	:::	54,395 16	62,929	47,893 	45,772 	39,867 	95,697 23	95,491	105,392	114,397 50
412,783	344,996	426,856	427,764	456,312					2	562,673	428,292
20	014,000	420,000	427,704	400,312	363,386	308,488	298,411	482,877	422,366	562,675	420,202

		25							(Pig).										In	110
PORTS.								IRON,	1909-25. 1608.	1925-28. tons.	1926-27. tons.	1927-28. tons,	1928-29. tons.	1929-30, tons,	1930-31. tons,	1931-32, tons,	1932-33, tons,	1831-31. tons.	1934-35. tons.	lic t
COUNTRIES WHENCE IMPORTED.	1916-17. tons.	1917-18, tons.	1918-19, tons,	1919-20 tons.	1920-21. tons,	1921-22, tons.	1922-23. tons.	1983-24, tous,	2,147	2,463	999	4,068	2,373	2,697	3,082	331	746	1,964	1,537	H
United Kingdom	1,292	165	67	4,155	8,858	7,858		-		221	219	549								
Ceylon			"			1,000	8,736	alread .	817	41	50	55	23		1	49		i		
Norway								/		60	,	,		21						
Franco	:::	30				13,492 100	O'jame',	480	2	60	1	'	φ "	21				[ľ
Sweden							2		::											
United States of America Aden and Dependencies						251	100	-	97							***				
China-Hong-Kong							•••		27	:::			100							
Germany		***			90	1,172	620	*** 15												
Netherlands Turkey in Asia						220		l"												
Iran							60													
Straits Settlements					6		00	- 1				***			l l					
Other Foreign Countries Other British Possessions	· 11								264	110	357	425	510	543						
Italy	"					***		3												_
Japan								:	3,425	2,895	1,627	5,104	3,160	3,262	3,083	380	746	1,964	1,537	
TOTAL	1,303	165	67	4,155	8,954	23,093	12,779	8,750	(Wnon	CHT.	RADO	and C	IT A NINUE	.)					Тм	PO
PORTS.								IRON	1974-95.	1925-26,	1920-27.	1927-28,	1928-29.	1929-30,	1930-31.	1931-32.	1932-33.	1933-84	1831-35.	103
COUNTRIES WHENCE IMPORTED.	1916-17.	1917-18. tons.	1918-19, tons.	1919-20, tons,	1920-21, tons,	1931-22, tons,	1923-23. tons,	1853.01	1924-95, tens.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons,	tons.	190 t
COUNTRIES WHENCE IMPORTED.	tons.	tons.	tons.	tons,	tons.	1021-22, tons,			3,154	3,316	1,569	1,865	1,593	1,723	tons. 999	tons.	tons.	tons,	tons.	10 t
COUNTRIES WHENCE IMPORTED. United Kinedom	tons.	1917-18. tons.	tons.	tons,	1920-21, tons.	1931-22, tons,		1925-24 forms	tens.	tons.	tons.	tons.	1,593	1,723	999 	tons.	tons. 35: 56	toms, 415	tons. - 731 - 471	
COUNTRIES WHENCE IMPORTED. United Kingdom Austria-Hungary	16,890	s,658	tons.	tons, 5,195	11,700	7,433	5,519	1935-24 5016.	3,154 1,000	3,316 1,044 2	1,569 1,081	1,865 1,008	1,593	1,723 554	999 508	430 	tons. 35: 56	tons,	tons.	ŧ
COUNTRIES WHENCE IMPERTED. United Kingdom Austria-Hungary	tons.	tons.	tons.	tons,	tons.	tons,	tons,	1935-24 5016.	3,154 1,000	3,316	1,569	1,865	1,593 1,042 11	1,723	999 	430 465	tons. 35: 56	toms, 415	. 731 471	
COUNTIES WHENCE IMPORTED. United Kingdom Austria-Hungary Sweden Ceylon Madagasear	16,890 344 23	8,658 195 18	1,589	5,195 	11,700 1,321 7	7,433	5,519	1935-24 5016.	3,154 1,060 	3,316 1,044 2	1,569 1,081 3 	1,865 1,008 3 	1,593 1,042 11 	1,723 554 30 	999 508 2	430 465 1	56	tons,	731 471	t
COUNTRIES WHENCE MYOUTED. United Kingdom Austria-Hungary Sweden Ceylon Mindagasear Straits Settlements Netherlands	16,890 344 23	8,658 195 18 222	1,589 44 	5,195 577 245 	11,700 1,321 7	7,433 697 4	5,519 1,078	2,539 5	3,154 1,000	3,316 1,044 2	1,569 1,081 3 	1,865 1,008 3 7	1,593 1,042 11	1,723 554 30	999 508 2	430 465	56;	tons,	. 731 471 	t
COENTRIES WHENCE United Kingdom Austria-Hungary Sweden Mindagascar Straits Settlements Netherlandes Norway	16,890 344 23 26	8,658 195 18	1,589	5,195 577 245	11,700 1,321 7 40	7,433 697 4 31	5,519 1,078	2,530 955 	3,154 1,000 	3,316 1,044 2 	1,569 1,081 3	1,865 1,008 3 	1,593 1,042 11 	1,723 554 30 1 33 62	999 508 2	480 465 1	56;	tons,	. 731 471 22	
COUNTRIES WHENCE INFORTED. United Kingdom Austria-Hungary Sweden Ceylon Mindagasaar Straits Settlements Norway Germany Germany	16,890 344 23 26 101	8,658 195 18 222	1,589 44 170	5,195 577 245 2	11,700 1,321 7	7,433 697 4 31 13 573	5,519 1,078 2 	2,530 \$55.	3,154 1,060 	3,316 1,044 2 	1,569 1,081 3 	1,865 1,008 3 7	1,593 1,042 11 34 64	1,723 554 30 1 33 62	999 508 2	430 465 1 	56;	tons, 415 604	. 731 471 22	t
COUNTIES WHENCE United Kingdom Austria-Hungary Copylon Madagusar Straits Settlements Netherlands Norway Germany United State of America	16,890 344 23 26	8,658 	1,589 44 170	5,195 	11,700 ,321 40 27	7,433 697 4 31 13 573 75	5,519 1,078	1825.04. 0010. 2,530 55 134	3,154 1,000 	3,316 1,044 2 	1,569 1,081 3 34 100	1,865 1,008 3 7 27 51	1,593 1,042 11 34 64	1,723 554 30 1 33 62 	999 508 2 575	430 465 1	56;	tons, 415 604	. 731 471 22	t
COUSTRIES WHENCE INTEGRATED. United Kingform Austrie-Hungery Sweden Caylon Caylon Straits Settlements Norway France France United States of Amorica Laxenburg	16,890 344 23 26 101 471	8,658 195 18 222	1,589 44 170	5,195 577 245 2 198 170 3,183	11,700 1,321 7 40 2 27 1,153	7,433 697 4 31 13 573 75 151	5,519 1,078 2 1,134	1985 01. 0000. 2,530 955 134	3,154 1,000 62	3,316 1,044 2 2 116 7 3 3,174	1,569 1,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 64 2,596	1,723 554 30 1 33 62 28 2,367	999	430 465 1 53 10	56;	tons, 415 604	731 471 22 103	t
COUNTRIES WHENCE United Kingdom Austria-Hungary Coylon Mindagasser Straits Settiements Moreyay Germany France France Luxemburg Hodgium Hodgi	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 577 245 2 198 170 3,183	11,700 11,321 7 40 27 1,153	7,433 697 4 31 133 573 75	5,519 1,078 2 	1985 01. 0000. 2,530 955 134	3,154 1,050 62 4,930	3,316 1,044 2 2 116 7 7 3	1,569 1,081 3 34 100 2 7,664	1,865 1,008 3 7 7 27 51 1,988	1,593 1,042 11 34 64 5 2,590	1,723 554 30 1,33 62 28 2,367	909 508 2 575 8 1,851 250	430 465 1 53 16 	56; 	tons, 415 694 4 20	- 731 - 471 	t
COENTHE WEEDER D'AUTED LA COMPANY United Kingdom Austria Heggary Sweden Sweden Sweden Sweden Sweden Sweden Strafa Settlements Norway Germany United State of Amorice Belgium Cachino Biorakin	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 	11,700 1,321 7 40 27 1,153 5,262	7,433 697 4 31 13 573 75 151 40 7,902	5,519 1,078 2 1,134 4 14,266	2,530	3,154 1,000 62	3,316 ,044 2 2 116 7 3 3,174	1,569 1,081 3 34 100 2 7,664	1,865 1,008 7 7 7 1,988	1,503 1,042 11 34 64 5 2,596	1,723 554 30 1 33 62 28 2,367	999 508 2 575 8 1,851 250	430 465 1 55 16 314	567	tons, 415 694	- 731 - 471 - 471 	t
COESTILLS WRIENDER United Kingdom Austris-Mungary Swedon Mandagassor Strains-Settlements Netherlands Cornway France Cornway Linked Sistes of Amortica Logicum Caccio Siovakia Address and Alegadeardes	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 40 2 27 1,153 5,262	7,433 697 4 31 13 573 755 151 40 7,902	5,519 1,078 2 1,134 4 14,266	1883-24 5088, 2,530 955 5 134 	3,154 1,000 62 4,930	3,316 1,044 2 2 116 7 7 3	1,569 1,081 3 34 100 2 7,664	1,865 1,008 3 7 7 27 51 1,988	1,593 1,042 11 34 64 5 2,590	1,723 554 30 1,33 62 28 2,367	909 508 2 575 8 1,851 250	430 465 1 53 16 	56; 	tons, 415 694 4 20	- 731 - 471 	t
COENTRIES WHEEDER United Kingdom Sweden Sweden Copylon Copylon Statio Settlements Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Sweden Swed	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 	11,700 1,321 7 40 27 1,153 5,262	7,433 697 4 31 13 573 75 151 40 7,902	5,519 1,078 2 1,134 4 14,266	2,530 2,530 955 134	3,154 1,000 62 4,930	3,316 1,044 2 2 116 7 3 3,174 	1,569 3,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 64 5 2,596	1,723 554 30 1 33 62 28 2,367	999	430 460 1 553 16 314	56; 	tons, 415 604	- 731 - 471	t
COESTILLS WREEZER United Kingdom Austris-Mengary Swedon Austris-Mengary Swedon Madagassor Strain's Settlements Netherlands Cernany France Cornany Cor	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 	11,700 ,321 7 400 27 1,153 5,262	7,433 697 4 31 133 573 75 151 140 7,902	5,519 1,078 2 1,134 6 4 14,200	2,530 2,530 2,530 355 5 331	3,154 1,000 62 4,930	3,316 1,044 2 2 116 7 3 3,174 	1,569 1,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 5 2,596	1,723 554 30 1 33 62 28 2,367	999 508 2 575 8 1,851 250	430 465 1 55 16 314	565	tons, 4157 6644 227	- 731 - 471	t
COESTRILE WHEEDER United Kingdom Sweden Sweden Copylon Copylon Statio Settlements Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Netwerlands Sweden S	16,890 344 23 26 101 471	8,658 	1,589 44 170 4,140	5,195 577 245 2 198 170 3,183 889 18	11,700 1,321 40 2 27 1,153 5,262	7,433	5,519 1,078 2 1,134 6 4 14,200	2,530 2,531 3,531	3,154 1,000 62 4,930	3,316 1,044 2 2 116 3,174	1,569 3,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 52,596	1,723 554 30 1 33 62 28 2,367	999	430 460 1 553 16 314	56; 	tons, 415 604	- 731 - 471	t
COENTILE WHEREOR NORTHED. United Kingdom Austria-Huggary Coylon Madagassar Strain-Stetlienards Norway Norway Norway Norway Prante Stetlienards Norway Luxemburg Luxe	16,890 344 23 26 101 471	8,658 195 18 222 1,002	1,589 44 170 170 4,140	5,195 	11,700 ,321 7 400 27 1,153 5,262	7,433 697 4 31 133 573 75 151 140 7,902	5,519 1,078 2 1,134 6 4 14,200	2,500	\$,154 1,050 62 4,930 	3,316 1,044 2 2 116 7 3 3,174 	1,569 3,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 5 2,596	1,723	999	430 465 1 53 16 10 31d	567	tons, 415 694	731 471 22 103 103	t
COENTILE WHEEGE United Kingdem Austria Hungary Coylon Baldinguary Coylon Networkand N	16,890 344 23 26 101 471	8,658 195 18 222 1,002	1,589 44 170 170 4,140	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 40 27 1,153 5,262	7,433 	5,619 1,078 2 1,134 14,266	2,530 2,531 3,531	62 62 4,930	3,316 1,044 2 2 116 7 3 8	1,569 1,081 3 34 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 64 5 2,590	1,723 1,723 30 1,33 62 2,887	999	553 16 314	56;	tons, 415 694	- 731 471 22 103	t
COESTILLA WREEZER United Kingdom Austria-Hungary Swedon Austria-Hungary Swedon Madagasser Strain's Settlements Netherlands Ceremany France Ceremany Ceremany Correnany Correnany Carello Managasser Carello Managasser Carello Managasser Carello Managasser Carello Managasser Carello Managasser Carello Managasser Carello Silvakia Adem and Alpendeades East Africa, Germana Cape Colony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony Kenya Golony	16,890 344 23 26 101 471	8,658 195 18 222 1,002	1,589	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 40 2 27 1,153 5,262	7,433 697 4 31 13 573 75 151 400 7,902	5,519 1,078 2 1,134 4 14,266	1985 24, 60ms, 955 5	\$,154 1,050 62 4,930 	3,316 1,044 2 2 116 7 3 3,174 8 8	1,569 1,081 3 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 52,596	1,723 1,723 30 1,723 30 1,723 30 1,723 30 2,307	999	430 465 1 53 10 314	56; 	tons, 415 694	731 471 22 103 103	t
COENTILE WHENCE United Kinglem Austria Huggery Austria Huggery Coylon Baldinguser Relation Huggery Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Huggery Erane France Huggery	16,890 344 23 26 101 471	8,658	1,589 44 170 170 4,140	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 40 2 27 1,153 5,262	7,433 697 4 31 13 573 75 151 140 7,902	5,619 1,078 2 1,134 6 14,266	1985 24	\$,154 1,050 62 4,930	3,316 1,044 2 2 116 7 3 3 3,174 8 	1,569 1,081 3 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 64 5 2,590	1,723 1,723 30 1,33 62 2,887	999	53 16 314 314 314 314 314 314 314 314 314 314	56; 	tons, 415 694	731 471 22 103 103	t
COESTILLS WREEZER United Kingdom Austris-Mengary Sociola Austris-Mengary Sociola Mandagassar Straits Settlements Noveltunds Noveltu	16,890 344 23 26 101	\$,658 195 222 1,002 97	1,589 44 170 4,140	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 40 2 27 1,153 5,262	7,433 697 4 31 13 573 75 151 400 7,902	5,519 1,078 2 1,134 4 14,266	955 600 A 11 13 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$,154 1,050 62 4,930	3,316	1,569 1,081 3 100 2 7,664	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 52,596	1,723 554 30 1 33 62 28 2,367	999	100 430 430 430 430 430 430 430 430 430 4	56; 	tons. 415 664 133 415	731 471 22 103 103 103 103	
COENTILE WHENCE United Kinglem Austria Huggery Austria Huggery Coylon Baldinguser Relation Huggery Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Netherlands Huggery Erane France Huggery	16,890 344 23 26 101 471	8,658	1,589 44 170 4,140 102 178	5,195 577 245 2 198 170 3,183 889	11,700 1,321 7 400 2 27 1,153 5,262	7,433	5,519 1,078 2 1,134 4 14,266	1985 24	\$,154 1,050 62 4,930	3,310 1,044 2 2 116 7 3 3 3,174 8 	1,569 3,081 3 34 100 2 7,664 4	1,865 1,008 3 7 27 51 1,988	1,593 1,042 11 34 52,596	1,723	999	430 466 467 533 16 314	23-	tons, 3 415 694 4 133	731	1

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IM	PORTS.							IR	ON,	(Angle	, Тев,	Вогл	AND I	Зор.)						Im	ORTS.
	COUNTRIES WHENCE IMPORTED.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22, tons,	1929-23. 19 tons. 19	923-24. tons,	1954-25. 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.	1333-34, tom,	1934-35. tons.	1935-3g, tons,
	United Kinglom Starits Staties ents Ceylon France Austria-Hungary Aden and Dependencies Helgium Germany Other British Possessions Italy Sweden Norway	3,938	1,585 6 2 	1	24	875 5 34 66	204	446 129 50	100 61 100 128	453 1 260 15 11	138 8 7 76	256 3 33 3 	102 495	98 37 101 251 523 414 	205 · · · · · · · · · · · · · · · · · · ·	443 4 266 502	71 16 355 1,535	861 9 2,061 	319 3 516 511 	53 509 998 1,231	11
	Notherlands Egypt United States of America		448	 486	 ₃₁₁				-		:::		:::	:::						494	
	Japan Other Foreign Countries	:::	5	103	15		3	2 1 1		1		2		:::			:::			1	
	TOTAL	3,983	2,059	918	755	1,368	.340	638	484	740	229	306	597	1,424	325	1,216	2,177	2,932	1,845	3,286	26
Тм	PORTS.						IRON	or STI	EEL,	SHEETS	AND	PLATE	s—(In	CLUDIN	G TINE	ED P					PORTS.
	COUNTRIES WHENCE IMPOUTED.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. 19 tons.	fc3-21 tons	1921-25. toms.	1925-26. tons.	1926-27. tons.	1927-28. tons,	1928-29. tons.	1929-30. tons.	1830-31. tons.	1931-32. tons.	1932-33, tons.	1633-34. tons,	1934-35. tons.	1935-36, tons.
-	Australian Commonwealth Persia Persian Gulf	:::	14	51	 11 15	32 75	· 5	15	-	===		:::					=	===	=		
	United Kingdom Egypt	45,550 54	24,003 	35,927	77,241	112,180	51,009	78,226	105,331	78,511	45,683 	28,102	61,810	69,144	67,055	34,392 	24,067	1	25,265	29,632	32,066
	Other British Possessions United States of America Sweden	10 21,604	23,347 15	12,505	26,619	24,807	2,442 10	4,260	6,833	14 10,700	11,532 108	11,427 5	7,543 		9 367	8,802			5	235 	6 154
	Norway Canada Notherlands		103	7	=	104 359			100	1,584	₉₁₉				128	 413			2 27	1	
	Java Hong-Kong China (exclusive of Hongkong	93	 548	267	==	57	::	687	217				-			:::	==			:::	
	and Macao) Belgium Japan Czecho-Slovakia	55 1,733	294 1,708	37 727	3,706 94	7,613 443	16,010 25	1.094	92,964 	38,130	42,136	31,236 	30,688 24		11	11,380	4,658 2	5 3	6		7,295 230
	Straits Settlements Austria Hungary		721	402	 441	 137	102	116 186 177	31#	5 3 1,455	8,327	3,571	219 2,337	65	32		55:	 ₂₆	9	 851	
	Germany Luxemburg Other Foreign Countries	81 13			103	1,154 1,710 20	772 14,733 16	1,508 23,505 227	15,70 15,70 	24,023 158	12,414 23	9,064 555 7	951 871 11	290	1.056	750	14	3 7	3 80	25!	243
	Italy Kenya Colony	<u> </u>						140			248		35			22		B			
т.	PORTS.	69,193	50,857	49,943	108,267		85,803		52,212	154,597								ANIZE		_	43,892 MPORTS.
7.3	COUNTRIES WHENCE							or STI		3521-25.	1025-28,	PLATE 1026-27.	S-FL 1927-28.	AIN &	1929-30.	1030-31	1031-32	1022-53	1030.51	1931-35.	1935-36.
_	Germany	1916-17. tons.	1917-18, tons,	1918-19, tons,	1919-20, tons,	1920-21. tons.	1921-22. tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.	tons.		tons.
	United Kingdom Coylon	6,860 11	1,303	1,533	55,183 82	59,936 11	83,273 163	114,517 1	59,13 59,13	205,30	271,050	249,024	297,68	286,040	200,295	91.37	3 54,931 	49,66	7 51,70 1	52,76	4 55,969 1
	France Other British Possessions				:::	:::	 15 2	1	/		3 4 2	155	3 . 1	2 1	P :::						5
	Arabia Natherlands	136	:::-	202	:::		 	=		1 =,	4	21	1.04.	1	2 741	1,14	48	0 1,35 5 4	8		2 6,578
	United States of America Straits Settlements	2,138	4,205	629 51	3,141	6,530	4,016	26	4,9	1,80	6	1 12,08	4,33	0 2,31	8 :	1,89	8 1		6 2:	4	3 7
	Belgium	8	1	59	 5	101	26 373	472	6	90	2,05	10,48		2 32,06	3 50,97		1		3 5,52	1,90	2 10,079
_/	Other Foreign Countries	9,153	5,509	2,474	58,412	66,649	88,343	122,473	65,0	209,14	8 283,0		9 331,50			2 147,43					
			. 30.000	2,212	00/116	55,045	00,010														

Switzerland
Japan
United Kingdom
Zanzibar and Penba
France
United States of America
Aden and Dependencies
Houg Kong
Germany
Other Foreign Cauntries
Ceylon 9,913 2,837 10.803 3,661 900 18,502 95 11,962 12,99* 15,073 16,889 287 2,890 313 634 139 ...640 1,633 1,950 2.005 Other Foreign Countries
Ceylon
Belgium
Italy
Notherlands
Australian Commonwealth
Other British Pagessions 216 5,496 . 951 492 941 60031

16.898 18,055 22,503 16,933 19,919 21,413 13,064 22,720 IMPORTS. LEAD,

	COUNTRIES WHENCE IMPORTED.		1916-17. ewts.	1917-18. cwts.	1918-19. cwts.	1919-20. CW18.	1920-21. owts.	1921-22 cwts.	1922-23. cwts.	1923-24. ewts.	
	Spain Iraq Japan Germany United Kingdom Frauce Cevlon		6,035 605	 573 1,098	 1,763 503	 376 5,728 229	 144 7,243	 102 4,687 270	 825 72 4,207 96	3,168 9 73 4,540 960	
-	Netherlands Straits Settlements Zanzibar and Pemba Egypt	-:-		20 75		127 16 4 6	45 31 23	36 9 1 20	₇₃	152	_1
	Gibraltar Mauritius and Dependenci Aden and Dependencies Esthonia Belgium			 75	: : : :	77	250	1 6	-	-)
	Turkey in Asia Red Sea			 832	 { 2,034	 12 72 784	 107	66 14	 	 16	
	Rast Africa (Porteguese) Other British Possessions Other Foreign Countries		9	26	_,,,,,	146 16 5	1,255 1 1 26	167 440 	11 42 30	1	
	Total		6,881	2,778	4,550	7,598	9,302	5,820	5,375	8,944	

IJNWRO!	JGHT	(Pig).								Ix	PORTS.
1934-25. ents.	1925-26. ewts.	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. ewts.	1935-36. cwts.
3,532 1,522 26		1,178	1,925	1,396	2,339	1,933		1,664	1,240	1,012 	
5,100		3,180	3,339	2,105	3,726	2,801	4,10	3.78	2,595	2,00	2,12

Dence & Tripes

IMPORTS.

1931-25. cwts.	1925-26. cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1920-30. cwts.	1930-31. cwts.	1931-32. ewts.	1932-33. cwts.	1933-34. owts.	1934-35. ewts.	1935-36. cwts.
					·						
7,612	10.392	8,756	14,289	208 8,152	9,510	8,658	12,301	12,793	16,008	19,242	18,652
				382	225		797				
15	1,272	446	132	382	225	320					
736	1,373	1,004	1,352	1,305	664 22	1.090	1,152	433	912	42 411	1,17
28 91	36 2	42	2	50	123	145	240				25
3,874	5,751	9,208	9,353	13.147	13,657	9,962				81	20
39	36	2	1	20			5				
112				25	14	:::	1	7	20	146	41
12,507							19.056	15,00	17.227	19,929	20,27

WROUGHT-(OTHER SORTS).

IMPORTS.

	1984-25, cuts.	1925-26, cwts.	1926-27. cwts.	1927-28. cwts.	1928-29. cwts.	1929-30. curts.	1930-31. cwts.	1931-32. cwts.	1932-33. cwts.	1933-34. cwts.	1934-35. cwts.	1935-36. ewts.
•												
	,	91				Ì						
	547	958	409	258	4,307	342	324	386	3			
١.			203	200	14	23	31	8				
1	87	59	292	184		57	107	264	108	822	1,027	74
1	4,191	3,565		5,452			3.107	1.283	2,508	4,447	2,278 25	2,61
1.	786	772	1,275	1,003	1,342	1.387	1,111	810	667	58		39
١.	317	105	1,510	1,000	267	1,387	732	562	2,483	310	167	
٠.			58	13	24	40	66		38	198	226	
				11			165	1				
	20											
	20	59		289		69	· 24	19				
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	5	7 8	8 2	910	9 91	177	67	35	1 .4	1 .5		10
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			-					0 810	0.100	0.45	3,881	4,098
	6.28	4 6.11	8 7.56	7.66	6 9,84	6,600	6,565	3,748	. 6,136	6.139	0,01-	

MINORIES
COUNTRIES WHENCE 180-17, 180-18, 1
Ceremany
Germany
Jane 18,000 and Masso 160 100 20 20 105 667 30 3,016 1,476 1,311 1,016 1,033 1,507 1,084 725 521 1,024 1,310 1,025 1,0
Straits Settlements 95,001 29,005 29,005 29,005 29,005 20,005
China (ex Houge ong and added) Hone Flow
Somutation (25 m)
Austria
Coylon (Indian) 14 1 11 20 26 7 4 1 1
Aden and Dependencies
Persian Gulf 110
Zanzigar and comes
Anabia (Musicat Territory, &C.))
East Africa - Uniter Ports 701 400 263 100 134 221 .
East Africa (Ritish)
United States of America on 90 199 128 282 51 1
Other Foreign Countries
Other British Possessions
Deignin Control of the control o
Wenger-(Including Plates of Sheets, not Tinned Iron). Impor-
IMPORTS. TIN, 1925-8, 1926-90,

COUNTRIES WHENCE	1916-17 ewts.	. 1917-18. cwts.	1918-19. ewts.	1919-20. cwts.	1920-21. cwts.	1921-22, cwts.	1923-23. cwts.	1923-25. ewts.
United Kingdom		68182	263	864		10 390	5,663 8	3,374
Austria Hungary	\	8					16	
Belgium		8 9	'		8	:::	10]
Holland		1			14	:::	7	2
Straits Settlements		" 1		1	1	1,974		
				:::	:::	:::		
Netherlands		1 :::				:::		
Australian Commonwealth		121					10	
United States of America		108 126		25	108		544	137
Other Foreign Countries				9	2		7	
Other Diment Descentors								0.501

210 219 1,152

			200						1
						ZINC	OR SE	TELT	1 A
						ZILITO	010 01	222.1.1	11.,
IMPORTS.					. 1.0	20-21. 192	1-22. 1922	-23. 1923	(
		916-17 1		918-19. 1!	919-20. 19 cwts. 4	owts. cu	ts. cwi	s. ew	ts. 3
COUNTRIES WHENCE	1.	cuts.	ewts.	cats.	-				- 1
	-						:] ::		
Portuguese East Africa		6,237	50,301	55,262	5,895	33,761	57.241		2,329
Canada	:::	1,139	913 500	17	98,633 88	20	183	412	500 810
United Kingdom		501	500	23,246	630		.) .		810
United Kingdom Straits Settlements Australian Commonwealth Other British Presessions Other Agrees of America	:::			201	6,022		12;		- 1 3
Other British Pressessions United States of America German East Africa		403		201		38	109		
German East Africa	:::	1)			1,508	1,895	4,000)	3,572
Iraq Germany Cevion Other Foresm Countries Zauzibar & Punba		1,188	180	60	197	68'	89	39	55
Cevion . Simetries	:::	1,100	5			11			1
Other Foreign Counts its			:: i		5,549	2,102	8,119	2,000	766
	:::			1,984	658		.		= 1
Notherlands		::: 1							_
Java			51,229	80,814	117,603	36,522	67,688	55,811	67,500
TOTA	L!	9,400	01,220						1
						ZIN	ORS	SPEUT	ER,
IMPORTS.									_
			1917-18-	1918-19.	1919-20.				123-24. cwts-
COUNTRIES WHENCE	- 1	1916-17. cwts.	1917-18.	cwts.	cwts.	cwts.	ewts.	ewts.	Ow (3)
DIFORTED.	1	-						456	
Sweden		:::		- :: 1				700	= 1
Iraq	:::	 2,714	1,703	359	834	482	12,777	3.011	5.477
Panelty Settlements		2,714 10,953	4,005	3.201	9,141 89	23,977	12,777	12,850	17,16
United Kingdom	:::1	51	59	51	83	5	**		212
Ceylon Portuguese East Africa						\			
Poland		***			169	223	1,039	6,235	6,784
		***		4,781		116 56		186	521
German East Africa		2,650	8,306		45	93		1,016	105
Jupan Mauritius and Dependencies	:::\	1,210		1,102	1.203	2,758 10,283	7.144	13,491	22,881 130
United States of America Belgium	:::1			- :::	1,471		.,	69	150
Norway		180	133		1 30		752		500
Notherlands	:::	201		3,000	221	3		16	
Netherlands Australian Commonwealth Zanzibar & Pemba	:::1	1	2	:	102		a	16]
Aden and Dependencies		- 1	5			7	26	12	= 11
Other Foreign Countries China (ex Hongkong & Mass	··· (···		۱ ۱	1 '	1				
China (ex nongaons a Man		18.02	2 17.49	2 12,510	0 13,45	39,285	21,822	38,112	54,900
Tot	AL	10,04	11/10						-na
								ZI.	ERO-
Imports.									1
		1917-18.	1918-19,	1919-20.	1920-21.	1921-22.	1922-23.	1923-24. Gals.	1904-25. Gals.
COUNTRIES WHENCE IMPORTED.	1916-17. Gals.	1917-18. Gals.	Gals.	Gals.	Gals.	Gals.	Gals.	Onto.	
- IMPORTED.									_ []
		- 1		i			2,091,206		1,355,499
Ecypt						:::			1
Reunion					(33,010,8	45 37,900,572	39,067,596	34,656,958	48,998,033
United States Atlantic of America Pacific	39,303,407		9,844,250	45,593,914	2,630,4	02 2,285,512	***	11,858,420	5,228,327
			***			1 :::	:::		- 1
				5,878,37			956,350	1,807,019	
Straits Settlements Do. (in bulk)	2,945,367	1,625		5,818,01		118 284	75	1,133	125
	1	-		l "	Ί				- 074 577
Ceylon De. (in bulk) Borneo (British) Aden and Dependencies Do (in bulk) Georgia Georgia		10 950			1,208,	65; 3,018,190	2,821,090		2,324,533
Borneo (British)	***	16,250							5,529,023
Do. (in bulk)				1	1			6,012,863	5,525,009
Australian Commonwealth Union of Socialist Soviet								i .	1 . ///
Union of Socialist Soviet Republics-Southern					3,926,	060			1 -/
Persia	995,869	8,599.930		1 15,531,25	819,			2,003,521	-//
(Northern and Southern)									8,715
	5,828,436	13,275 8,574	18,36	0			***	688,501	
Culches & Other Islands	:::			1				688,200	1 1
Arabia					1 :::				1 11 1
	32,500		36	15		22	468,72	1,678,77	1 /1
Other British Possessions Other Foreign Countries	1,131	126			"	100	1 5		
m				01 04,134,64	57 100	255 46,497,77	50,312,51	68,954,000	11.8
TOTAL	149.106.801	31,393,993	11,007,04	V 04'101'01			1,020,00	1	1 4

49,106,501 31,933,963 12,754,701 94,134,043 57,102,255 46,497,772 50,312,519 63,054,000 (1)

								259							
Unwre	OUGHT.													IN	PORTS
1924-25. euts.	1925-26, ewts.	1926-27. cwts.	1927- cwi	-28. ts.	1928-2 cwts		929-30. owta.	1930-3 ewts	:	1931-32. cwts.	1932-33. cwts.	1933-3 Cwts	ş.	1934-35. cwts.	1985-86 cwts.
84 33,152	200	495 25,315		1.533	70	,737	3,181 450 200 51,628		208 000 431	3,40 6,63 58,70		8	251 950 811	8,181 4,461 64,881	7
10	376 1,890	81 200	3	37 8,013 329 787		000 217 802	231 12,179	21,	871	40,86 43,75	75,1: 20 56,7	26 112		100,481 271 116,211	230,5
2,621 31	4,812 10	9,051 110 250		127 8,770 39	25	41 801 200 268	72,861 266 504	15.	837 77 720	17,15 3,27	2 9	07 17 16	138	25,00	63,6
2,001 1,000	7,822	522		3,288	13	,531 220	740	"i,		1,31	I,0	09 2 09 19	,060 ,450 ,250	2,07 15,61 2,00	28,8
	32,813	36,834	<u></u>	10	**	.919				85			,500	1,61	
10,103	GHT OR						142,682	169,	70%	179,97	218,6	78 283	,592	314,70	
1921-25	1925-26.	1926-27,	1927		1928-9		929-30,	1930-3	,	1931-32.	1938-33	1893-			1935-3
curts.	evrts.	ewts.	cw		ewts		cwts.	ewts	000	cwts.	cwts.	cwt		1931-35. ewts.	ewts
1.400	1,500	303				,,			50			::		40	
33,477 60	35,058 85	47,400	2 11	7.54	G	,836 187	8,890	. 4	330 107	4,05	3,0	44 3	,831	3,75	2,
21t	496		-	887		1	3,290	17,	574	1,00			86	"i,10	
4,041	5,630	40,779		0,858		,618	6,552		435	5,65			,051	3,81	
2,732	2,850	6,876	١	423		609	1,052	l	241	27	1 '	150	249		"
23,202	17,810 88,020	35,037 35,037	3	554 1,711	20	,353	28,111	20,	18 191	14,30	1 21,7	1:0 2:	3,300	21,18	22,
85		827		220	"i	,195	650	ïi,	128	11	0 1	100			-
				:				-			1 :::	-			-
5	25 12 500	47 24 86		157		177	14 34		61	35		50	201 13		20
E6,163		139,312		2,607		.035	48,634		551	25.84	26.6	106 33	3,510	30,7	32
SENI													,010		MPOR
1825-26,	1926-2	7. 195	7-28.	1928	3-29,	1929-3	0. 198	30-31.	15	31-32,	1932-33.	1893-3	4.	1934-35.	1935-3
Gals.	Gals	G	als.	Gn	ıls.	Gnls	. G	inls.	- (Gals.	Gals.	Gals	-	Gnls.	Gals
809,4	88	1:										1,467	000		
50,219,0	08 41,416	.818 43,6	72,749	13,32	3.008	22,968.	886 10.0	 505,428	11	5,367,631	3,609,07	0 054	- 1	90,267 835,596 22,500	52 330
	11,133	,554 3,4	60,680			407,	058 1,6	194,765	-	1,091,398	66,63	-		22,500	
4,719,0	33 2,683	.733 8.5	 154,799	85		11.266.				15,154			12	684,005	681
3,3	81		56,900		60	,,	20	145		9					
7,367,8	45	:					- 1							1.721.575	
4,310,6		,855 .		١	.										
*,010,0	**	15,0	54,571	27,49	5,456			:::							
	1 :::	9.7	30,820	32.00	11.050	36,815,	288 47.0 491 18.2	14,425	41	1,460,969 3,551,920	40,893,527 6,559,155	38,234 291	358	43,382,835 6,769,526	46,854,1 10,865,
4,099,1		3,8	46,776	15,30	7,001		1							[
3,000,0	1 .,		13,000		7,788	3,420, 2,155,		 X38,746	4	,116,867		4,216,	883	1,309,977	
-		1	-		.	2,155,				882,756	1,313,023 6,287,374	9,974,	200	2,787,763	1.013.4
1,078,1	391	,819 5	13,000	2,07	4,130		10	2			765,672 438	1.007.	590 234	9,575,465	4,683,67
79,221,6	113		3		75		125	16		222	17		231	326	7
restatit	64,019	,592 94.4	05.505	104.65	0.801	100.457	990 099	002 530	gr	699 999	50 493 915	58 147	610	00 au 155	64,422,74

94,405,505 104,650,805 100,457,329 89,883,330 85,689,920 59,403,015 58,147,610 68,616,55 64,422,747

Inn	PORTS.								co.	1	-AL.										IM	PORTS.
	COUNTRIES WHENCE IMPORTED.	1916-17. tons.	1917-18. tons.	1918-19. tons.	1919-20. tons,	1920-21. tons.	1921-22. tons.	1922-23, tons.	1923-24 tons,		1981-25. tons.	1925-26. tons.	1926-27. tons.	1927-28, tons.	1628-29, tous.	1629-50, tons,	1930-31, tons,	1931-32, tons,	1932-33, 1ons.	1933-34, tons,	1931-33. tons.	1935-36. tons,
	Kenya-Colony Turkey Asiatic Iraq United Kingdom	3.797	 3,657	7,691	 6,935	9,209	 284 82 705,353	7,281 496,518	5,880 126 79,036	STATE OF THE PARTY OF	107,780	97,172	 12,908	 52,830	260 38,902	18,812	 271 23,245	720	 9n 15,994	287	 11,580	10,291
	Australian Commonwealth	23,065	8,102	3,119	3,554 282	33,678	88,375	23,857 70, 10	61,674		13,871	330	12,613 360	8,727 	1,393 394	1,840	1,455	3,805	3,015	9,776 6,165 	4,491	5,287
	Mauritius and Dependencies United States of America Coylon Russia	863		159	 558 343	137 1,974	1,628	511 1,218 23,865	174 549 	1	1,221	800 628	355	697	795	300	 854 326	710	347	1,660	594 2,580	239
	Aden and Dependencies Germany Straits Settlements Java	 849	30 505 230		1,122 668	236 3,604 512	1,102 105	379	492 333		750 793	105 2,963 140	1,001 1,146	2,085 1,329	310 1,191 49	 175 1,769	678 1,035	9 352	523 765	983	2,159 585	10,008 609 201
	Persian Gulf Sumatra	160	10	125 		104 380		7		l		200		 472		 128 300			:::	:::		
	Italian East Africa Other British Possessions Austria-Hangary France	250			103		240		=					==					275	30	234	410
	Cape Colony Egypt Arabia (Native States) China—{Hong-Kong Treaty Ports			150	55 80	320	10 400	25 5	550		60			181	 276	224 1,400 75	250	120				
	Union of South Africa Belgium Netherlands	13,017	1,639	1	1 :::			253,729 1,777	1 1	-	180	113,534 2,052 132	85,788	154,586	105,238 275	200 197,404 118	121,033		158 13,516 	35,770	32,353 	19,203
	Japan Other Foreign Countries East Africa (Portuguese)	370 17 6 077	78		1,500	18,430			ł I		2,794 118,115	13,844 1,712 125,921	695 25,521		770 23 20,681	1,151 150	980 5.061	825 600	117 	320 747	1,818 360	447 12,742
	Borneo (Datch) Borneo (British) Transvaal		58				 488		=		=	:::		:::		100	 500		=			
	Federated Malay States British West India Islands				38,180		1,489,289		591,955	l		800 372,304	876	275	170,557	224,226	155,688			56,351	50,754	59,437
	Toral	48,460	23,67	66,634	38,180	85,99	1,450,20	3 351,310	002,023	l	143,032	372,009	141,700	202,001	170,007	224,220	130,000	55,015	04,000	00,001	50,102	00,401
IM	PORTS							CO	TTON,		RAW.				-							PORTS.
	COUNTRIES WHENCE IMPORTED.	1916-17. ewts.	1917-18. cwts.	1918-19. cwts.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.		1924-25. tons.	1925-26, tons,	1928-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1f31-35, tons.	1935-36. tons.
	Iraq Persia East Africa (Italian) United Kingdom	433	1	10,316	410	266 5,259	l	1 1	il l		13 1,484 1,325	1,132 6 206	23 1,136 5,003		14 498 911	47 216 	3				720	1 43 20
	Belgium France United States of America						40	3	16		17 427		6 11 25,039		11,787	19 1,689	9,756	28,624	45,791	8,126	1,63	10,437
	China—{Hong-Kong Ceylon Netherlands	3,558	59 2,93	6,996	24	109		9 7 1	58 		17	2 5 	} 452		1		::: ,		:::			
	Austria-Hungary Arabia-(Muskat territory, &c.) Other Native States in Arabia East Africa (German)	- :::	5,650			133		10	ا ا	1:	 54		2 12 23	1	93	,					-	
	Turkey in Asia (Persian Gulf) Aden and Dependencies Egypt	341 1,433	3,218 565 713	214 692	1 3	 8		 3 27	 53 1 743	ĺ	 14 193	4 73		 67 550	 21 294	 6 511	21,343	14,856	9,135	6,065		15.484
	Egypt Union of South Africa Italy Zanzibar and Pemba Germany	=	8,000				1 :	31 3 31			157 17 29 16,241	3	35 43	8	10	1,350 17 58	675 4	5	113 37	16		
*	Kenya-Colony Other Foreign Countries Straits Settlements	27,360 139 107	20			2,79	44	3 3 15				15,696		 9 395	15,045 2 	19,039 51	 481	100	20,694 7	4	1,32	3,434
	Japan Tanganyika Territory Other British Possessions	:::			:::	:::	670	18			20,183	17,545	780	280	28,882	23,980	892 35 58,464	1,670	6,447		3,38	5,042
	TOTAL	\$3,431	51,50	93,315	3,300	9,31	24,45	10,70	1				1,010	00,002	20,082	40,080	00,904	10,020	1 04,746	1,00	1	10,000

COUNTRIES WHE	OR	1916-17.	1917-18. Iba.	1918-19. Tus.	1919-20. lbs.	1020-21. lbs.	1921-22. lbs.	1922-23. lbs.	1953-24, lbs,
IMPORTAD.	·							1,800	
Ozecho Slovakia					4,459				***
Natal	à	***			1				***
Sweden	ž		(1		410,778	828,840	784,100	***
Donmark		91,700	144,900	4,000	70,300	410,773	1.283		181,5
	£	01,100				23,395,590	40,074,146	31,018,372	AT 111
	un	24,470,135	14,016,702	9,611,527	12,229,610	23,310,680	407,302	312,005	21,789,
United Kingdom		20,655	18.800	100	114,900	113,533	62,174	5,300	801,
Italy		638,012	12,050	14,432	52,477	110,000		1,200	148,
Covlon			13,891		8,000	144,524	463,587	301,300	132,
	ا ک	241,840		1	8,000	8,000			852,
Netherlands	4	221,074		1	***		"13,000		***
	4				17	14.878	87,355	21,346	
		9,502	53,502	"4,400	17		9,432	1,495	- 1,
Straits Settlements						***	11,900	31,677	. 3
Franco		24,808				315	40	917	.47,
Germany	đ :::						2,000		***
Other Foreign Countries	13				***	***		***	***
	i ::				***	***	1 2 2	***	
		1		1	6,008	133,600	130,008	61.007	157
Persia	1				338,280	419,000	43,000	64,430	67
Belgium	1	20		88,700	338,280	410,000	44,000	07,100	
Hong-Kong Va	ekone and				160,000	2,284,587	21,600	80,000	160
China (exclusive of Ho	ii and	120		1,057,671				00,000	
Macuo)					181,785	8,300	s.700		
Turkey in Europe Aden and Dependenties	7	11,520		***	181,700	400		l :::	
Zanzibar & Femba	á			****			600		
Kenya Colony				33,891		***	1 ""		
Muskat Territory as	d Trucial			1			l	٠	
	4	3,653	680	27,280,386	1,917,950	20,122,700	14,915,009	26,516,905	20,430
Japan	2	4,007,635	4,206,191	27,280,380			4,400	20,000,000	
Greece						901		l :::	
Spain			***	250	4,614			11.018	
United States of America		2,030	2,640					11,010	1
Other British Pessession	8	1,200	801				1 :::		
Siam									

PORTS.	-							COL	TON	PIEC
COUNTRIES W.	HENCH		1916-17. yards.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22, yards.	1922-23. yards.	1923- yard
		-								
Australian Commonw	ealth							5	3,600	
Iraq Muscat Territory & T			***		1.130	3,000	1,110	110		-
Muscat Territory & 7	rueini Omi	in		::: 1				***	***	***
Other Poreign Count	rice		1		900	120	14			
Germany United Kingdom	Ξ.		762,016,690 115,377	544,800,680 2,530	375,302,307 23,247	464,590,986 24,381	420,287,678 7,204	520,493,158 10,281	833,320,600 101,55	500,70 31
Ceylon Arabia	CAU	ntie	7.798.410	5,610,200	286,002	5,354,227	8,414,357	21,197,038	4,447,42	
United States of Am	enca [Pact		18,202	9,200	10,830	4.373	22,384	103,029	45.81	, "
Straits Settlements Netherlands Aden and Dependen	100	:::	5,450 8,500	3,800	221,700	171,000		3,405,950	48,00 130,35	i :
Java		***	3.067					8,697		
Italy Japan Hous-Kons			75,620,590 248,452	73,278,105 427,392	206,838,188 197,668	62,743,591 166,325	150,428,376 138,197	83,490,308 60,168	90,033,96 38,10	98,93
China (exclusive of	Hongkong	and	1.000.000	1,122,900	410	2,030	675,300	738,000 1,800	2,737,80 1,93	6,01
Persm	900	***	600		210	1.237				1
Turkey in Asia Per	l Sea sian Gulf					2,442				-
Austria	44					86,250	11,780		1	
Egypt		***							21	
Belgium		***								1 :::
Abvesinte			l		***			***		1
Zanzibar and Pemb	3	***	24,000	1		950			1	
Bast Africa (British)	***	41,400							.[
Siam Federated Malay St.	ator 7					0.50	27			1
Notel			1		537,250	3,970	70,000			1
Philippine Islands &	Guan					10,000				
									pos	
Other British Posses	sions	***	6,978						-	4
East Africa-Germa	n	***				88,789	6.230			
East Africa (Portugual Inhrem Islands	neso)	***	***			00,101		74.950	22,100	
Bahrein Islands Mauritius and Dener		***					1	56.500	22,100	***
Kenya Colony									1 - 1	***
Sevenelles								2,400		703,956,
	TOTAL		816,989,765	025,475,996	583,420,649	533,311,053	580,208,683	635,608,183	831,024,684	100,000,0
	TOTAL	•••	010,089,760	010,110,000	000,920,045	000,011,000	1			

Twist	AND YA	RN (AL	L KINDS).		_				I	MPORTS.
1921-25. Iks.	1925-20. lbs.	1920-27. lbs.	1927-29, 11m,	1928-29. His.	1929-30, lbs.	1930-31. lbs.	1881-32. Bis.	1632-33, lbs.	1933-54.	1934-35. Ilies,	1935-36 lbs.
		:::	:::	:::		::					
1,507,185	893,013	691,130	484,059	360,431	694,410	73,600	"51,201	65,000	18,500	"i1,300	30,000
20,750,078	15,979,805 409,845 48,385	20,106,150 313,612	20,559,611 425,256	23,091,998 811,127	20,111,892 1,428,810	10,314,013 01,435	11,012,546	13,337,075	9,952,435 18,090	P,792,311 4,420	9,767,035
163,220 290,740	48,385 214,400	91,644 45,200	56,436 22,460	800 24,015	2,581 40 500	6,000	81	2,518		11,800	
\$80,585	473,075	480,435	687,965	11,490	40,500 35,844	15,015		115		581	5,363
			***		10,400	1,200					
2,010	12,400 1,788	3,580	157,000	300,900 211	14,526	2,082	20,010	80.007		109	20,220
7,337	90,829	32,883	155,295	57.995	94,051	18,574	15,016	16,000	56	102	184
,	399	245 1,121	140	25,318	4,471	1.000	1,900	18	1,139	4,491	791
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		::	'-	1,000					
90,115	33,025	20,200	21,776	953		2,074	0.710	1,500	75,800	87,602	14,100
1,000		14,600	821,000	23,200	80,000	20,000		20,000	20,000	42,000	499,800
309,350	56,000	930,432	12,014,703	11,396,655	10,494,713	11,723,238	13,915,239		10,209,275	12,725,925	12,922,437
10					1						
1			***								***

38,321,778	33,525,350	26,619,033	16,974,830	7,631,615	10,870,160	6,891,993	6,910,107	18,138,00	11,683,936	11,339,411	21,307,259
3,000				14,400				1 : 1			
3,000	14,665	57,311	32,116	13,168		110	1,681	116			
			/				***	100,00	80,000	1,692	5,450
55,907,333	61,688,086	49,421,558	52.314.534	43,703,366	43,852,011	29,139,915	31,575,100	45,101,82	32,055,163	34,021,850	44,570,317
1-7701,010	,,	,,									

GOODS	s, Grey	—(Unb	LEACHE	d), all	KINDS.					I	MPORTS.
1924-25. yards-	1925-26. yards,	1026-27, yards.	1927-28. yards,	1928-29. yards.	1929-30. yards.	1930-31. yards,	1931-32. yards.	1932-33. yarda	1933-34. yards.	1934-35, yards,	1935-36, yards,
 144 7,168 300	93 20,149	540 	 4,028	5,600 72		35	::: '	ikes		=	
40 727,421,125 20,450	23,459 501,391,190 77,351	81,681 588,781,540 10,168	651,160,996 88,550	5,860 581,618,133 64,760	520,515,030 80,801	1,433 1,433 143,296,706 28,705	59,679,524 46,845	111,071816 18657	38,068 88,200,016 65,681	7,100 102,718,455 81,500	85,434,652 44,761
2,618,016	2,460,884	2,690,123	2,241,237	1,568,850	916,003		482,611		258,300	330,085	
287,154	192,043	00,450	0,502	258,978 688	67,449 2,358	56,872	1,700		6,270	2,646	
8,000 318,000	23,504 3,000	34,160 72,750	102 208,212	15,200	94,500	4,000				41,900	233
100,839,116 116,200	7,366 142,609,046 23,220	1,561 154,865,422 1,300	49,128 214,773,511 112,800	10,579 241,740,270 28,525	358,790 313,096,250 56,160	200,610 218,319,100 60,940	4,812 185,215,890 43,410	243,942314	78 141,625,884 	25,378 193,753,058	240,064,870
4,809,328	2,212,003	1,788,700	0,935,000 1,500	13,313,408	9,652,042 14,400	2,421,000	3,910,545 2,400	061,300	40	453,500	- :::
			1,600		19,400		2,301	1		l :::	***
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13,553	2,319	120	7,000				20	9 1		1	
	1,874	100		2,214	***	5,227	***			1	
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800		3.048		100	69,675		***		***		***
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	2,700	680		1,180	2,580				"		***

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22				4,800			***		***		
845,510,502	709,095,401	748,410,976	875,537,917	838,643,367	925,548,701	305,030,424	249,409,102	356,019,813	230,185,251	297,369,696	331,952,733
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Total Hotels	Strategic complete continued																		
1.00	aliana many		264			COT	TON P	mon !	noods.	(WHIT	e, Blea	CHED)	ALL KIN	ms.				. 1	MPORT
PORTS.	17								1955-26.	1996-97.	1927-28.	1928-29.	1929-30	1850-81.	1931-32	1832-33,	1033-34.	1934-35	1935-3
COUNTRIES WHENCE IMPORTED.	1916-17. 1917-18. yards. yards.	1918-19. yards.	1919-20. yards.	1020-21. yards.	1921-22. yards.	1922-23. yards,	1923-24, yards.	1924-25. Yards.	sards.	yards.	yards,	yards,	yards.	yards.	yards,	ynrds.	yards.	yards.	yard
Federated Malay States	152 84	231	20,220	220	.107	1,000 53,948	24,038	77,891	596 41,416	3,739 9,003	79,294	8,729 2,500	7,80¢ 16,465	40g 1;000	391	=			:::
Czecho-Slovnkia	314,842 Pi6,637	100,888	610,896	08,000 408,560,393	1,245 40 200,380,523	395.412.351	3,827 402,802,428	1,459 575 532,914,533		550,284,568	528,753,340 7,505,704	525,361,457 8,414,536	435,947,709	220,030,008 4.255.801	28,400 207,015,460 3,510,091	281,005,055	184,150,419 1,453,492	210,607,802	198,08 I,46
Kenya Colony United Kingdom Notherlands	3,361,185 1,813,752	274,888,939 100,783 161,946	311,012,528 4,033,505 46,568	5,839,025	4,390,956 103,152	3,216,132	4,492,855 287,688	6,402,061	83,753 89,753	530,284,568 5,935,971 87,750 1,689,416	183,806	136,615	7,503,655 152,824 1,991,670	160,148 800,202 77,187	183,914	2,230,920 146,306 574,015	75,814 70,735	2,000,240 81,031 461,036 103,132	i
Netherlands Ceylon Italy	75,905 27,124 52,491		46,568 9,600 147 218,430	242,212 77,178 42,161	14,538 4,073	65,677 5,447	9,519	518,055 E	937,033 0,100	91,428	65,897	210,010	205,863	77,187	453,200	278,018	31,628	103,132	
Franco Natal Other Native States in		25					4,100	800 150	182	40	145	38,960	785	80	40	100			
Arabia Italian East Africa		= 1	=	2,060	185,831	81,520		7.440	278,208		161,581	159,109	147,011	ii1.516	121 435	122.635	124,457	100,949	- 6
Straits Settlements	115,433 44,827	316,146	194,470	138,315	14,835	8,741 52,265	126,618 88,327 40,781	113,719 126,274 34,535	255,731 159,003	227,706 363,684 297,162	1,050,009 795,106	2,311,500 1,163,601	3,023,010 1,781,513	1,199,465 1,314,270	574,584 636,50S	1,163,121	158,021 2,520	30,112	
U. S. A. Atlantic	33,867 425,753 0,343 720	400,152 18,025	137,205 60,863	2,026	339 24,188	12,891	630	8,676	17,005	1,144 280 177,771	100	00	9,002 242	20	44	_{49,431}	18,552	30	ï
Persia Egypt	1	:::	:::	10,450	:::	20,137	86,881	85,226	17,516 110,099	177,771	188,187	153,430	161,765	132,812	89,575	88,161	10,502	110,011	
Russia	8,001 2,205 6,767	31,271 41,212	1,536,245 10,058	11,241 10,020	36,395 10,517	62,505 20,031	20,185 8,828	 9,11)	7,532 10,830	10,420	10,510	2,581	24,516	21,053	7,627	6,818	1,374	892	
Hong-Kong China (exclusive of Hong-Kong and Macso)	60,000		5,700	228,887	2,695	200		18,991	3,157		4,200	123	3,103	1,016	1,645	***		***	
Persian Gulf	20,660 4,615	2,484	82,290	8,000 16,465	200	 1,535 705	25,908	33,40	43,221 1,663	132,468 64,673	755,848 123	231,269	157,497	52,200	39,310	69,007		4,750	:
Belgium	90 000 123 980	291 44,327	440 316,450	3,098 70,783 3,819,617	201	l I	356	1,509	4,671,567	4,000 2,881,728	5,503,521	5,161,507	13,890.453	28,105,352	59,820,081	120,354,174	75 177,481	40,261,974	59,2
Zanzibar & Pemba Japan	2,558,371 2,601,847 50,000	10,483,894	2,753,213	3,819,617	1,860,766			4,453,707	451	730	140	6,151	4,710	40	172				
Java Muskat Territory & Trucial Oman East Africa—Portuguese	920 660	5,045	17,243 212,423	252 65,870	2,186 8,339 155,718	473	999 45	2,570 2,100	5.503,787 S,467	8.613.416	12.776.183	8,710,617 7,146	8,581,401 20,532	5,444,305	5 004 200	0,401,380	612,835 24,502	4.583,253	
Switzeriand Countries	965,365 167,626 501 20	25,750 540	508,031 60	2,239,520	155,718 20	991,492 70	4,728,651 557	4,965,555 214		4,277 6,938	6,247	7,146	20,552	808	2,579	19.900	24,502 4,413	38,223	
Other British Posses	12 87	675	. 312	60	1,159		526 415,356,711	1,159	505 ABS 119 194		550,462,292				279,081,951			285,243,075	263,5
TOTAL	589,832,070 502,353,450	298,635,237	322,047,039				TTON							YED) AL		1959-33.	1803-84.	1931-35.	
PORTS.		290,635,237 1918-19. yards.	1019-20, yards.	1920-21. yards.	1921-22. yards.	CO 1809-23. yards,	TTON 1923-24, yards.	PIECE- 1921-95. yarris.	GOODS 1923-50, pards,	(Colo	URED, I	PRINTED 1928-29. yards.	, OR D	1930-31. yards.	1931-32, yards.	1952-33. yards.	1833-34, yards,	1031-35, yards,	1935
TOTAL PORTS. COUNTRIES WHENCE IMPORTED. Anglo-Egyptian Soudan	589,532,070 502,353,450 1016-17. 1017-18. yards. yards.	1918-19. yards.	1019-20. yards.	1920-21. yards.	1921-22. yards.	1992-23. yards,	1923-24, yards.	1924-25. yanis.	1725-50, 587 ds. 650 957-404-571	1926-27. yards. 540	1927-28. yards.	1928-29. yards.	1920-30, yards.	1930-31. yards.	1931-32, yards,	yards,	yards.	1031-35. yards.	1932 yur 155,2
TOTAL PORTS. COUNTRIES WHENCE IMPORTED. Anglo-Egyptian Soudan United Kingdom	1916-17. 1017-18. yards. 443,721,300 302,974,123	1918-19. yards. 201,263,213 1,321,750	1918-20, yards. 187,025,812 1,385,311 1,285,531	1990-21, yards. 448,598,019 9,737,439 133,894	1921-22, yards.	1892-23. yards. 32,89 211,030,34	1923-24, yards.	1924-25. yanis.	1923-50, pards, 600 267,404,571 9,507,000 24,671 116,005	1926-27, yurds, 540 318,300,188 15,550,075 71,633	1927-23. yards. 352,210,000 24,562,728 240,447 130,000	1928-29, yards, 335,606,433 36,112,032 364,524	1929-30. yards. 278,670,280 22,889,915 208,785 203,231	1930-31, yards. 147,640,729 8,749,773 218,996	1931-32, yards, 110,270,871 9,934,451	7,107,129 609,154	yards, 142,400,273 407,256 7,170 8 637	1031-35. yards, 213,667,703 1,816,639 594,504	1933 yar 155,2
TOTAL PORTS. COUNTRIES WHENCE INTEGRATED. Anglo-Eryptian Soudan United Kingdom Integrated Integr	580,832,070 502,363,450 1010-17, 1017-18, yards. 460,721,300 382,374,123 14,173,480 7,003,104 17,41 175,618	1918-19. yards. 201,261,213 1,321,750	1019-20, yards. 187,025,812 1,835,811 125,549 18,690	1920-21. yards. 448,598,010 9,757,439 133,801 112,204	1921-22. yards. 121,559,455 2,312,797 23,055 489,196	1922-23. yards, 32,89 211,936,34 1,891,10 1,81 37,92	1923-24, yards.	1924-25. yanis.	925-50, 587-85, 610 927,401,571 9,907,009 9,671 116,005 3,003,945 560,450	1926-27, yurds, 540 318,300,188 15,550,075 71,633	1927-23. yards. 352,210,038 24,562,728 246,447 130,090 3,167,683 285,021	1928-29, yards, 335,696,433 36,112,032 364,524 315,992 2 146 716	1929-30, yards, 278,620,280 22,689,915 208,785 203,231 1,489,939	1939-31, yards. 147,649,729 8,749,773 218,926 81,994 711,782 308,816	1931-32, yards, 110,210,871 9,931,451 122,681 155,961 494,331	784,326,118 7,107,129 609,154 79,918 234,014	142,400,273 407,256 7,170 8,537 801,102	1031-35. yards. 213,067,703 1,815,639 594,594 210,598 399,463	1933 yur 155,3
TOTAL PORTS. COUNTRIES WHENCE IMPORTED. Anglo-Egyptian Soudan United Kingdom Haly Austriae Studies Settlements Coylon	589,832,070 502,353,460 1019-17. 1017-18. 3rards. 400,721,000 382,974,123 14,170,480 7,000,140 11,170,480 11,000 11,170,480 12,000 11,170,480 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 12,010 2,000	1918-19. yards. 291,263,213 1,221,750 	1919-20. yards. 187,025,312 1,335,311 25,549 1,359,195 21,371 43,301	1920-21. yards. 448,699,019 9,757,439 133,894 449,107 135,809 23,889	1921-22. yards. 121,550,455 2,512,767 3,576 23,057 499,196 18,855 21,005	1992-23. yards, 32,89 211,930,34 1,891,10 1,81 37,92 1,874,96 178,00 21.07	1023-24, yards. 5 303,696,463 1 5,507,288 8 43,810 79,282 8 2,501,485 8 175,925 8 16,786	1994-25. yurris. 20 838,402,754 9,647,978 191,553 3,835,467 1,463,151	1923-50, pards, 610 287,401,571 9,907,039 21,971, 186,003 3,983,650 9,948	1926-27. yards. 540 318,300,188 15,550,075 71,635 310,510 3,207,688 220,516 12,316	1927-28, yards. 252,210,930 24,562,728 240,447 130,000 3,107,893 285,021 9,005	1928-29. yards. 535,696,433 36,112,032 364,534 316,992 2,146,715 235,188 30,814	1929-30, yards. 278,600,880 22,689,915 296,785 200,231 1,480,232 272,505 8,677	1930-31, yards. 147,640,729 8,749,773 218,926 81,934 711,782 306,816 15,059	1931-32, yards, 110,210,877 9,934,457 122,681 125,681 126,433 206,977 14,533	784,326,418 7,107,129 609,154 79,938 238,014 105,169 300,233	142,400,273 407,256 7,170 8,937 894,102	1031-35. yards, 213,667,703 1,816,639 594,504	1933 yur 155,3 5 2
TOTAL TOTAL COUNTRIES WHENCE IMPORTED. Anglo-Egyptian Soudan United Kingdom Halv Franco Straits Settlements Franco Miskat Territory and Miskat Territory and The country	589,832,070 502,353,460 1010-17, 1017-18, yards. 460,721,320 382,374,123 15,170,490 7,000,104 01,331 140,083 175,033 132,033 18,104 2,033 12,046 2,033	1918-19. yards. 291,283,213 1,221,750 	1019-20. yards. 187,025,312 1,385,311 1,385,519 18,600 1,350,1350 21,371 43,301	1920-21. yards. 448,598,010 9,757,438 133,801 112,204 449,107 135,800 23,880 6,180	1921-22. yards. 121,550,455 2,312,767 3,576 23,055 499,100 18,855 21,007	1832-23. yards. 32,89 211,930,34 1,891,10 1,81 37,92 1,874,96 178,09 21.07	1023-24, yards. 5 303,656,463 1 5,507,288 8 43,88 9 79,232 8 10,782 16,782 5 2,122 100	1994-25. yurils. 90 338,462,754 9,647,978 181,553 3,853,547 1,453,183 211 7,252	925-50, 587-85, 610 927,401,571 9,907,009 9,671 116,005 3,003,945 560,450	1926-27, ynrds. 540 318,300,188 15,500,075 71,635 310,510 3,207,636 12,316 5,316 5,518 115,420	1927-28. yards. 352,210,030 24,562,728 260,447 130,090 3,167,883 285,021 9,365 610 500 315,428	1928-29. yards. 335,606,493 36,112,092 304,524 316,792 2,146,715 293,188 30,814 2,205 2,319 25,000	1920-30, yards. 278,620,280 22,680,915 296,785 200,231 1,480,231 272,505 8,677 S,290 1,234, 220,801	1930-31. ynrds. 147,640,729 8,749,773 218,936 81,934 711,732 308,816 15,939 4530 2,319 432,145	1931-32, yards, 110,270,877 0,024,45 122,68 125,69 125,69 1424,33 290,97 14,83 69, 632 34,216	7,107,129 (191,326,118 7,107,129 (09),151 79,938 238,014 106,110 300,235	yards. 142,400,273 407,256 7,179 8,537 801,102 108,028 51,475	1031-35, yards. 213,067,703 1,816,239 591,591 210,598 399,483 152,285 23,931	1933 yax 155,2 2 2 1
PORTS. COUNTIES WIRENE LIPOSTED. Anglo-Egyptan Sondan United Kingdom United Kingdom United Kingdom United Kingdom United Kingdom United Kingdom United Kingdom United Un	589,832,070 502,353,460 1019-17. 1017-18. 3rards. 400,721,000 382,974,123 14,170,480 7,000,140 11,170,480 11,000 11,170,480 12,000 11,170,480 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 11,170,180 12,000 12,010 2,000	1918-19. yards. 291,283,213 1,221,750 	1919-20. yards. 187,025,312 1,335,311 25,549 1,359,195 21,371 43,301	1990-21. ynrds. 448,599,010 9,757,439 133,804 112,994 440,107 135,800 23,859 6,100	1921-22, yards. 121,559,455 2,312,767 3,576 23,055 490,186 18,855 21,000	1822-23. yards. 32,89 211,930,34 1,891,10 37,92 1,874,92 1,874,90 21,97 21,97 178,00 21,97	1023-24, yards. 303,036,463 1 5,507,288 4 48,10 8 175,925 8 175,925 16,786 5 2,125 100 8 32,786	1903-25. yarris. 20 308,462,754 9,647,978 131,653 31,553,669 211 7,652 7,653 57,634	1923-50, pards, 610 287,401,571 9,907,039 21,971, 186,003 3,983,650 9,948	1926-27. yards. 540 318,300,188 15,550,075 71,635 310,510 3,207,688 220,516 12,316	1927-28. yards. 352,210,030 24,562,728 260,447 130,090 3,167,883 285,021 9,365 610 500 315,428	1928-29. yards. 335,606,433 36,112,032 304,534 315,932 2,146,715 293,188 30,814 2,205 2,205 2,319	1929-30, yards. 278,600,880 22,689,915 296,785 200,231 1,480,232 272,505 8,677	1930-31, yards. 147,640,729 8,749,773 218,926 81,934 711,782 306,816 15,059	1931-32, ynrds, 110,270,877 6,934,467 122,933 150,901 424,333 290,977 14,831	7,197,129 (197,129,118,129,129,129,129,129,129,129,129,129,129	yards. 142,400,273 407,256 7,170 8,637 80,102 106,628 51,475 21,134 136,977	1031-35, yards, 213,097,703 1,815,639 201,504 210,593 359,493 152,265 23,931 	1955 yar 155,2 2
PORTS. COUNTIES THENCE Angle Type In South The Counties	589,532,070 502,253,450 1010-17, 1017-18, yards, yards, yards, 11,170,690 7,505,510 11,170,6	1918-19. yards. 291,203,213 1,321,750 	1010-20, yards, 187,025,812 1,835,811 1,850,911 1,550,915 21,871 43,500 41,570 17,153 103,500	1929-21, yards. 448,599,010 97,257,433 133,891 112,294 440,107 123,890 23,850 6,100 6,100 144,222 6,249	1921-22. yards. 121,559,455 2,312,797 23,057 499,106 15,855 21,007 3,436 966 125,711	1922-23. yards. 32,88 211,930,34 1,81,19 1,81,19 1,792 1,574,66 21,97 71 160,85 37,47	1023-24, yards. 5 303,856,463 5 5,507,283 6 79,233 79,233 10,785 10,785 5 31,785 0 31,275	1993-25. yarris. 338,462,754 0,647,978 1913,533 1913,533 1,463,157 211 7,552 7,553 57,653 51,664	1723-50. 387,401,571 9,507,571 19,507,571 10,003 30,523,62 30,523,62 9,018 18,100 73,510 7,740	1926-27. yurds. 318,300,188 15,500,070 71,635 310,510 3,207,688 220,516 12,316 5,323 115,420 100,821	1927-28. yards. 352,210,030 24,562,728 240,447 3107,853 285,021 9,305 010 500 315,428 60,667	1928-29, yards. 335,600,433 36,112,032 304,524 315,932 2,146,715 235,188 30,814 2,205 2,319 05,000 118,676	1920-30, yards. 278,600,880 22,689,915 203,231 1,489,232 272,505 8,677 5,200 1,231 220,801 91,626	1930-31. ynrds. 147,640,729 8,749,773 218,936 81,934 711,732 308,816 15,939 4530 2,319 432,145	1931-32, yards, 110,270,877 0,024,45 122,68 125,69 125,69 1424,33 290,97 14,83 69, 632 34,216	yurds, 184,226,118 7,107,129 609,154 79,928 233,914 106,140 300,235 144,387 82,627	yards. 142,400,273 407,256 7,170 8,537 83,1,102 106,028 51,475 21,184	1031-35. yards. 213,067,703 1,816,039 291,069 390,443 152,205 23,931 98,543 785,553	1955 yar 155,2 2
PORTS. COUNTIES THEXE PROPERTY AND A PROPERTY AND	589,532,070 502,253,450 1010-17, 1017-18, yards, yards, yards, 11,170,690 7,505,510 11,170,6	1918-19. yards. 291,201,213,750 1,221,750 1,221,750 1,21,750 1,2,735 0,747 210,714 25,924	1010-20, yards, 187,025,812 1,835,811 1,850,911 1,550,915 21,871 43,500 41,570 17,153 103,500	1999-21. yards. 449,099,010 9,757,435 110,299 440,107 123,800 23,850 6,100 610 144,222 6,249	1021-22. yards. 121,555,455,455 2,312,757 23,957 491,106 18,857 21,000 125,711	1992-23, yards, 32,89 211,930,74 1,891,10 1,81 37,92 1,874,96 178,90 21.07 71 160,85 37,47	1023-24, yards. 203,696,463 1 5,507,283 2,561,283 2,561,283 2,561,283 3,75,922 3,16,782 3,175,922 3,175,9	1923-23. yarris. 20 338,462,734 9,647,978 121,652 121,652 1,463,151 17,453,151 17,553 18,564 1,463,151 19,145	1925-10. 1927-01.571 1930 7.09 1947-11 110,035 1,035 1,035 1,035 1,035 1,035 1,140 1,740	1926-27, ynrds. 540 318,200,188 18,500,976 71,635 310,510 3,207,088 230,510 12,316 5,323 115,420 100,824	1927-28, yards, 352,210,000 24,522,728 240,427 230,000 3,107,833 285,021 9,305 600,007 10,084 10,084 10,084 10,085	1928-29, yards. 335,600,433 36,112,032 364,531 315,732 21,146,715 235,188 30,814 2,253 2,319 95,000 112,678	1920-30, yards. 278,600,880 22,880,915 208,785 207,231 1,480,232 272,605 8,677 3,200 1,233, 220,801 91,626	1930-31, ynrds. 147,640,729 8,749,773 218,952 31,954 711,725 306,810 15,059 439 2,319 432,145 48,129	1931-32, yards, 110,270,877 0,924,45 120,201 120,901 120,907 14,831 63,032 34,214 86,255	yurds, 181,326,118 7,197,129 609,154 79,928 233,914 106,140 300,233 146,387 82,627	yards. 142,400,273 407,256 7,170 8,637 80,102 106,628 51,475 21,134 136,977	1031-35, yards. 213,667,763 1,816,639 210,639 399,433 152,23 22,631 98,543	1933 yar 155,3 2 2 1
PORTS. COUNTILS TREASE LINEAR CONTROLLS TREASE LINEAR ENGAGEMENT	589,532,070 502,253,450 1010-17, 1017-18, yards, yards, yards, 11,170,690 7,505,510 11,170,6	1918-19. yards. 291,201,213,750 1,221,750 1,221,750 1,21,750 1,2,735 0,747 210,714 25,924	1019-20, yards, 187,023,310 1,250,311 1,250,311 1,250,311 1,250,100 1,250,100 1,1,123 105,000 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,	1999-21. yards. 448,509,010 97,577,438 113,294 440,107 125,869 01,000 01,000 0,249 10,292 10,292 03,492 10,292 10,	1921-22. yards. 121,550,455 2,312,797 23,507 24,507 21,007 3,437 21,007 125,711 60,007 11,445 11,125	1692-23. ynrds. 23,89 211,903,41 1,891,10 1,891,	1023-24, yards. 303,006,463 15,507,288 43,101,007 77,232 8,107,922 8,107,923 8,107,923 9,107,923 9,107,923 9,107,923 9,107,923 9,107,923	1994-55, yaris, 29 53,4(2,7)4 6,647,775 121,568 51,7,685	1925-50, 517-68, 517-6	1926-27, ynrds. 519 318,300,188 15,500,076 71,035 310,510 3,201,088 230,510 15,316 5,338 115,420 100,824	1927-58. yards. 352,210,000 25,682,738 240,477 130,000 315,428 60,607 110,064 330 115,665	1028-29. yards. 335,600,433 361,12,032 361,523 361,523 251,13,233 30,814 2,265 2,319 05,000 112,076 1,350 1,650 19,777	1920-30. yards. 215,600,780 22,600,780 22,600,980 22,600,980 22,600,980 22,600,980 22,600,980 220,801 01,620	1930-31. yards. 147,640,720 8,740,773 218,020 31,623 300,816 15,059 430 2,319 452,144 48,129	1931-32, ynards. 116,210,577 0,984,461 122,665 150,984 492,531 14,531 493,931 80,235 16,481	yurds, 18,326,118 7,107,129 609,154 79,938 233,9,14 106,140 309,235 144,387 82,827 3,582 26,638	yards. 142,400,913 407,256 7,170 8,637 891,102 168,628 61,475 21,134 136,677	1031-35. yards. 213,067,703 1,816,539 1516,539 210,539 152,265 23,631 39,543 785,553	1932 yar
PORTS. COUNTELL VELSCE MONTHOUSE PROPERTY. COUNTELL VELSCE MONTHOUSE PROPERTY. Angle Exprism South Fluided Kingdom Austria Austria Strate Settlements Copylon Strate Settlements Copylon Fluided Strategies Fluided Strateg	500,532,570 502,253,450 1010.17, 1017.18, yards, yards, yards, 117,70,681,70,70,70,70,70,70,70,70,70,70,70,70,70,	1918-19. ynrids. 291,001,213 1,321,750 1,321,750 201,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,011 1,753 50,001 1,753 50,001 1,753 50,001 1,753 50,000	1019-20. yards. 187,025,312 1,350,311 1,350,109 1,350,109 1,350,109 1,151 105,600 5,010 6,000 6,010 6,000 6,010 6,000 6,010 6,000 6,010 6,000 6,010 6,000 6,010 6,000 6,	1999-21. yurds. 449,299,010 9,757,493 1112,299 1419,107 110,299 0,1090 0,1090 0,1090 0,1090 0,1090 1,277 10,290 10,200 10	1921-92. yards. 121,556,455 2,312,727 29,577 499,106 15,655 21,007 3,576 125,711 11,45 11,45 11,12 11,	1892-23. yards. 22,898 211,990,74 1,891,190 1,81 1,81 1,81 27,92 1,874,96 178,00 178,	1023-24, yarvis. 1023-24, yarvis. 1030-468-468-468-468-468-468-468-468-468-468	1994-05. 1994-19. 238,402,154 0,647,778 121,503 1,543,161 1,643,178 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,643,161 1,644 1,644,161 1,644 1,644,161 1,644 1,644,161 1,644 1,644,161 1,644	923-50, 5104s, 927,404,571 9,907,009 23,671 100,003 3,053,942 9,018 18,199 22,73 100 17,400 2,473 100 17,400 2,253 100 17,400 2,473 100 17,400 2,473 100 17,400	1826-27, 1904-27, 1904-28, 115,500,185 115,500,185 115,500,185 115,500,185 115,426 120,516 123,16 14,535 116,426 100,824 100,8	1927-283. 355-210,000 24,692,729 24,692,729 25,001 310,000 3,107,833 285,021 9,305 010 0315,428 0,007 110,084 330 12,865 110 110 110 110 110 110 110 110 110 11	1925-29. yards. 335,000,433 30,112,032 316,523 316,523 2,146,715 255,185 30,814 2,255 2,319 05,000 119,676 1,350 19,777 11,101 100,708,321	1920-30. yards. 278,020,780 22,809,915 298,785 299,231 1,480,232 1,293,232 220,801 01,020 180 40 15,511 25,722 151,809,631	1930-31. yards. 147,640,729. 8,7440,773 218,928 51,624 730-816 15,039 430,816 15,039 430,416 450,144 48,129 110,1177 7,439,501	110,310,32, ynrds, 110,310,32, ynrds, 110,310,370,311,32, 32, 32, 32, 32, 32, 32, 32, 32, 32,	yurds, 18,326,118 7,107,129 609,154 79,938 233,9,14 106,140 309,235 144,387 82,827 3,582 26,638	yards. 142,400,273 407,256 7,179 8,179 81,102 108,028 51,475 21,134	1031-35. yarda. 213,067,703 1,815,639 264,594 102,25 23,641 785,863	1033 yar
PORTS. COUNTILS VERNES LINGSTED. COUNTILS VERNES LINGSTED. COUNTILS VERNES LINGSTED. Audion Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Sendes Links Links Sendes	889,582,070 600,000,400 1900-17, 1017-18, 3007-8, 300	1018-10. yards. 201201-213 1221,760 10121-213	1019-20, yards, 187,023,310 1,250,311 1,250,311 1,250,311 1,250,100 1,250,100 1,1,123 105,000 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,123 1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,	1000-81. yurds. 448,209,010 97,757,408 1112,204 440,107 123,809 0,100 010 144,223 0,246 10,024 10,02	1021-22. yards. 121,556,455 2,312,797 23,957 499,105 11,657 12,077 3,457 000 11,454 11,121	1892-23. yards. 22,889 211,890,34 1891,190,34 1891,191 1,81 1,81 21,97 22,17 110,980 1718,00	1063-24, yarvis. 1063-24, yarvis. 1093-26, yar	1894-5. 303-492-5. 303-492-5. 303-492-5. 303-492-5. 303-492-5. 303-5. 30	1925-50, 1926-1, 1926-	1926-27, ymrds. 318,300,188 15,500,075 17,088 15,500,075 17,088 220,768 220,768 210,510 12,316 220,518 116,480 129,815 22,518 39,088 25,821,800 25,821,800 25,821,800 25,821,800	1927-28. yards. \$52,210,608 \$21,682,728 21,682,728 130,009 5,107,833 28,602,738 6,005 100,607 110,084 310 15,685 101,087 110,084 310 15,885	1928-29. yards. 353,690,433 50,118,092 301,531 315,982 2,148,718 29,813 29,813 11,676 11,650 11,650 11,677 11,101 100,788,321 0,192 5,290	1920-300, yards. 275,070,280 275,070,280 275,070,280 285,785 295,271 1,480,220 272,070 1,231 200,801 1,521 1.500 4.00 4.00 15,511 28,722 15,820,631	1930-31. ynrds. 147,640,729 8,7440,773 218,926 81,924 711,722 308,816 15,650 423,144 423,144 43,129 110 433 5,118 11,171 74,1320,691 5510	1001-02, yurtls. 1002-05-11 1002-05-11 1002-05-11 1003-	yards. 101,320,118 7,107,129 970,130	yards. 142,400,273 407,256 407,256 8,8373 894,102 118,328 51,475 21,134 136,077 42,906 124,040,383	1031-35, yarda. 213,667,703 1,816,633 254,569 210,568 359,463 152,255 23,631 3,800 130,758,670	1932 yur
PORTS. COUNTRIA VEINCE LINGSTED. COUNTRIA SONDA LINGSTED. COUNTRIA	89, 532, 579 562, 503, 469 1010-17, 1017-18, 20	1018-10. yards. 2012-213 1,221,700 1,221,700 1,221,700 1,221,701 1,270 2,210,741 8,722 1,270 20,664 1,270 20,664 1,270 20,664 1,270	1019-90, yards. 187,079,312 187,079,312 185,5311 25,540 1,55,540 1,55,571 1,53,500 1,55,571 1,5	1900-21. yurds. 448,099,010 97,757,438 133,801 112,309 123,809 123,809 133,809 144,223 0,848 110,224 1	1021-22. yards. 121,556,455 2,312,797 3,570 4,921,107 15,655 11,657 11,457 11,12 11	1822-23. yards. 23,889 211,930,74 1,891,101 1,891,101 1,71,201 1,71,201 1,71,001 1,	1023-24. yards. 20 903,008-463 5,607,208 9,2,631,438 177,6228 117,75,238 117,75,238 117	1894-5. yards 1894-5. yards 1894-5. 333-442-197 344-5. 344-5	975-50, 510h. 975-50, 510h. 975-50, 510h. 975-50, 500, 500, 500, 500, 500, 500, 500,	1826-27, yurds. 318.300,188 115.500,075 115.500,775 310,510 3.207,088 215,316 115,328 116,329 116,329 120,315 120,321	1927-28. yards. 352-210.008 352-210.008 25.692.738 25.	1928-20. ynrds. 303,600,403 301,12,002 301,531 311,532 213,188 30,914 2,262 2,510 119,070 111,070 110,777 111,101 100,798,321 100,788,321 3,289 3,588,241 3,388,241 3,388,241 3,388,241 3,388,241 3,388,241 3,388,241	1920-300 yards. 278,600,7800 278,600,7800 282,850,915 282,850,915 282,850 272,500 272,500 320,801 01,620 01,620 15,511 1,782 20,782 1,782 6,662,662	1030-31, ynrds. 147,640,729, 8,740,723, 8,740,723, 18,194,73, 19,194,74, 19,194,74,74, 19,194,74,74,74,74,74,74,74,74,74,74,74,74,74	1601-02, yurds. 116020-971 11602	yards. 101,220,118 7,107,129 700,131 700,131 700,131 700,131 105,140 300,233 1146,357 82,627 20,658 214,225,741 0,233	yards. Le2,600,273 407,256 407,256 7,776 7,176 7,176 7,176 105,028 61,475 21,134 136,077 42,900 124,019,333 4,978 60,078	1031-35. yards. 213,687,763 1,815,633 201,694 210,593 399,483 192,285 23,691 3,809 139,768,670	1033 yar
PORTS. COUSTRIES WHENCE LINEAR THE SOURCE LINEA	589,532,070 562,253,460 1986.37, 1997.38, yards, yards, yards, 157,758, 158,759, 15	1918-19- yards. 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 291 201-191 2	1018-20. yards. 157-52-3 tel 1-552-3 tel 1-552-3 tel 1-552-3 tel 1-552-3 tel 1-570-3 tel 1	1920-21. yards. 448,509,010 9.767,438 133,809 133,809 135,809 100 110,107 110,107 110,107 110,107 110,107 110,107 110,107 100,100 110,107 100,204 100,305 10	1921-52, yards. 121,556,455 2,312,797 2,312,797 2,35,707 2,35,707 2,35,707 2,35,707 2,35,707 2,35,707 2,35,707 2,1007 2,	1922-23. yards. 23,889 211,930,74 1,931,100 1,71,000 1,75,000 1,7	1023-21, yards. 20 303,064-635 30,064-635 30,064-635 30,064-635 70,232 30,071-838 10,73	1904-05. yeartls. 338,402.55 0,647,998 1,647,998 1,647,998 1,648,149 1,648,	973-50, 510 day. 610	1826-27. 3014ds. 318,300,188 318,300,188 3,207,083 3,207,083 115,450	1927-58. yards. \$52.211,5026 25.562.722 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732	10:88-29. yards. 535:004-33 50:004-33 50:004-33 50:002-33 50:002 50:002 50:003 119:007 119:00	1920-10. ynrid. 275-603-260-22-250,911 275-603-260-25-250,231 1,489,232 220,801 01,620 1,234 220,801 1,534 1,234 1,234 1,732 151,540,631 1,732 6,662,662 1,738	1030.31. ynrds. 147,540.793. 147,570.793. 141,127. 141,127. 140,1	1801-32, yurds. 110,210,877, 0,934,421, 110,210,877, 0,934,421, 126, 932, 126, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 146, 937, 147, 147, 147, 147, 147, 147, 147, 14	yards. 101,226,118 7,107,129 (201,154) 79,938 233,014 106,140 300,223	yards. 142,400,273 407,256 407,256 407,256 70	1031-35. yarda. 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067	1033,33 105,33 2 2 1 101,44
PORTS. COUSTRIES WEINES LINGUISTES Angle-Egriphen Sondar Indy Angle-Egriphen Sondar Indy Franco Angle-Egriphen Sondar Indy Franco Franco Angle-Egriphen Sondar Indy Franco Franco	890, 582, 570 602, 503, 400 1910-17, 1917-18, 370-18,	1918-19- yards- 291 [Self. 211] 291 [Self. 211] 1921 [79] 1931 [79] 210-11 210-	1018-20, yards. 187,025,812 1.353,511 1.353,511 1.350,105 1.350,1	1000-21. yards. 449,509,010 9,707,438 1112,209 440,107 22,500 125,800 144,227 6,249 10,024 10	1021-52. ynrds. 121 556 458 2-312-707 2-3057 2-3057 2-3057 2-3057 3-305	1922-23. ynrds. 21,900,74 1,901,81 21,100,74 1,775,00 21,07,00 21,07 21	1023-24, yards. 1023-26, yards. 1023-2	1904-05. yartis. 338,402.55 0,647,788 131,647,788 131,440 1,643,788 131,440 1,643,788 131,440 1,643,788 1	975-50, 510h. 975-50, 510h. 975-50, 510h. 975-50, 500, 500, 500, 500, 500, 500, 500,	1826-27, yurds. 318.300,188 115.500,075 115.500,775 310,510 3.207,088 215,316 115,328 116,329 116,329 120,315 120,321	1927-58. yards. \$52.211,5026 25.562.722 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.562.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732 25.662.732	1928-20. ynrds. 303,600,403 301,12,002 301,531 311,532 213,188 30,914 2,262 2,510 119,070 111,070 110,777 111,101 100,798,321 100,788,321 3,289 3,588,241 3,388,241 3,388,241 3,388,241 3,388,241 3,388,241 3,388,241	1920-300 yards. 278,600,7800 278,600,7800 282,850,915 282,850,915 282,850 272,500 272,500 320,801 01,620 01,620 15,511 1,782 20,782 1,782 6,662,662	1030-31, ynrds. 147,640,729, 8,740,723, 8,740,723, 18,194,73, 19,194,74, 19,194,74,74, 19,194,74,74,74,74,74,74,74,74,74,74,74,74,74	1601-02, yurds. 116020-971 11602	yards. 101,226,118 7,107,129 (201,154) 79,938 233,014 106,140 300,223	yards. 142,400,273 407,256 407,256 407,256 70	1031-35. yarda. 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067,703 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067 213.067	1932 yur 155,22 2 1 1
PORTS. COUNTRIS VERNES LINGSTED. Angle-High rise Souther Halve Countries Souther Halve Countries Southern Halve Countri	890, 532, 570 562, 503, 400 1010-17, 1017-18, 374-18,	1918-19. Synthe. Sol. Ext.2:13 1.521.70 1.521.70 1.521.70 1.521.70 1.521.70 1.520.70	1019-20. yards. 187/023,312 187/023,312 187/023,312 187/023,312 187/023,312 187/023 18	1999-21, yards. 449,599,010 9,757,493 1112,999 410,107 125,899 130,899 144,222 10,224 10,224 10,224 10,774,905 10,774,90	1921-22. yards. 121,550,455 2,312,777 2,951,777 2,951,777 10,000 11,450	1922-23. 3747ds. 21,903,74 1,993,81 21,100,74 1,973,81 21,073,61 1,573,66 1,573,66 1,573,67	1023-24, yards. 1023-2	1904-05, yearth, 1904-05, yearth, 1904-05, yearth, 1904-05, yearth, 1904-05	973-50, 510 day. 610	1826-27. 3014ds. 318,300,188 318,300,188 3,207,083 3,207,083 115,450	1927-08. yords. \$62,210.038 25,622,736 25,622,736 25,627,735 25,637 25,637 10,646 10,647 10,646 10,647 10,646 10,647 10,646 10,647 10,646 10,647 10,646 10,647 10,646 11,645 11,	10ES-29. yards. 333,600,433 30,118,032 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 310,123,314 311,235,734 311,235,734	1920-30. yards. 276,000,380 22,699,916 296,785 296,785 1,489,232 296,801 01,620 01,620 01,531 1,732 15,560,631 1,732 17,560,631 1,732 17,560,631 1,733 1,734 1,735 1,73	1930-31, yards. 147,640,729, 5,740,773, 5,740,773, 5,740,773, 5,740,773, 5,740,773, 5,740,773, 5,740,773, 5,740,773, 5,740,774,774,774,774,774,774,774,774,774	1601-32, yards, 110,210,571-5, 100,2	yurds. 101,220,118 7,107,129 900,134 700,134	yards. 162,400,273 407,256 7,170 8,1537 8,1537 183,083 61,475 21,134 136,077 42,856 124,04,333 40,783 100,013 21,134 136,077 32,456 124,04,333 34,552 35,340 35,340 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552 36,552	1031-35. yarda. 213,067,703 1,516,530 251,050 251,050 251,050 251,051	1935,25 yurv
PORTS. COUNTRIS WHENCE LINEARING STATES AND AND AND AND AND AND AND AND AND AND	889, 832, 979 602, 203, 400 1819, 37 1017-38, 2448, 2	1918-10. ymrds. 291,201,210. 1,221,720 04,728 05,727 07,739 07,747 07,739 07,747 07,739 07,747 07,74	1018-20, yards. 187,025,812 1.353,511 1.353,511 1.350,105 1.350,1	1000-21. yards. 449,509,010 9,707,438 1112,209 440,107 22,500 125,800 144,227 6,249 10,024 10	1021-52. ynrds. 121 556 458 2-312-707 2-3057 2-3057 2-3057 2-3057 3-305	1802-23. ynrds. 21,900-33. 1,801,10 1,874,00 1,	1023-94, yards. 1033,056,463-94, 40, 40, 40, 40, 40, 40, 40, 40, 40, 4	1904-05. yarıls. 538,442,154 0,447,278 0,447,278 1,473,147 1,473,	2753-50. 37540. 277,401,571 387,401,571 389,405,571 389,405 389,405 9,318 181,309 7,710 171,520 273,510 271,725 271,	1926.97, ynrds. 318.300,182 15,500,076 71,633 18,701,633 200,183 200,183 210,183 210,183 210,183 210,183 210,183 210,183 210,183 210,183 22,815 22,815 23,8	1927-08. yards. \$522.210_038 24,682,728 246,447 3100,003 25,021 25,021 10,044 315,020 102,007,501 10,044 17,451 1,610,201 10,041 17,451,167 110,054 111,451	1058-29. yards. 535,800.433 50,112,032 301,123,032 316,592 23,185 235,185 235,185 25,107 11,07 11,07 11,07 11,101 100,798,331	1920-30. yards. 276,020,280 22,690,916 296,782 296,782 1,480,232 21,250,000 1,231 220,801 01,620 01,620 01,620 12,704 1,752 15,606,631 1,762,632 17,106 17,	1930-31, yards. 147,540,720, 65,740,720, 65,740,740,740,740,740,740,740,740,740,740	1601-32, yarris, 110,210,877, 0,003,425, 0,	yurds. 101,222,118 7,107,185 97,107,185 97,107,185 97,107,185 97,107,185 97,107,185 106,107 106,237 116,237 116,237 116,237 116,237 116,237 116,237 116,337 1	yards. 142,400,273 407,526 407,526 407,526 407,526 407,526 407,526 124,102 124,102 124,102 124,103 124,040,333 40,526 124,040,333 40,526 124,040,333 124,040,333 124,040,333 124,040,333 124,040,333 125,041 125,040,333 125,041 125,040,333 125,041 125,040,333 125,041 125,040 125,	1031-35. yards. 213,697,703 1,816,639 201,509	1935 yurv
FORTS. CONSTRIES WEINCE LICENTED. LICENTED	889,532,079 669,260,460 1010,17. 1017-18. 2017-	1918-19.	1011-40. yards. 157,025.312 157,025.312 1.385.312 1.385.312 1.385.125 1.385.	1900-21. ynrds. 445 250 ,010 0.757,435 0.757,435 0.110,500 0.110,500 0.110,500 0.10	1921-52. yards. 121,556,452 2.3,577 2	1802-23. yards. 21,900,34. 211,900,34. 211,900,34. 211,900,34. 21,901,901,901,901,901,901,901,901,901,90	1053-94, yards. 1053-94, yards. 1053-96, 4655 10	1963-95, yeartis. 533,440,254 6,6437,665 9,6437,665	2753-50. 37540. 277,401,571 387,401,571 389,405,571 389,405 389,405 9,318 181,309 7,710 171,520 273,510 271,725 271,	1926.97, ynrds. 318.300,182 15,500,076 71,633 18,701,633 200,183 200,183 210,183 210,183 210,183 210,183 210,183 210,183 210,183 210,183 22,815 22,815 23,8	1927-08. yards. \$522.210_038 24,682,728 246,447 3100,003 25,021 25,021 10,044 315,020 102,007,501 10,044 17,451 1,610,201 10,041 17,451,167 110,054 111,451	10ES-29. yards. 305.600,433 50.112,032 51.167.16 51.167.16 52.20 53.167.16 113.070 11	1920-30. yards. 276,000,280 22,690,416 22,690,416 22,690,416 22,690,416 22,690,416 21,230,230 22,230,230 23,230 23,230	1930-31, yards. 147,640,728 8,740,728 8,740,728 8,740,728 11,732	1601-32, yards, 110,210,571-51, 10, 10, 10, 10, 10, 10, 10, 10, 10, 1	711745. 101,200,1187 71107,150 7110	yards, 142,400,213 407,256 407,256 407,256 51,277 881,102 180,037 21,134 136,077 21,134 136,077 124,010,333 40,78 100,033 104,040 124,010,333 105,031 105,310 105	1031-35. yards. 213,697,703 1,816,639 201,509	1932 yur
PORTS. COUNTRIS WEINES LINGSTED. Angle-High rise Souther Linky Lingsted Souther Linky Lingsted Souther Linky Lingsted Souther Linky Lingsted Souther Linky	889, 582, 570 562, 503, 406 1916-17. 1017-18. 37ards.	1918-19. 291 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 292 [Sept 242] 293 [Sept 242] 293 [Sept 242] 294 [Sept 242] 295 [Sept 24	1010-20. yards. 187702-3:10 187803-11 25,5410 25,5410 25,5410 25,5410 25,5410 25,5410 25,5410 25,5410 25,5410 25,5417	1900-81, yurds. 445,090,010 445,090,010 9,757,483 112,294 440,107 12,207 112,207 112,207 110,2	1921-52. yards. 19130-452. yards. 19130-452. 23.576 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.577 23.5	1802-23. ynrds. 20,874-24. 211,000-24. 1801-101. 270-22. 1801-101. 270-22. 270	1053-94, yards. 1053-94, yards. 1053-96, 4655 10	1903-05. yar15. 202.402.00 203.402.00 204.703 205.703	1825-50. 1816a. 1817-64. 1817-64. 1817-64. 1817-64. 1818-	1926.97. yurds. 318,300,182 115,500,070 115,200,070 120,070 1	1927-28. yyards. 502 112, 502 24, 502, 502 24, 502, 502 24, 502, 502 24, 502, 502 25, 502, 502 25, 50	10ES-29. yards. 305.600,433 50.112,032 51.167.16 51.167.16 52.20 53.167.16 113.070 11	1920-30. yards. 276,020,280 22,690,916 296,782 296,782 1,480,232 21,250,000 1,231 220,801 01,620 01,620 01,620 12,704 1,752 15,606,631 1,762,632 17,106 17,	1900-31, yards. 197,540,732,940,132,940,131,132,940,131,132,940,131,132,940,131,132,940,131,132,940,131,132,146,134,132,146,134,132,146,134,132,146,134,134,134,134,134,134,134,134,134,134	1901-32, yarris, 11631-32, yarris, 11631-32, 1	711745. 101,220,118 7,107,125 7,107,125 720,118 720,118 720,128 720,1	yards. 149,400,2136 7,170 149,7170 1,170 1,170 1,170 1,170 1,170 1,184 136,077 121,010,383 140,575 150,018 140,575 150,018 140,575 150,018 150,018 150,018 150,018 150,018 150,018 150,018 150,018 150,018	1051-35, yards. 213,067,703 1.515,633 2515,633 2515,633 2515,631 2515,633 2515,631	1035,7417 1155,7417 125,7417 121,417 1
PORTS. COUSTRIES VERNES LINEATED SOME ADDRESS. COUSTRIES SOME ADDRESS. COUSTRIES SOME ADDRESS. ADDRESS	89, 532, 579 562, 503, 466 1016-17. 1017-18. 3vards. 11, 1017-18. 3vards. 11, 10, 10, 10, 10, 10, 10, 10, 10, 10,	1918-10. 191	1010-20. yards. 187,003.314 187,003.314 180,003 180,0	1005-21. ymrib. 445,559,010 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,747,458 1117,748 1117,7	1021-22. yarda 121,550,455 2,312-75 3,570 3,570 439,105 121,503 121,50	1802-23.	1023-24, yards. 1033,006,633 1043,016,633 105,007 105	1893-95. yar15. 588-401.73 0-411.73 0-411.73 1-	925-55. 3478. 547,04.5717. 549,05. 547,04.5717. 549,05. 547,04.5717. 549,05. 547,04.5717. 549,05. 549,	1826.57, yurds. 318,809,1818.12,000,073, yurds. 318,809,1818.20,073, yurds. 18,200,1818.12,000,073, yurds. 5,807,6810.10,181.11,181	1927-28. yards. \$52,210,038 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,562,737 25,6	1028-29. yards. 555.500.453-20. 105.500.453-20. 105.500.453-316.504. 105.500. 105.700. 112.070 112.07	1920-30. yards. 278,600,280 278,600,280 278,600,280 278,600,280 278,600,280 280,280 280,280 280,280 280,280 280,280 280,280 280,801 280,801 280,801 280,801 280,801 280,801 280,801 280,722 280,801 280,722 28	1930-31. yards. 1976-8-70-9-8 6,741,750-70-9 8,741,751-70-9 11,502-70-70-9 11,502-70-70-9 11,502-70-70-9 11,502-70-70-9 11,502-70-70-70-9 11,502-70-70-70-70-9 11,502-70-70-70-70-70-70-70-70-70-70-70-70-70-	1901-32, yards, 11631-32, yards, 11631-32, 116	yurds. 101,200,1161 7,001,104 70,005 20,005,100 20,005 300,203 300,20	yards. 142,400,213 407,117 407,117 81,117 81,1102 81,1102 81,1102 81,1103 110,077 111,104 110,077 111,007 112,010,383 110,077 110,018 110,017 110,018 110,017 110,018 110,01	1031-35, yards. 213.657,753.752 249,559 259,559 259,559 259,559 259,551 25,551	1035,7417 1155,7417 125,7417 121,417 1
PORTS. COUSTIES VEINGE TO A MADE LEGISLATION CONTROL SOME THAT WE NEED TO A MADE LEGISLATION CONTROL SOME TO A MADE LEGI	889, 182, 979 1010-17. 1017-18. 3xed-s. 487, 711, 2007 487, 711, 2007 11, 727, 711, 717, 717, 717, 717, 717, 7	1018-10- 101	1010-20. yards. 187702-3-10 187503-11 1850-51 1850-10	100-21. 701-8. 7	1921-22. yarda. 1921-25. yarda. 1921-26. yarda. 3.05-27. yarda. 3.05-27. yarda. 3.05-27. yarda. 3.05-27. yarda. 3.05-27. yarda. 3.05-27. yarda. 11.10.00 11.11.12. yarda. 11.12. yarda.	1802-23. yards. 211,000,30 211,000,30 181,181 187,000 21,070 21,	1023-24. yavits. 1023-24. yav	1893-95. yar15. 588-401734 0-4173-1918 1-	925-50, 1916. \$1,04-571, 1916. \$2,04-571, 1916. \$2,05-58, 1976. \$2,05-58, 1976. \$3,05-58, 1976. \$3,05-58, 1976. \$3,05-58, 1976. \$3,05-58, 1976. \$4,05-58, 1976. \$4,05-58, 1976. \$4,05-58, 1976. \$4,05-58, 1976. \$4,05-58, 1976. \$5,05-	1100.07. yurds. 318.309.188 33	1027-28. yards. 252 ii 0.502 24.562.79. 25.5	1088-09. yurris. 50.,400,455 50. 101.50 50.	1920-30. yards. 212-603-202 212-603-203 225-693-016 2564-755 256-755 2	1930-91. yards. 197-20.709 197-20.709 198-20.709 1	1601-02, yards, 1601-02, yards	7 12 20 2 11 2 2 2 2 1 2 2 2 2 2 2 2 2 2	yards. 142400233 142400233 142400233 142400333 124,010,333 14,037 124,010,333 14,038 15,410 15,510	1031-35, yards. 213.657,753.752 249,559 259,559 259,559 259,559 259,551 25,551	1101,44

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PORTS.							COT	TON,	. world	ercH16	FS ANI	Sua	WLS IN	тив	PIECE.				lx	norts.
COUNTRIES WHENCE IMPORTED.	1916-17. No.	1917-18. No.	1918-19, No.	1910-20, No.	1920-21. No.	1f@1+22, No.	MI,	1923-21, No.								1931-92. No.	1932-33, No.	Hrm 34 No.	1931-35, No.	1905-08. No.
Greefun-Struktu. Untiled Kingdom Untiled Kingdom Untiled Kingdom Untiled Kingdom Untiled Kingdom Anderia Anderia Servi zeskand Goypiun Goodmonrenthin Sidan	8,101,071 18,668 83,400 83,400 83,400	1,000 1,001,735 5,006 911 151,608	1,779 4,672,761	114 4,600,496 114,450 3,250 50,760 30 12,756 556 566	3,820	1,293 1,293 1,293 1,293 1,293	700, 200 121	No. 1000 1 10000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000	6,216	2,087 315 6,825,391 6,417 7,401 61,323 2,618 22,308 2,619 2,619 2,619	45,009 120,201	108 240 7,488,391 01,706 	0,074,531 50,102 4,000 5,718 27,020 11,630 23,230	21,820	9,000 1,978 3,117,311 46,429 3,000 3,000 3,180 13,915	8,019 1,513,631 1,200 1,500 12,705 1,710	21,783 1,310,067 17,887 15,129	(5,94) 2,035,035 (491)	03,850	1.5, 395
Onnon Japan Philippines Other Poreign Countries	102,621 281	8,140	2,510	865,598	003,1 065	11,800 185	::: ,	-	197,911			890,481	1,176,430	100	733,632 9,580	201,77± 6,278	903,113,1 003,88	2,031,941 24,321	2,791,280 3,814	32,
TOTAL	8,385,697	6,170,051	4,559,017	4,877,801	10,705,812	2,501,102	4,089,514	1,800	113	8,200,480	-			10,414,215	3,069,000	1,807,146	1,007,302	5,231,617	4,731,300	7,202,

IM	PORTS.							CO.	TTU	THREAT	, Sew	ING.								15	IPORTS.
. –	COUNTRIES WHENCE IMPORTED.	1916-17. Des.	1917-18, Ibs.	1918-19. Hes.	1910-20, lbs,	1920-21. The.	1921-22. 1hs.	1922-23, lbs.	BSS Sa		1925-26,	1926-27. 1bs	1927-28. Diss.	1928-20, Hes.	1929-30, Use,	1839-31. Ibs.	1931-32, lbs,	1932-83, 1106,	1903-01. [ba.	1931-35. Box.	1905-36, Ites.
	Order-Stavish Order-Stavish United Kingdes United Kingdes United Kingdes House Young Others Tready Fets Tready Fets Reside Settlements A usfrim Copylon lands Remaya Glony Natal	2.250,08 1,311 1,12 2.03 1,17 10 44 14,69	1,232 6 650 9,167	3,547	11,891 1,783 1,783 1,783 1,217	1,310,720 107,029 26,415 1,410 1,420 1,420 1,420 1,420 1,420 1,420 1,420 1,430 1,430	7,000	5,217 1,106,000 5,000 10,000 11,200 11,200 1,200 1,200 1,200 1,000	E E E E E E E E E E E E E E E E E E E	2,211 2,211 2,211 2,225 195,701 1,101 4,005 854	30 1,713,450 10,609 3,617 52,528 179,411 40,549 2,078 151 67,810	1,711,226 1,911 1,917 1,917 45,339 143,732 21,579 21,732 81,732 45	1,1144	3,8165 31,913 100,272 11,013 100,272 11,039 144,005	20 1,009,051 3,153 35,679 149,051 2,405 191,091	108,012	54,000 	1,790,707 3,270 5,270 18,707 78,901 1,465 8,241 104,878	1,025,4530 11,025,4530 215,27,011 55,283 3,617 8,610 152,688	1,602 1,811,161 220 7,886 29,232 99,232 1,925 7,218 218,140	13 1,001,050 17,108 129,782 7,257 7,257 197,088
	Aden and Dependencies Portuguese East Africa Other British Povessions			10	2,150	gos	::	tt0	= ,	41,00	87,230	37,880	9 477	31	ar	 i,00H		81	52	102	000
- 1	TOTAL	2.381.09	1,755,159	1.309.026	1,075,110	1,496,128	1,003,679	1,230,311	1,533,15	-			0 1100 00	O DULL ART	9.409.07	1,941,035	1,870,740	2,072,902	1,889,418	2,284,685	2,019,827

			268						1						269					
IMPORTS.								SILK	RAW	AND	coco	ONS.							I	MPORTS.
COUNTRIES WHENCE IMPORTED.	1916-17. lbs.	1917-18. Ibs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. Drs.	1922-23, lbs,	1923-24, The,	1926-05. 108.	1925-26. lbs.	1926-27, lbs.	1927-28. lbs.	1928-29, lbs,	1929-50, 1bs,	1939-31, lbs,	1931-32, lbs,	1932-33. 1bs.	103-34. lbs.	1934-35, Ibs,	1935-36, Pos.
House Kentg and Mean Service and Mean Service and Mean Service and Mean Service and Mean Service and S	341,032 1,361,636 39,633 170,450 55 1,318 47,690	1,260,177	\$85,737 \$61,033 \$27,133 \$35,182 \$100,563	403,985 1,889,330 415 67,651	376,720 1,852,973 100,693 100,693 11,903 1,840 1,924 175,771 166 11,933,075	276,590 12,78,48,4 711 37,317 100 2,500 1,071 5,300 6,482 110,07,702	269,813 1,413,163 3,880 30,996 30,996 30,695 4,277 9,695 1,528,689	1,102,000 31,000 13,222 33,550	251,15 830,61 111 152,161 7,000 8,731 71,625 131 1410,655	1,168,785 1 11,591	1,604.500 81 12,838 11,838 11,10,917 19,650	1,976,518	263 7,111 1,057 118,499 126,171	1,961,572 36 6,224 1 29,810 37,613	1,023,939 256 117,099	1,356,162	3,398 \$1,668 101,769 671	392,025 1,798,705 1,798,705 50,370 200,170 1,312 2,570,107	107,450 1,101,055 	15,033
								- 1												

ري

Імг	ORTS.								SILE	P	TECE	-G00	DS.								I	MPORTS.
T	COUNTRIES WRENCE IMPORTED.	1916-17. yards,	1917-18. yards.	1918-19, yands,	1919-20, yarıls,	1920-21. yards,	1921-22. yards.	1922-23. yards.	1923-21 yands,	[geres. yards.	1925-26. yards.	1926-27. yards,	1927-78. yards.	1928-29. yards.	1929-30, yards,	1820-31, yards.	1931-32, yards.	1932-33, yards.	1933-34. yards.	H04-35. yards.	1935-36, yards,
	Schedunger of Hear- lines for New York (1998) James Schedunger of Hear- lines for New York (1998) James Schedunger of Hear- lines for New York (1998) James Schedunger of Heart (1998) James Heart	yards. 1,937,813 3,512,315 36,723,51 36,723,51 36,744	3,311 2,282,089 3,105,858 155,097 113,421 15,033 6,882	2,004,602 3,229,707 181,479 120,188 535,005 51,197 11,171 47 11,278 581 50	yarts. 4,112,173 7,702,203 100,023	10 12 13 14 14 15 15 15 15 15 15	2,837,673 2,837,673 3,389,331 102,443 102,443 102,435 102,435 103,430 1,405 1,	2,901,372 3,073,822 3,073,823 3,073,823 128,610 148,900 148,900 148,900 148,900 148,900 148,900 148,900 148,900 158,90	133, 140, 55 5, 237, 03 51, 55 53, 23 1, 23 11 11 11 12 13 14 15 15 15 15 15 15 15 15 15 15		(32) (51) (61) (52) (53) (53) (53) (53) (53) (53) (53) (53	yards. 1,905,020,010 7,325,020,100,531,000,731,000,731,000,737,13,073,073,13,073,073,13,073	9,487,523 137,600 10,100 11,500 11,500 11,500 11,500 11,000 11,000 11,000 10	yards, 3,191 1,211,083 8,130,455 128,151 91,521 83,337 13,558 432 20,889 13 4,787	yards, 2,401 27,600 7,020,210 7,020,210 101,412 102,412 103,41	yards. 7,335 201,440 8,002,762 43,031 92,416 55,833 18,037 18,037 18,038 13,302 11,730 33,926 11,730 11,73	yards.	yards. 92,726 7,735,678 147,516 147,516 14,7516 15,837 661 230 24,731 5,861 1,772	yards. 31 129,023 7,812,465 91,933 8,132 21,865 827	yards. 000,705 5,746,229 48,231 48,232 5,752 306 331 20,674	628,182 4,162,081 80,733 17,739 85,230 2,878 191,687	yards, 1,417,311 3,888,003 11,205 8,203 215,312 1179,351 1179,351 110 110 11,304 11,304 11,718 1179,718
	Other British Possessions Other Pereign Countries TOTAL	808 19,545,577	18,128,707	596 17,240,159	29,131,689	71 22,432,974	13,915,656	14,331,111	14,056,562	100	150 41 6,118,123	199	741 320 18,912,091	753 S(3 21,291,416	1,493 2,182 21,872,848	851 6,474 83,624,625	1,212 1,858 16,754,831	2,017 9,380 19,921,223	1,448 3,074 34,937,931	4,597 5,147 41,123,580		4,499 16,478 27,430,065

1918-19. yards. 1919-20. vards.

174,319 362,629

883,326 5,821 1,270 4,797 25,289 7,329 37,130 43,163 3,741

1,214

95,73

973,472 1,001,278 716,788

... 676

3,637,244

67,032 654,318

5,890

90.112

1916-17. yards,

702,101 2,192,227

73 1,673,509 67,527 7,457 780,925 21,975

12,645

4,476 3,123

1,271

77,874

37,610

1916-17, lbs. 2,852,643

246,540

1,232 3,584 3,360

"i6,711

423,457 100,800 1,872,416

133,896 183,726 132,974

400,799

4,075,684

IMPORTS.

COUNTRIES WHENCE IMPORTED.

U. S. A. A. A. Common C

Aden & Dependencies
Japan ...
Portuguese East Africa
Rassia in Asia ...
Malta and Gozo ...
Crecho-Slovnkia ...
Other British Possessions
Switzerland ...
Other Poreign Countries

COUNTRIES WHENCE IMPORTED.

Persia
Soumiani, Mekrun
United Kingdom
New Kosland
New Kosland
Hory Kong
Hong-Kong
China (explusive of HoegChina (explusive of HoegTurkey in J Red Sea
Asia | Persian Gulf
Bahrein Islands

Straits Settlements
Germany
Raissin
Portuguese East Africa
Other British Possessions
Musikat Territory
Trucial Oman
Other Native States
Anabia
Other Foreign Countries

IMPORTS.

United Kingdom Italy ... Arabia

U. S. A. Atlantic

		OTT YE	М	IXED	WITH	OTHER	MATE	RIALS.						Ім	PORTS.
1	1022-93.	SILK,	1	904-85. prols.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards,	1000 31. yards,	1931-32. yards.	1932-33. yards,	1633-34. yards.	1934-35. yards.	1935-36. yards.
-	yards.	yards.	11	216,631	172,797	187,516	226,863	213,132	232,500	152,449	185,152	219,850	182,144	212,978	99,149 29,215
9	141,356 306,203	181,661 642,565		10,612	141,788 5,612	231,685 14,391	261,273 587	314,056	89,568 9,712	39,002 1,602	2,183	85,285 181,312	61,712	41,632 5	29,215
1	37	Sil 149		332,903 16,648	191,666 22,653	212,470 20,170	311,280 43,829	276,533 14,019	69,017 1,831	320 20,340 3,395	53,793 2,115	46,704 19,192	35,483 4,822	29,083 4,448	39,352 1,332
5	330,512 34,907	11,512 62,011		41,766 31,970 4,403	71,591 2,511 15	126,969 2,667 833	87,684 19,760 1,345	185,605 1,237 1,283	1,610	179,133 2,709 20,112	576,502 2,882	892,938 3,158 4,366	1,283,349 2,286 3,242	820,665 27,012	252,604 53,939
1	31,796 3,278 201,003	3,379 316,979		439,543 11,010	230,275 19,604	401,603 21,460	381,838 30,109	552,750 19,168	358,855 189	149,447	170,083	257,561	212,760	397,114	209,691
13	203,000	12,990		83	7,310	927	361	 231	201	₂₀		6,233	1,200	68,569	253,414
Ì	531		11	6.231	7,174		5.012	23,193	32,891	9,458	512	5,165	=	9,157	
1	1,146	5,179		20		2,415	20		684	18	=	 		=	30,801
87		=	1	 191,251	630,217	867,351	1,054,788	1,815,191		3,973,848	4,053,281	8,351,128		11,744,117	7,817,178
26	69,718	151,183		5 151	1.776	3,178	978	540		=	815	=	=		
51	::: 51,82	13,856		13,374	69,550 18	359 39,196 20	7,512 5,489 573	1,746 6,341 1,723	300 12,196 128	914 6.792 570	10,946	6,697 618	1,156 22,585 182	1,396 13,278 1,916	1,247 13,216 1,163
30	1,174,17-		1 1	770,159	1,010,562	2,136,251	2,449,270	2,864,778	2,898,894	4,600,241	5,039,645	10,103,272	9,853,399	13,371,335	8,802,323
390	1,174,17	4: 2,050,001	1												

1921-22. yards.

641

211,916 10,255

71,545 415,132

40

906,036 1

1920-21. yards.

335,751 528,337 164,449 396,300

4,010 610 259,891 30,853

41,880

87,727 " 8,651

1,528 284,785 38,868

7,787 1,096

... 2,408 130,023 26,726

85,207

175 78,818 935

1919-20. lbs.

			W	OOL,	RAW.
919-20, lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25, The.
1,001,278 34,349 34,349 13,216 27,700 4,032 15,035 57,008 1,234 98,834 3,340	83,513	31 49,616	029,184 59,032 14 15,903 11,791 35,280 503,985 1,047 31,892 271,834	801,557 1,606,907 9,171 15,990 8,400 167,190 1,799,997 1,799,997 25,424 494,649	2,150,11 5,190,0 112,15 4,8 140,1 1,151,2 20,4,2
1,317,796					8,218,0

BLIXIO				man no.						1.101	LOILIDA
1984-25. pards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards,	1929-30. Yards,	1930 31. yards.	1931-32. yards.	1932-33, yards,	1633-34. yards.	1934-35. yards.	1935-36, yards.
216,631 226,079	172,797 144,788	187,516 231,685	226,963 261,273	213,132 314,056	232,500 80,508	102,449 39,002	183,152 30,924	219,850 83,283	132,144 61,712	212,978 41,632	99,149 29,245
10,612	5,619	14,391	587	6,287	9,712	1,602	2,183	181,312		5	
350,903 16,668	191,066 22,653	212,470 20,170	311,280 43,829	276,533 14,019	69,017 1,831	320 20,340 3,395	53,793	46,704 19,192	95,483 4,822	29,083 4,448	39,352 1,332
41,766 31,870 4,403	71,591 2,511 15	126,969 2,667 833	87,684 19,769 1,345	185,606 1,237 1,253	1,610	2,709	2,882	892,933 3,158 4,365	1,283,349 2,286 3,242	820,665 27,012	252,604 53,939
439,543 11,010	230,275 19,604 448	401,603 21,460	381,838 39,109	552,750 19,168	359,835 189	149,447	170,083	257,461	912,700	397,114	209,001
83	7,310	927	361	231	201	20		6,233	1,200	68,569	253,414
						***	***				
6,231	7,174		5,912	23,193		9,458	512	5,165		9,157	
20		2,415	20		684	18		:::			30,801
***	***					***	- 44		1		44.9
191,251	630,217	867,351	1,054,788	1,315,994	2,019,808	3,973,848	4,053,281	8,351,128	8,018,478	11,744,117	7,817,178
	***			***					(
5 151 13,374 175	1,776 75 69,550 18	3,178 359 39,196	978 7,542 5,489 573	540 1,746 6,341	500 12,196	914 6,792 570	10,946	6,697	1,156 22,585 182	1,396 13,278 1,916	1,247 13,216 1,163

law.										IM	PORTS.
1924-25. The.	1925-20. Ibs.	1920-27. lbs.	1927-28. lbs.	1928-20. lbs.	1029-30. lbs.	1930-31. lbs.	1931-32, lbs.	1932-33, Ibs.	1933-31. Ibs.	1934-35. lbs.	1835-36, lbs.
1,713,780	2,770,617	2,268,262	2,495,487	2,302,347	2,379,205	879,383	1,854,865	1,293,179	648,072	394,941	:100,610
2,159,138 2,190,600	1,185,246	1,464,395	1,605,296	1,248,832	1,218,914 183,137	419,779 7,218	973,512 106,358	2,127,531 72,919		2,218 670	1,688,057 65,791
=		=	500	276	20,266	:::	=		=	=	
=	:::	~	:::		:::	==	=	:::	=	:::	
12,780 4,828	23,630	37,861	36,900	28,214	50,376	15,345	19,488	5,281	6,914	3,808	3,83
140,112	22,112	482,007	130,648	99,901	86,058	31,024	502,761	396,316	2,576	230,880	701,59
=	=	1,344	1,680	=	3,528		=	==	=		
1,530	632,337	365,497	1,228,509	1,841,261	2,430,481	1,613,200	2,915,705	3,050,870	2,831,150	3,013,037	4,548,17
	190	2,707	12,107		10,579	3,300	41,688	6,384		:::	7,93
450		=		1,680		:::	= 1	15,789	= '	:::	
56,758	114,772	49,776	66,528	91,784	71,736	88,872	59,361	56,594	\$4,808	27,554	68,65
201,520	508	272,352 12,992	178,456 24,785	192,752 220,752	136,690 81,817	16,800 470	115,192	160,780 809	11,424 1,144	24,584	98,01 2,58
8,218,008	4,953,026	4,956,219	5,781,996	6.017.802	6,653,420	3,075,457	6,690,935	7,186,377	5,098,862	5,985,124	7,485,24

272

WOOL IMPORTS. 1917-18. 1918-19. 1919-29. 1920-21. 1921-22. 1922-23. yards. yards. yards. yards. yards. COUNTRIES WHENCE IMPORTED. June Delicate Description of Chief Parliate Description of Chief Parliate Description of Chief Parliate Seathern of Chief Parliate Seathern of Chief Parliate Parliat 51,036 517,922 619 567 7,432 15,713 ... 24,327 1,011 6 379 729 99,570 59,033 ... 620 50,680 4,641 ... 336 16,865 "i,223 ::: 11,943

ppi-95. patds.	1925-26. yards.	1926-27. yards.	1927-28, Fards.	1928-99, ynrils.	1929-30, yards,	1930-31. yards.	1931-32 yards.	1932-33, yards.	1933-34. yards.	1934-35. yards.	1935-36. yards.
4,901 217 £315,400	4.651 338 5.281,072	917 75 5,982,568	93 388 7,125,281	001 2,876 5,469,815	656 721 3,732,331	40 510 2,010,433	111 611 1,311,889	4,481 2,798,737	7,700 3,181,372	10,439	1,09
11,203	1,902,380 10,396 978,363	9,237,092 1,491 1,393,087	4,417,311 7,120 1,574,376 3,371,716	4,439,221 2,517 1,705,287 2,635,200	3,852,141 2,035 1,151,506 2,129,390	2,066,367 611 490,703 3,017,031	2,036,216 2,311 251,031 1,895,839	4,561,569 461,902	2,742,856 899,137	032,619 432,972	10,80 9,72 265,65 64,10
1,628,196 3,973 175	2.953,900 1,932 69	8,575,199 1,159 46	2,791 596	1,125	1,311	3,019	3,210	3,007,716	8,123,412	192,856	
1,017,537	2,061,068	1,230,361	1,114,022	325,598	711,635	567,975	121,390	1.412,661	2,050,419	6,859,716	2,933,97
1,073 529	1,910 4,657	2,381 317	1,319 1,612	5,266 1,591	1,636 1,635	1,219 266	1,806 95	807 7,590	266	185	5,11
200	48	83	131 2,211	1,738 28	710	1,268	165 62	10,314	50	4,110	
1,760	3,251		611	1,483						***	
3,530	8,167	4,982	5,496	14,125	3,979	5.437	8,838	6,011	3,074	63,701	45,25
2,537	2,316	1,899 4,718	115 15,570	120,406	39,296	77 387	435	411	38		
11			- 111								
45,538 85,416 341,216	35,313 151,742 1,352,621	49,229 172,749 726,863	3,156 268,158 431,310	398,851 201,175 320,007	47,593 215,181 222,101	28,522 121,6% 196,210	1,977 88,125 78,931	27,797 59,122 591,251	51,783 33,912 539,761	100,537 53,416 52,483	61,65 7,43 10,39
1,553	1,262	1,086	1,601	2,617	2,980 602	 188	14,091 1,375 136	221	3,911	23	
***	191		15	55	13						
					***		Yo are	iii ma		iii ene	3.2
11.308	638 11.701	4,826	1,772	313,219	33,513 290,587	26,437 148,617	184,659	181,698 300,213	296,008 58,245	21,536	1.7

COUNTRIES WHI IMPORTED.	NCE	1	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1668-21. No.	1921-22. No.	1922-23. No.	1923-24. No.
United Kingdom Hong-Kong China (exclusive of Hon		ad	9,551	3,302	6,912	833	11,622	2,660	12,784	49,635
Macao) Kenya Colony Pensia			:::	:::	::	==		:::	:::	:::
France Italy Germany			3,917	1,448	1,074	13,631 1,300	1,596 1,287	311	198 1 91,757	3,100 12,000 131,000
Ambia Austria Netherlands			3,316	4,314		2,120 700	1,102	=	::: ₁	690
Turkey in Europe Belgium Java		:::	 i.134	:::	:::	==	::	:::	406	8,230
Straits Settlements Maurities & Dependenci Aden & Dependencies	28		36			=	::			«
Russia Australian Commonwea Turkey in Asia			1,355				:::	:::	:::	<i>:</i>
Ceylon Ozecho-Slovakin Janan	:::	:::	9	6,802		::: 101	335	:::	650	1,370
Other Foreign Countries Switzerland	***	=	17,623	4,916	11	::: 101		5 861	4,756	7,71
Other British Possessio	28	::1	53	61	11	6	37	21	29	

HAWL											
1911-25 No.	1925-26, No.	* 1926-27. No.	1927-28. No.	1028-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1931-35. No.	1935-36, No.
158,467	171,098	172,805	175,497	110,917	73,101	14,147	2,501	10,865	8,908	1,770	2,70
1	200	:::	37,856 1	5,400	3	:::	:::	:::	::	=	:::
5,136 58,992 175,596	21,516 118,635 231,301	358,251	39,937 320,409 490,000	61,339 365,662 366,410	87,197 186,389 299,247	23,075 129,869 223,491	4,015 40,574 113,689	22,942 56,546 186,392	8,893 35,197 171,456	1,575 21,071 143,367	45,5 50,1 153,0
	7,250	1 :: 1	4,000 1,775	540 250	780	221			:::	826	
5,314	8,766	1	23,112	9,967	17,762			2,813	10	=	
175	2,329	189	696	2,525	697	11	16	10			
***		= 1				==	:::	:::	:::	=	:::
535	62	::: 131	121	::: 114	:::			===		=	=
1,310	3 3 3 5 5	30,310	2,096 210	10,950	300 120	2	2,476	58,338	106,493	263,852	248,0
.500	300		2,100		12 774	224 	69	420	154		:::
25		30	100	" n	159	39	547	12	62		
419 ,953	570,210	979,491	1.088,039	936,597	659,271	392,436	163,890	339,291	331,615	415,963	500.

1930-31, 1931-32, 1932-33, ewts. ewts. ewts.

8,556 2,116 2,095

4,114 152,025 18,324 30 608 54,214

211,805 35,319

49,928 41,465 284 417

10,725

400 3,507

615,980 679,493

250,019 62,474

1933-34. cwts. 1631-35. ewts. 46,339 319 1,026 5,174

> 43,119 29,931 25,492

11,511

1929-30, cwts.

97,599 1,179 397

13,392 133 43,931 353 17 20,309 10,435 48 44,386 6,035 4,969 12 33,990 5,057 4,271

2,419 5,276 1,519

13,609 146 45,207 672 61 17,893

173,487 27,436

1923-26. 1926-27. 1927-28. 1928-29. ewts. ewts. ewts.

17,0/5 41 31,696 18,237

156,911 28,855

291 1,642 2,826 605,908 538,620 691,701 805,520 683,213

11,617

37,315 7,010

208 4.972

IMPORTS.

2,422

43,311

3,203 1,955

5,711

15,561

2,357

ORTS.								P	APER,	PRIN	ring.
COUNTRIES WHEN	cen	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23, cwts.	1923-24, cwts,	1808-55. cwls.	1923-26. ewts.
Visuce Visites of America Esthoria, West Indies (Br.) Holelow West Indies (Br.) Holelow Neeth Indies (Br.) Holelow Neeth Indies (Br.) Holelow Sprain Corpton Sprain Corpton Sprain Corpton Sprain Corpton Sprain Corpton Sprain Corpton Sprain Corpton Corpton Sprain Corpton		111,594 85 30,334 104 2,000 10,020 131,225 33,428 11 221 833	20,233 15 17,691 109 27,106 77	433 14,327 98,244 16,084	1,935	137 1,966 711 13,589 177,177 84,136 5,964 111 21 4,30 1,48	6,237 1,247 18 3,203 173 6,438 26,598 25,597 1,798 1,798	0,15: 2,72 10,50 41,76 138,53 40,32 89 18	\$300 \$18,155 \$18,155 \$1,450 \$1		1 11.6 2 37.3 3 4 2 36 4.2 3 10.6 10.6 10.6 10.6 10.6 10.6 10.6 10.6
Т	OTAL	320,719	189,870	191,003	200,68	557,96	218,28	386,80	385,70	559,9	12 500.

469 99,910 1,501 52,698

361,250

99,250 51,250 882,450 2,263,689

9,683,352 12,694,009

10,550 88,310 271 1,250 11,150,036 17,226,850 11,119,032 15,015,108 12,588,733 13,680,80 11,285,740 11,283,74

5,605 38,051

215,095 118,050

10,743,606 13,932,657

5,000

13,638 23,973 9,251,204 2,250 15,630,342

IMPORTS.

COUNTRIES WHENCE IMPORTED.

Switzerland ... Siam Aden & Dependencies

Adon & Dependences
Denmark

Cherland

Cherland

Cherland

Crecho-Slovakia

Natal

Natal

Russia Notther

Russia Norther

Russia Norther

Cher Freign Countries

Mauritius & Dependencies

Fedorated Malny State

Other Countries

Other Other Statish Possessions

		- 1		
	MAT	CHES,	SAFET	Υ,
fress boxes.	1922-23. Gross boxes.	1923 ti Gross koses	1924-25. Gross bexes.	1925 Gro hox
3,315 33,688 5,838	25,889 23,747 17,970 13,038	13,3% 21,15 4,25 11,95	12,251 33,692 7,231 8,230	2
2,500 12,694,009	5,000 24,210 8,320,273	27,55 27,55 3,555,16 3,664	32,150 116,974 3,497,196 16,407 25,000	11 2,29
17,500 912,123	102,641 2,656,466	105,95 5,969,10	6,750 216,300 3,015,24	4,8

SAFET	Y, AN	D OTH	ER SC	RTS.						In	PORTS.
1924-25. Gross beags.	1925-95. Gross hoxes.	1926-27. Gross boxes,	1927-28. Gross boxes,	923-29. Gross boxes.	1929-30. Gross boxes.	1930-31. (4ross boxes.	1931-32, Gross boxes,	1932-33. Gross boxes.	Iff3-31. Gross hoxes.	1931-35. Gross boxes,	1935-36. Gross hoxes.
12,261 33,692	3,975 24,319	2,936 50,709	1,891 40,574	1,679 17,331	3,586 18,510	3,692 12.637	2,921 316	1,906	3,182 720	2,145 4,623	2,167 1
7,231	13,944 15,768	11,900	148 2,965	4,593 529	5,250 48	2 14	1	251	==	12,678	24,930
32,150 116,974 3,497,196	27,575 119,993 2,290,532	20,225 88,900 956,236	2,639 21,850 329,700	5,000 45,750 78,964	1,000 51,618	19,514		11,255	11,703	15,009	16,250
16,407 25,000	50			1					Ξ		
6,750 216,802 3,015,249	85,801 4.816.636	125,951	67,798 2,933,123	1.333.565	885,919	359,720	101,145		ii,819	19,000	63,615
2,500 2,307			2	37	==			=	=	=	
30	l :: ,,		28			===			=	=	
252,310	502,67	319,525	115,400	31,250	1,250	=			= .		:::
- 1	l	3 18	90	97	6,230 677	983	710	391	291	973	1
-					26	::: 21	15	50	1,000	7	:::
7,961,78	5 7,807,52	6,101,963		1,531,735	974,191	396,585	105,17	56,719	78,718	51,393	107,01

									UM.	BREL	LAS.									IM:	PORTS.
IMPO	COUNTRIES WHENCE	1916-17. No.	1917-18. No.	1918-19. No.	1019-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24, No.	1925-22s. No.	1925-26. No.	1926-27. No.	1927-28. No.	1828-29, No.	1929-30. No.	1939-31, No.	1931-32. No.	1932-83, No.	1933-34. No.	1934-35. No.	1935-36. No.
	Bolgium Netherlands Switzerland Switzerland Germany Ge	-	30 32,978 3 6,010 19,130 2 32,921 1 3 2	5,608 36,984 4,219 34,902 56,550 271	1,08 5	8 0 8 6 3t	9,675	42,08	7,043 12,641 5,155 411 21 21 196 	1,075 5,831 99,184 5,612 180,844 1,591 348 6,508 2,591 23,500 21,75 4 1 255,555	6,303 6,303 264,469 2,039 1,801 14,006 8,029 12,744 597 6 8,833 	1,057 471 4,406 10,082 17.784 806 7 19 7,447	66,80 	211,031 893 157 2,648 12,863 14,088 5 9,684 2 22 1 8,747 0 80	1,623 108 445 14,079 0 10		1,08	10,961 11,443 1,368 2 250,53* 4 1,77	3,819 13 	749	309,473 970
	TOTAL	887,25	7 551,32	31 341,11	11 295,91	01 002,000	. ,		of motion	1 200,00	21 00010-										

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Exports.	1916-17.	1907-05	pisp,	1919 (2).	13:0:11. Icas.	19:31-22. Ione.	Bersen.		Don't I	1925-24. 1-54.	113017. \$400.	10	of ch.	1929-29. Bothe	1515-50, boxe.	15:50 31. Tons,	1551-32, B-64,	1933 S 6-6 G	1. D2	3 38. L/S	135. 10	ns Dis. Books
COUNTRIES TO WHICH EXPOSTED.	cuts.	ents.	ents.	rute.					Bir.s.	11			24,600	13,00%	19,223	50.184	20,221	29.			e1365	43,151
United Kinedes	123,101	1,155,155	\$26,100	\$22,015	17,116	6,770	21,131	51,550	28,64	p(14)			32,913	24,074	15,125	11,774	0.25	41,			p (201	23,624
France	270,920	100,834	51,815	201.227	0,463	10,122	27,751	21,151	100	31.74			1				263		3		В	4
	55,994	56,564	21,751	10,255	7,172	70,117	564 44,235	241	11	120			12,515	17,500	191,150	164,123	37.59	21,	Sec. 1	41,412	22,573	19,773
Hong Kong China-frithmete of Hong- Kong and Marao)	297,714	11,617	33,614	273,973	31,104	20,117	44,295	0,90	20,65	1 20			-			***						
trea			1				1		- 12	11		i	1			5						
Kenya Deleny			2,170	101,039	15,673	5,347	11,724	15,750	0.15	0.61	100	넴	0.973	13,535	14,041	14,934	4,671		C275	00.515	(2,774	17,013
Spain	254,977	17,117	2,107	14.001	2,410	854	1,717	7,413	A154	100		:-	6,23+	9,017	11,354	16,042	5,901	1		11.564	5,518	92
Netherbade	2,517				9	11	10	21	, n	11 .		65	210	1-1	Sul-	20		1	211	10	43	547
bearing		13,34	11,410	10,050	645	121	816	1,125		1,50		25	147	670	*10	1,611	574		7,4	154	951	12,079
destre	6,452	1		173,025	25,559	11,91	10,000	0.65	N.ter	30-	25,5	24	45,510	57,425	KL154	25,172	39,52	1 "	0,313	15,571	2.247	
Germany	- 71	317	31	1,997					16	1 3		1									,	
		17,611							15	1			i					1 .				
Entris (Negthern)	-								1 1	1			,	1	1							
Maurities & Deep dencies	131	1.7		10		5,000	2,512	1,53	le:	1 120		- 1	6,913	2,750	4.50	1,234	2,92	:	5/2	3,334	2.440	2,129
find v Chinn, etc	19,32	32,531	24,913	13,943	1,639		1 250	1	160	11 ~			. 1					1				
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Dahrein Dash	10	l .	1	1,100	13.32	35.01	1	1		1 0.0	0 357	311	11,415	41,577	maca	34,536			12,32%	25,755	17,745	
foliation			4,500	67,350						1 331	3 3/	40	5,470 217	7,513	13,693	2,013 F.12	1.7	0	93e 850	1,014	5,259 535	2,575 718
America (U.S.) Atlantic }	16.09	21,570	11 27	61,270	1.50		1 1		12	1 3	:	*	317	391	***							
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Turkey in Berge								-			1 .		10		16-						11	120
Ansteix }	1			31 110	6,60	5,97	7,50	7,0	1 1	1 '	12	152		34	-							
Horesty J."	"			,				1	- 1	11			59,626		70,121	61.52	22,2	er,	27,073	80,006	12,574	31,579
Itsly	966,79	513,50	100,744			21,57	13,00	64,77	100	11.0	1	1001	24,024	84,541		1		1				
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East African Instrutements	- 71			110				1 .	- 1		"								. :			
East Africa (Partuguese)	- 21	9 5	1		1		1	1 :			1 "	1										
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Arabia				1	1		1 .	-				1						1				
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Australian Commonwealth	. 3	17 5,3	1 450	3,21	1	0	4 4	1 1	20	, ,	26	120	217	250	d 20	4	16		. "			١
New Zenland	-1		52	ę					1 - i	-	1		***			i	1	i				. 4
Cerebo Slovskin		1		-					-	i	"l	- 1			1	1		į	1			
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	1,7						***	1		372	***	4,522	220.103	217.50	292,7	201,0	19.5	315	na,cat	197.41	\$ 500,0	01 314,15
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Cape Colony						-			1 -			. 1					1	4			-	
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Other British Preveniens		25		-		-			1		- 1	, l			1	4	4	ĸĉ.	10	1		19 7
Portugal		1	1	ì		1 -			7/		124	25			20	ins .	163	112	329	**		(23) 7
	13/	9,3		76			***	"1	71 20 -	١	- 1	17		1	gn			-	- 1		2	1 .
Argentine Republic	(13)			21,71			15		20 4	1				1	1	-		- 1	441			
Other Poreign Countries		25	ļ			12	1 ']		. 1	224		36			65	24	162			
Tonis				:	41	1				-	200	*** ***	420 5	10 661	166 726	964 701	60% 42	3,000	351,500	30,1	623,	176 006,5

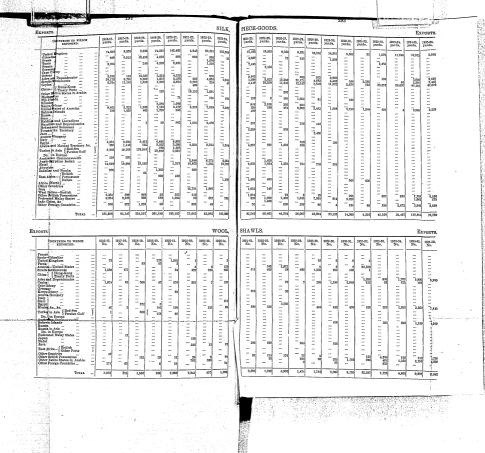
	. 1			28	•				1				(1)	· vinns)						XPORTS.
EXPORTS.							COTTON	PIECE-GC	One coots	ED, PRI	NTED O	R DY	ED. (AL	L KINDS)	1930-31.	1931-32.	1972-38.	1933-34. yards.	1934-35. yards.	1935-36. yards-
COUNTRIES TO WHICH	1905 27. cuits.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards,	1921-22. yards.	1922-23, yards,	1923-24	01 to 100 5	f. 1926-2	7. 192	7-28. rds.	1928-29. yards.	1929-30. yards.	yards.	yarda.	yards.		-	
EXPOSTED.	1	J	7				J	yands.	104 5174	-			28,800	8,000				46,312	Ze 135	15,087 162,827 2,100
Stayrua Netherlands	:1-5				44.1	4,000		- ,	. T		,20	4,320 28,462	27,667	15,380	6,386	4,561 21,400	34,00	19,600	5,582	18,430,960
Fiji Islands New Zealand	1,912		976		14,722 30,000	34,163 200	10,766	20,467	izm il	261 17	600	0,008	2,600 7 556	20,20		16,945,20	12,125.07			1
Somaliland Protectors: Ceylon	10,00,260	39,200 10,665,007	11,853,281	17,480,315	14,420,636	2,600 17,921,700	3,200 16,648,938		Leine mái	21,07	5,714 19,	176,923			61 26,45	27	7,823,00	M 4,951,00	1	1
Germany Straits Settlements	18,38,900	14,899,135	17,207,238		18,917,025			22,935,617 9	u egi k rusifel Mar	251 1,963 24,76	5,436 21	,935,201			1		1,374,4	2,036,23	1	1
Muskat Territory as Trucial Oman	1,85,208	2,549,668	2,111,726	2,650,481	2,483,480	2,383,543	3,481,447			2,933 2,76	6,552 2	,439,03		1 .	1		2,711,7	01 2,241,95		1
Other Native States	4,064.294	3,198,605	1,079,759	3,885,443		6,392,494	5,230,000	3,506,818			17,291 3	3,295,30			1,81	0 3,0 0 1,540,1	90,	1,315,9	67 1,570,8 06 13,0	
Arabia Syris Aden & Dependencies	4,981400	2,461,061	3,987,219	4,154,368	4.623.098	259,160	513,690	2,010,004	6822 5	م است	68,310 77,372	467,20 4,251,05	25 3,008,0	88 2,379,3	26 1,462,7	12,4		518		1
United Kingdom	- 1142	81,151	158,862	134,677	110,522	5,106,203 10,442	4,077,118 26,402	55,006	3,095 28 73,0	19,413 4,3 15,064 4,3	31,640	9,6						400 4,502,	2,321,1	41 1,501,
Mekran and Sonraismi	31.3		=	=		21.001.110	07 007 007	30,861,575			371,406 2			176 12,469,	1	-		1	1	1
Turkey Levant and Black See	20361			533,940	336,640	34,004,110		********	33,300,124,22,	23,101,01,1	11	26.7	1,	200	14,	100/	1	1		210 1
in Asia Red Ses	11 24/301	1,931,239 17,682,449	1,745,591 17,276,719	1,978,945 30,505,596	1,410,872 20,730,666			:: 1	-	-	:: P	,	1	(000		1		6 441 1,79	1,000	,500 95: 792 79
Gibraltar Indo-China		360	2,660	2.953	-::	15,000	1,075	280 1,892	4,00 100,05	102,450	307,200	500,		800 5,550	301 4,035	424 123	263	8,108		1.3
U. S. A Atlantic	5,140			1,689,930	2,112,259 17,830	2,045,424 834	3,529,054 4,000	3,263,474 2,821	2,981,07	(31,580 E	.858,232 49,222	6,593,	544 31	,000	-20 66	,718 1- 450	,850		25,720 1,38 31,285 5,94	0.237 9,0
Turkey in Europe	1 11			14,352	1 4,380		4 500	"0 100	97.60	04,100	1,881 305,180	149 9,270	0.00	9,03		005 19,90	3,309 7,1	91,014		: 1 3
Tanganyika Territory Persia (British	. 33,042201	41,664.194	21,207,364	28,405,504	15,470,968	2,081,037 28,002,755	1,240,956 24,785,130	1,434,482 24,343,507	1,867,43 27,531,50	3,457,510	6,396,494 17,004,199	27,894	,849 -050			1			(01)(00)	55,520
East Germania	3,594,170 2,000	48,110	2,017,213 310,275	122,579	998,399					- 1	7,465,785	1	تت ا	6,605 5,37					323,440 171,680	77,635 11,493
French Sómali		261,478	931,268	456,815	1,210,620	3,194,560	2,725,833	2,299,926	2,031,66	4	163,94	0 29	0.685 36			12,290 2	7,860	3,341	3,600	194,492
East Africa-Italian	332,13.4	126,911 2,024,072	156,499 29,228 884,517	12,600 45,700 1,921,814	248,805 2,616,677	980 665,902	333,277	497,751	721,59	100,045 903,036 2,336,766	1,073,16	57] 56 39] 1.15	32,458		44 280)	48,960	32,140, 832,480,	489,441	765,067 1	068,045 1
Java	974,\$52 230,\$91	1,357,020 458,302	342,900 357,266	367,960 326,830	72,820	843,133 65,160 320,860	1,131,732 178,740 158,449	2,146,413 169,800 961,614	464,000	184,440 1,502,723	1 595 17	29 1: 76 2.7	90,500 4.0	72,592 3,1 166,997 1,5	94 500 2,5 59,408 1,5	76,038	655,558 3,220	193.421	436,509 1 6,526	,010,010
Maldires	2,588,101	1,777,680 27,900	324,013 19,938	912,047 6,563	449,320 5,200	1,204,802	1,266,964		1,703,29 1,650,355 18,899	1,500,522	1,620,9	971 1,7 80]	34,170	9,000 074,201 2,		1089.989	571,063	1,840	7,200	80,640 66,554
Mauritius & Dependencies Australian Commonwealt France	62) 133 84,200	834,826 137,242	3,139,005 250,908	497,874 25,915	1,235,506 30,313	1,360 001 77,076	2,233,123 80,611	1,366,081 19,538	1,129,633 5,533	2,276,351 865		1000	6,910	89,100	10,947	252,514	133,970	135,991		::: \
Natal	661,500	32,140	4,475,512	1,257,780 251,538	108,341	22,986 3,039,161	23,550 863,988	61,300 1,408,608	1.019.543	1,478,591	43,4 989,1		800,100	10.240	\	::: \	= \			991,701
Greece	1 : 1			5	:::	:::	***	200	19,000	19 61	0 725		375,696	18,000 10,080	:: \	6,200	3,141	35,620	21,788	
Other British Posses-	3,600							7,050	244,300	57,12	1	600	20,222	12,016	360	\	\	:::		1,296,295
hilippines	467,38	39.20	846.480			:::	:::	:::		1 :		,000	= 1	II \		1,699,660	1,421,008	1,701,324	1,935,787	
ladagascar nglo-Egyptian Sudan spe Colony	881,332	509,250	37,251	38,300 3,840	349,305 31,180		200	,	1,936,147	1,219,3			2,574,084	2,200,	1,673,495		3,150		100,943	2,316
ong Kong ina (exclusive Hong-	25,930 21,498	35,854	==	 80	202	1,678,738	963,166 2,170	1,722,834	7,000,117	ld	400	. 1	6,637	6,783	191,663	52,684	87,385 102,700	195,86 30,24	9	127,800
tong and sinceo)	19,461	63,578		328,717	87,600	14,830	2,170	54,653	76,459	89.	055 2	22,033	147,250 195,992	137,629 287,766	293,971	114,280	71,666	7,61		000.780 c
er Foreign Coun-					19,840	72,720	43,180	19,588	83,541	15.1		11,299	13,078	11,200	31,074	44,264 5,880	200 402	2,983.27	3,134,035 417,050 114,680	903 200
tish Gulana brein Islands neibnr and Pemba	5 210,505 1,331,150 481,837	3,599,318 584,763	1,747,288	2,811,274	1,040,340	2,327,006	240	10	-=7	r 1 .		6,403	4 003 032	5,305,182	4,017,220 3,565,204 409,700	2,395,056 2,498,428 193,400	2 006,110	1,695.66 170,0 490,7		
ychelles derated Malay States	481,830 646,863			399,499	960,750 392,800	2,327,096 2,216,438 383,960	1,446,000	1.587.225	1 405.788	3,22	3.4511 3.2	312,477 579,386	3,445,786 476,440	2,460,493 450,580	1,216,377	786,682	B10,000		1 =	
nis itish Borneo				316,305	516,807	151,668	610,758 205,416	706,066 456,898	426,090	1 43	1,269 1,931 1,	000,654	1,324,113	1 1	2,880			1		= .
est Indies (French) unsvaal enjam Island	2,30	164,160		:::	:::	=	10,224	:::			- \		1 :::	1 = 1	8,000		- ::	\	- =	54 8.19
enjam island debes & other Islands	- :::	50,830	-	5,400	=		5.760	38,100	2,126		39.000	11,70	0 19,40	25,600			11.6	2	745 10,00	
mada - {Atlantic Coast	-	=	1	0/400	==	::	861		24,660	. 11	20,355		1	1 ::		4,01		u ,		
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TOTAL	101,778,44	110,638,800	93 397 400			35,730,328 1			. "	- 11	1			-	0 117,184,49	6 87,520,2	16 95,783,1		<u> </u>	
			,007,420	119,591,623	96,151,500 1	35,730,326	24 775 010 1			110	0 545 405	75 902.5	68 149,279	656 131,455,25	7	A ribo T	erritory from	1921-22.		

2 (24)	XPORTS.	HES TO WHICH KPONTED.	1916-17.	1917-18. tons.	1918-19. tons.	1919-20. tons,	1920-21. tons,	1921-22. tons.	JUIE 1992-03. HDA	Rate.	1001.07 180	27-28. 1918-2 ons. tons	9. 1929-50. tons.	1930-31. 160 tons. t	31-32, 1908-33 one, tous,	1903-41. 15 tons.	EXPORTS.	•		
Alesta de Carlos	United Kingdo		200,227	67,768	224,121	310,070	130,023	99,835	tons, ton	1905-00. 1008. 174-60		222,072 201,	813 161,751	107,900	155,417 129,	225 177,390	101.05 101.07 77.40	;8 N		
TRATE OF THE PERSON	United States America	Pacific	120,461	81,907 12,264	60,500 483	75,361 2,285	107,437 8,593	1,800	57,191 ELS:	\$2,575 67,74	50,967	82,418 92	,014 77,561 ,800 1,721			285 1,710	9.00	93		
			44,837	24,853	42,963	80,781	50,014	\$5,892	87,550 Sign	1,717 1,55 80,855 88,85	າ ເ	100,493 100	1,984 108,477	1 1	51,860 68	1 - 1	83,05 ⁸ 75,0			
Nation 1	Netherhed s Germany		-		-	3,009	7,974 72,088	9,904	7,250 ILE 141,650 ILE	12,538 12,9		20,916 1	7,078 21,63 0,149 216,46		12,074 · 21 130,553 · 12		21,661			
- Second Course	Straits Settlers Hong-Kong China-freches	ents ive of Hong-Kong a	19	1,162	89	18	n 	545		159,213 144,6		-	462 1,9	740		3,441 3,451	3,999 3	1,053 0,521		
15.00 h.c. 15.00 h.c. 1500 h.c.	Australian Co	nmonwealth .	537		460 678	1,012	1,350	1,539	1.600 t/d	7,118 8,	see 4,521	5,401 640	5,228 6,0 524 4			6,787 7,063 1,462 840	1,270	1,497 5,990		
	Austria Hungary		} -			179	1,403	{ :		179		-	_ _	1		_ _	1,027	1,570		
	Italy Spain		38,451 37,663	24,752 38,144	26,614 13,054	25,076 19,158	92,500 93,557	25,325 22,120	24,822 4522 17,864 34,8		0,110 45,261 0,701 35,571	49,065	60,635 51, 42,891 44,	720 33,020	35,681	87,465 65,65 42,833 55,6	23,000	50,557 12,518		
er 1, = 1,5			624			714 30,750	45 25,903	393 21,005	25,000 41,00	3,003	4,656 8,650 2,962 44 378	12,759	12,064 15, 54,930 40	258 47,915		5,491 8,4 40,628 55,6 14,450 17,	59,297	55,795 23,538		
	Detrack		4,507	7,743	6,672	10,566	7,845	12,002	11.400 ft.20		1,403 0,181		12,033 10	,007 6,146 46	511	488	915 429	935		
	Arabia Traq		3 : :		-	=		- 1		"] :		1 = 1			=	- -	1 - 1			
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estri di	Formosa Siam		367	80	- 36	636	681	_ 1	789 1.5	1,053	400	90 1,316	723	630	265 718	1	- -			
	West Africa New Zealand			8				,						45	26 60	29		14 2		
onest english	Other Perce	Possessions Countries		-	1		-	2	- =		29	16	-1			2,118		,049 8,94 ,049	907	
100 April 100 April 100	Argentine Re Osnada Chili	problic	1,528	178	1,076	1,655	1,954	2,790	3,550 8.5	3,633	4,960	5,752 6,42		5,851	,350 6,657	7,141		224	580 749	
alecer are	Brazil		103 13,192	18,557	19,007	15,523	8,700	13,439	15,888 18,5	 560 19,395	159 .		1 - 1		5,038 15,60	13,287		7,791 19,5	531 158	
THE WAY IN	Mexico				. 181		-	1	161	1	1,425	228 T 1,582 T,8	2,100		1,472 D		295 681	910 2,00		
E00411 1 1 11 11 11 11 11 11 11 11 11 11 11	Greece Turkey in E	No.	514	243	- 107	203 891	464 955	650	459 4 374	133	374	499	538 787 982 2,521	1,900	1,219 1,4			<u>"</u> "		
0.001	Sweden Norway		550		883	2,700	C38		387	-			222 90	397	368	693 3,190 490 1,001		1,255 1,2		
	Switzerland Poetugal		484	3,410	357		260	178		" "	ro 93	63\$	745 424		800 2	 ,778 2,781	1,027	1,690 2,5	,551 958	
aroutto loga "" Istoria loga	Irish Free Sta	e (a)	539,769					-	- 15	111 -	1 2 1		134 33	اــــــــــــــــــــــــــــــــــــــ	619,705 58	9,618 593,06	3 748,168	79.00	,514 —	
ones first			1	278,100	\$98,146	101,814	72,414	457,685	677,955 659,9	696)	000 647,154	707,182 81		rately shown f	rom 1004-25.		7.			
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P	PORTS.								JUTE
	CONTRIES TO WHICH	1016-17.	1917-18. No.	1918-19. No.	1910-20. No.	1920-21. No.	1921-22, No.	1922-23, No.	1931-24. No.
-	Tunis ?		-::			2,988,800	232,550 3,327,700	1,320,250	1,501,746
		=	231,440	Ē	1,313,200 7,600 813,000	3,495,400	3,163,400	1,961,700	3,778,800 2,400,000
	Hondores (British) Hondores (mot British)	1 =			=	33,000			
		6,000	10,500 020,000 60,000 17,500 14,700 9,000	8,000 99,600 298,200 21,000	150,400	50,600 211,100	66,400 52,000 250,500	220,400 18,200 5,000 821,450	350,000 55,700
	Formos San Salvador Newsbird (not British)	25	17,500	255,200		211,500	201,000	821,450	aii,t00
	Sevelelles Soundiland (French)	30,990 72,490	9,000	65,000	41,300 7,500 40,000 6,330,391 8,912,311 31,991,759 27,200 13,516,520	25,600 37,700 50,100 4,500,100 11,375,700 60,130,000	17,700	\$6,000 10,000 41,100	42,900 69,150
	Sorollings (French) Mexico Argentine Republic United States of America { Atlantic } Pacific	1,000,000 13,740,300 18,835,499	19,526,250 4,600,000	7,949,500 6,418,500 39,611,500	8,912,311	4,550,100	1,005,700 6,147,500	2,009,700	4,202,750
	Prenatk Pacific	18,835,400	41,119,800	7,615,800	31,991,750 27,100	5453,000	47,143,80a 147,700	41,100 2,809,700 3,509,700 23,153,000 620,400 5,301,500	29,251,000 915,000
	United States on America (Pacific) Demont's Straits Settlements Cop to Mathematica Australian Commonwealth Hone Kein Taine (sectionize of Hong Kong and March March	7,184,090 1,678,339 1,273,290 75,027,721 8,944,710	0,072,470 1,000,711 745,500 00,716,790 9,131,500	1,611,593	009,220 511,100 29,521,990	\$163,030 7,339,540 1,143,953 1,830,540 91,591,960	30,000 1,005,700 6,147,500 47,161,604 147,700 9,217,021 1,219,500 142,700	1,719,081 701,700 02,550,010 7,582,690	410,471
	Australies Commonwealth Hong-Keng	75,527,721 8,814,710	9,131,500	70,425,573 6,669,986	8,478,400	14,117,100	12,890,100	7,502,690	333,106 62,200 69,150 109,203,700 4,002,750 39,93,700 911,000 911,000 10,651,710 404,418 2,712,700 9,413,000
	Marso)	19,730,000 20,971,120 8,445,100 90,500 515,000 21,500	7,659,690 20,717,690 8,710,690 313,710 542,500	4,009,900 22,420,900 8,506,000 05,100 212,700	7,201,000 17,201,600 4,519,050 596,650 121,010	18,219,900	10,273,030 53,243,003 7,396,500 378,500 426,050	3,774,900 19,814,300 8,355,000 353,900 360,900	
	New Zeeland Zaneiburand Pemba	8,445,100 F0,500	8,710,690 313,710	8,500,000	4,519,050 596,654	24,612,580 8,721,360 500,540 416,500	7,336,500 378,600	8,355,050	17,311,411 10,781,111 533,250 509,100
	Aden and Dependencies		30.000					***	599,100
	Maren Tava Tava New Zeeland Zamiltor stod Pemba Aden and Depandencies (Dutch West Infiles Danish Prench Tripeli Persis	32,100	35,000	222,300		210,500	135,000	15,000	=
	Beeden	2,197,334	111,150	99,550		116,771 678,400 6,016,600 420,600	50,510 81,100 700,500	\$6,168 50,090 2,601,720 112,500	129,845 75,660 2,412,239
	West Indies Danish Tripedi Prench Prench Presis Resistance R			2,379,250		450,000			***
	Remise Medical Scannis Relation Medical Medica	319,456,690	313,136,550	133 055,200	57,812,500	49,013,316	50,773,000	31,217,700	40,721,500
	Transvari	4,274,612 11,350,500	1,358,200 5,333,100 14,459,000 2,094,000 573,500 5,090,500 12,275,400 18,375,000	0,900,500	571,666 1,563,066 5,698,906 3,315,200 255,200 5,424,001 5,101,000 21,332,000	1,849,700 3,394,750 4,006,100 4,116,540 183,600 3,531,530 13,810,600 13,824,600 013,600 25,000	521,009 8,051,100 15,015,005 8,702,600 37,000 4,402,000 135,000 35,765,013	467,100 510,900 11,371,000 2,001,000 159,000 7,330,450 503,600 10,503,160	477,550 563,500 10,233,300 3,102,500 120,500
		5.019,100 116,500	2,051,000 573,500	2,783,000 312,500	3,315,200 235,200	4,110,500 183,000	2,792,600 37,000	2,001,000 159,000	3,102,500 150,500
	Sematra Hawaii France Japan Clauset Nicelea	20,528,000	12,275,100	6,299,559	5,11/1,000	3,631,520 13,810,600	135,000	7,530,460 501,400	8,507,500 382,000 11,375,535
	Turkey in { Levant & Black Sea Asia Persion Gulf	121,000	32,575	212,200	3,337,300	25,640	816,500	177,800	1,161,200
			=		2,912,100	1.079.550	4.533.450	1,514,500	3,905,158
	Bo. in Europe Maldites Ecundor Inde Chins, etc. Norway Italy Uther British Possessions Palestins (E. 1977)	10 007 100		75,000 83,236,720 1,746,500 7,496,000	201,000 12,575,500 2,615,621	115,600 17,873,500 6,003,110 750,000	95,000 55,771,400	107,900 10,338,460 2,784,500 745,200	3,905,158 3,909 15,009 8,115,009 2,037,638 605,109
	Norway	19,957,109 250,009 2,125,500	12,001,750 1,149,500 10,000,000	7,496,000	2,615,621	6,003,110 750,000	\$5,771,600 1,950,600 660,030 2,000	2,781,500 745,200	2,070,632 600,100
	Pulestine South-West Africa (French (West)	1 =	=	201,310	3,900		2,000	- :::	9,000
	Kenya Colony German	1,585,600	752,850	802,830 3,000 2,303,000	609,113	1,025,100		2,145,900	3,136,090
-	East Africa German Portuguese	1,030,600	1,616,100		1,073,600	4,428,610	4,757,088	5,621,421	5,006,550
	South-West Africa French (West) Kenya Cohny German Esst Africa - Fortunese Fast Africa - Italian Fast Africa - Italian Fortunese West Africa Chiler Countries in Africa West Africa Esst Africa - Chiler Chile Esst Africa - Chile	15,000	115,000	110,200	25,000	75,600 3,000	43,900	79,400 21,000	103,500
-1	Other Countries in Africa Egypt Natal Chili	8,767,300	17,012,100	82,200,220	9,578,500	13,019,900		8,007,556 10,001,900	
	Chili British Guiana	8,767,333 11,155,533 52,565,533 1,133,600	27,012,100 17,605,030 43,713,100 1,330,500	82,259,726 17,319,000 43,704,800 600,100	9,578,000 9,198,000 15,381,700 96,700	13,649,900 10,414,750 54,310,100 580,700	4,471,400	0,501,950 6,501,950 163,000	14,005,006 10,850,841 43,919,550 776,700
	Iri-h Free state(a)						200		,
1	Arabia Trucial Oman Other Native States	155,800 13,900	112,814 33,300	171,100 6,000	137,033 31,030		61,787 20,800	\$8,200 5,780	62,500 2,000
. 1	Helgium	=	:::		8,818,600 190,000	151,000 15,591,780 1,025,000	2,001,700	3,600,000	24,000 5,783,900 1,116,400
1	Resein Pattiners	77,180,600	i,000	6775 mm.		***	2,001,760 510,460	615,100	-1,136,400
		412,500 5,219,460 914,500		1 =	7,592,766 225,000 2,001,700 805,300		7,505,160	4,021,750 715,400	7,105,100
1	Celebes and other Islands Celebes and other Islands Other Countries in Asia New Caledonia Philippines	914,500	574,000 3,029,300 417,000	6,474,600 584,530	2,001,700	4,078,000 761,000 5,063,300 818,000	7,503,160 1,579,610 3,121,660 783,201	715,400 3,000,000 766,600	7,105,100 3,000,000 5,104,700 1,230,600
	Other Countries in Asia. New Caledrais. Philippines Germany Cape Colory Niesrangs Other Foresten Countries Bornco Brench Tengland	t35,400	1,103,600	2,889,000	1,991,400				
	Philippines Germany Cape Colony Niceragus Other Peresn Countries	3,462,075	7,918,000	9,00d,800 397,300		5,563,000 10,230	4,001,000 220,300	4,167,507 1,700,760	2,531,500
	Borneo (British	500,000	- = 1	18,000 101,500	20,500	=	80,000	22,900	97,660
		300,000	900,000	101,500	300,000	5,000 214,000	155,000	655 000	100,490 487,400
		14,300	8,400	"ii 100	5,000	50,000	9,800	50,466 9,000 5,800 75,000 200,600 3,530,896	85,100
	Spain	Ξ		===	1,000,000	12,300 20,100 2,510,000	1,000 123,400 1,661,560 2,135,100	3,800 75,000	85,100 26,750 167,200 30,000
	File Islands Fi			71.00	1,093,000 109,000 109,000 25,900 21,114,400 40,000 1,614,700	2,516,000 4,072,300	2,149,100	3,230,900	1,289.700
	Porto Rico Porto Rico Other Islands in the Pacing	318,050 24,392,900 347,900 1,097,800	23,014,400	71,050 17,079,050 25,200 1,099,700	31,114,460 40,000	700,500 22,470,500	177,460 14,750,460 139,300 2,772,600	229,400 18,017,899 854,000 2,411,500 45,000	253,540 11,453,460 740,200
	Pederated Nakay States Gold Count Dates	***			20,000	2,411,700	2,772,900	2,411,500 45,000	2,916,000
	Guiana Greggen	=	425,750 22,590	654,690 13,850		5,100 5,100 15.000		10,200 81,500	16,000 38,250 161,000
	Portugues Utiana Bolivia Cyprus		10,200		= 1	:::	== ,		
	Nigeri Orange day	162 500 31,600	75,000 37,100 15,000	120,000 50,000 407,300		25,000	150,000	125,000 75,000	¥0,000
	Nymentale Genterale Costs Elec	40,000	20,000	Part .	=		=		15,250
	Virgin Salanda of U. S. A.	=	- :: '	173,500		40,600 20,460 100,060	10,001	218,800 27,200	274,000 28,800
	Alignments 7		Ξ.	- =		100,000	70,554	Ξ	= 1
	Serb Grand State	Ξ	= 1	:: I	=	= ,	20,654 421,850 81,600 ,311,331 20,600	265,200 76,600	250,700 81,500
	Goods Resilient in the Control of	= 1		=	::	Ē '	20,000	\$3,500 \$53,500	257,300
	700	***		:::		= -			16,800
-		0.094,544 75	\$,739,87055	1.005 500.36	2,724,647,53	3964,100 386	710.007 514	231,879 413	715,938

			-				100			a Contract	
MANUFA						3).	X77				X PORTS.
	1925-26. No.	1924-27. No.	1927-28, No.	1928-29, No,	1109-31. No.	No.	1931-32. No.	1932-33, No.	1931-84. No.	103 t-55.	1935-34. No.
25,000 770,400	77,540 453,200 3,405,630	150,00 1,019,125 3,925,160 27,660 471,660	12,000 1,278,258 3,786,975 37,200 647,420	23,600 1,127,945 8,702,350 80,900 803,500	45,000 1,676,774 5,610,550 102,000	160,390 1,415,630 4,816,370 49,000 728,000 8,010 21,000	17,000 1 214,514 4,400,597 88,000	2,608 861,114 4 821,256 124,660 476,960 100,060	1,118,667	166,100	3,915,100
5,295,836 5,295,836 10,035 330,999	3,495,630 40,000 721,700	27,040	3,785,975	3,702,350 30,000	5,540,550 102,000 1,574,100	48,000	4,006,597 88,000	4 821,256 126,660	001,861 640,300 87,200	160,000	210,000 552,500 108,200
300,000				4,000	1,574,100	8,010 21,030	561,700 11 200			16 cc0 3 cc0	108,200
50,000	0,000 7,900 2,114,416 107,550	19,900 69,550 8,632,260 817,765	17,000	20,000 1,900 2,108,660 131,200	5,010		200	3,000			1,660,000
\$23,500 \$23,500	107,550	317,265	3,852,010 181,639	139,200	5,000 3,002,450 985,215 19,260 02,110 100,000 165,400 2,204,650 4,202,750 12,379,640 1,050,118 2,779,640 1,787,911 2,181,125 2	3,255,660 129,560	200 2,580,000 170,300 10,300 29,600 20,600 30,600 30,600 3,012,021 1,114,600 7,201,600 397,800 15,570,200 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,657,020 1,714,000	118,400	3,000	3,155,190	· · · · · · · · · · · · · · · · · · ·
	53,169 127,460 161,930 3,787,000 2,664,490 23,447,100	317,943 128,000 374,000 2,712,600 6,274,500 22,185,578 200,000 1,750,409 1,750,409 1,752,400 85,147,455 16,267,400	26,299 160,000 141,299 3,033,200 1,239,613 18,513,300 103,600 15,639,972 1,697,190 1,597,255 70,629,310 23,007,200	33,400 31,400 165,000 21,500,000 2,304,300 17,541,101 65,200 12,785,350 1,749,215 2,101,300 91,336,730 22,821,000	02,110 100,000	129,400 41,716 297,800 129,200 1,91,000 1,928,700 8,416,000 11,923,903 11,923,903 1,923,931 1,316,300 88,301,000 18,822,000	207,850 207,250	40,650	313,200	20,100 204,600 10,200 2,914,600 331,600 11,505,500	61,660 194,600 110,000 3,732,120 79,100 16,283,600
2,015,400	161,930 3,787,000	374,000 2,712,630	3,033,200	1,051,000	165,400 2,204,610	1,491,000	3,012,001	3,380,930	70,000 8,781,410	2,914,660 231,460 11,565,500	3,7/27,120
151,560 152,160 2,015,460 4,242,110 251,000 11,033,014	23,417,100 117,000	22,195,578	18,513,300 19,500	17,541,101	12,379,640	8,416,000	7,201,500	11,167,000 74,900	899,100 7,213,834 145,200 14,078,710	11,5%5,500	10,283,500
1,033,014	142,000 5,025,019 1,573,619 1,170,990	16,321,196	15,639,975	12,786,350	13,976,070	11,503,909	15,570,520	244,300	878,994	4,551,600 1,088,589 900,680 94,623,691	4,968.859 210,375 600,000
1,608,920 2,917,975 3,921,525 7,031,415	1,170,990 29,789,969 5,574,000	1,723,800	76,529,310	91,204,730	13,307,549 20,015,660	89,301,006 18 621 000	08,011,000	\$5,025,047 21,501,100	2,101,521 78,518,766 19,388,900		8,949,200
5.413.100	2,411,200	2,793,000	1,317,000	2,161,260	4,279,500	1,331,400	1,714,100	498,000	100,500	1,163,000 9,852,456 10,189,007 178,000 127,655	747,660 12,609,360 0,669,500 153,600 204,660
5,413,100 11,961,710 6,467,250 511,650 262,860	0,907,625	2,793,000 26,197,186 10,762,150 389,250 516,960	1,312,000 26,707,825 10,153,220 465,675 267,007 8,560	11,017,550	4,279,660 37,234,666 10,914,766 397,256 339,466 35,266	1,851,600 41,834,727 11,002,328	315,769 315,769 315,769 315,769	400,000 13,567,794 6,210,319 252,650 100,012	600,509 12,701,910 8,773,150 810,000	10,119,000 128,000	9,664,500
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195,277	105,270	129,400	212,501	193,265	416,771	71,100 7,200 128,900 93,000 8,919,149 100,400	39,000 332,997 65,600 8,297,154	20,466 45,666 227,540 75,660 3,444,537	397,500 397,500 39,000 4,552,000	38,000 352,458 50,000 8,416,890	345,750 31,000 4,709,311 615,300
2,365,600	2,398,111 250,000	120,400 100,000 2,792,550 8,500	232,501 25,000 2,789,551 251,400	3,000,612	3,513,014	2,015,146	3,297,154	3,444,537	4,512,000	8,416,200	
	Ct 553 014	35 797 700	46.191.900	41.003.000	43,056,276	40,074,500	47,501,820	46,470,929	45,073,202	17,572,110	51,288,533
637,420 111,600 6,629,350 3,479,000 567,400 0,003,400	503,000 202,010 9,104,000 3,000,900 351,050 7,781,200 710,740 16,757,650	102,550 80,850 11,107,010 3,861,250 765,550 9,092,550 1,110,054 21,001,000		 		=		=			
171,000 10,679,350	3,104,000	3,861,200	14,421,560 2,713,700	71,000 12,410,000 2,996,000 690,760 10,529,850 1,054,760 8,752,660	10,509,000	3,958,100 3,838,812 619,800 18,858,000 1,075,500 5,365,000	6,199,700 2,619,181 413,900 20,673,550 749,788 4,620,000	11,436,900 2,514,924 710,000 18,141,550 680,102 9,430,250	12,570,380 3,225,966 622,966 17,113,460 679,175 6,230,160	42,458,500 3,418,400 791,600 18,571,600	21,099,200 8,373,500 898,450 15,176,600
527,400 0,003,400	351,050 7,781,200	765,540 9,032,660	835,600 11,453,463	699,760 16,559,850	812,200 17.972,150	619,800 18,858,000	433,900 20,673,650	18,141,550	17,113,400	18.571,600 650,660 18,165,500	
700,598 18,550,983	710,746 16,757,656	1,110,068	18,001,200	8,752,500	10,599,000 8,077,100 812,200 17,972,110 2,074,427 15,742,013	5,385,000	4,689,000	9,430,200	6,230,160	1,407,184	19,790,000
612,375	623,450	1,199,200	1,765,100	1,599,100	1,278.425	1,218,312	1,161,897	4,119,210 2,006,600	.,		9.500,500
1,159,000	677,120 800	335,110 400	896,722 400	719,400 1,600 \$5,100 15,423,320 290,710	675,320 1,700 21,800 12,629,010 807,039 46,590 4,780,930 28,900	1,108,950	1,446,307 2,840 95,060 4,081,760 1,965,200 180,000 2,161,250 312,100 506,200		29,000		50,600 19,803,300 977,500 42,700 7,613,954 318,500 5,465,700
40,300 0,142,410	9,293,525 1,770,100 620,000	10,290,500 2,406,600	13,455,000 900,100 20,000 2,005,000 10,000	15,423,350	12,029,000	52,100 5,971,800 1,878,400 105,600 2,177,400	4,031,700	8,597,717 753,500 115,000 3,550,150 124,000 473,550	29,000 7,402,100 811,500 144,000	18,000 11,821,000 519,500	19,803,380 977,500
40,300 0,142,410 3,819,500 1,431,515 6,660	820,000	1,971,500	2,095,000	2,492,900 31,900	46,500 4,779,910	2,177,410	180,000 2 141,550	3,550,150		8.271,560	7,613,96
21,640	30,500 80,450	38,100 49,700	10,000 91,900		28,900 231,000	319,600	312,100 505,200	473,550	860,050		6,015,700
	3,385,050	4,211,330	4,100,575	5,490,021	5,507,422	5,121,179	3,151,649		4,000,110 11,511,222		15,571,47
1,971,520	6.900,900	8,401,340	9,670,216	12,415,226	13,502,010	12,199,315 155,000	12,353,592	182,000			159,000
211,400 153,000	96,350 315,750	131,450 439,600	176,620 998,600	62,250 1,672,100	77,900 1,597,825	1,276,359	119,200 1,009,923			2.457,450	159,000 1,009,300 4,00 53,571,40 54,913,78 5,833,05 2,248,60
11,489,459 13,992,030 41,779,459 451,900	11,451,700 14,553,850 43,506,878	14,414,050 12,090,000 28,133,000 598,400	14,210,558 14,783,700 20,120,800 651,000	15,696,975 16,421,335 37,833,500 1,853,800	10,028,500 15,125,374 33,020,400 1,333,200	17,097,950 15,019,703 18,710,572 1,300,390	14,290,465 14,157,660 2,184,560 1,464,600	12,818,450 13,275,109 4,400,500 1,813,500	17,477,750 15412,150 12,251,240 2,005,304	18,959,250 23,968,200 4,063,268 1,566,404	24,943,18 5,833,03
451,900	13,501,871 880,900	25,135,000 5/96,400	\$9,120,800 051,000	1,263,500 1,263,800	1,333,200	1,350,300	1,454,000	1,813,500			2,848,88
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	4,085,700 610,200	5,651,500 556,900 1,210,000	3,516,000	7,553,275	12,491,600	11,975,547 8,770,200	6,721,200	50,000 6,700,700 1,455,304	9,123,466	8,871,900 1,141,900	0,210,16 2,212,20
8,019,760 936,500 456,600 150,000	41,600	1,210,000				**2	21,900 10,505,000 3,947,400 4,77,400 4,613,200 1,077,800	244,500	1,141,10	1,310,000	"15,00
2,732,800 350,000	3,631,500	350,000 4,500,050 978,900 5,500,000 1,136,900	2,637,990 5,507,633 917,709 4,895,550	10,000 4,651,300 517,300 7,031,800 2,300,200	837,600 3,001,700 831,700 9,215,700 9,697,600	5,000 2,055,500 3,409,500 842,500 5,876,412 2,010,000	3,947,400	244,500 5,003,100 1,539,700 1,631,600 5,703,700	1,420,65 985,85 8,621,60 2,602,00	2,900,01: 1,469,50 7,459,00 2,601,40	3,090,65 1,914,40 6,818,21 2,644,40
6,339,709 100,100	3,631,500 418,000 4,665,000 801,000	5,500,500	4,895,200	7,011,500	9,215,700	5,876,412	4,613,200	5,393,306 1,272,400	2,652,00	2,601,60	2,818.21
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152,360	100,050 6,000 12,500 828,900 100,000 0+,000	\$38,457 90,000 45,100 1,703,600	923,317 41,000 5,000 969,000 56,000 190,500	405 185 20,500 20,000	409,250 82,000	193,618		159,153 3,4% 17,70 518,60	322,49 2.40	418,22 0 0,90	8 555,7 6 45,8
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116,500	09,000	100,000	190,000	210,700	102,800	110,500	2,000	200,00	101,00	7,35	410,0
20,300 130,100 160,000	10,125 210,500	106,000 39,000 18,225 418,000	5,900 80,000 141,300	7,560 97,600 632,710 9,800	21,721 201,000 1,077,710	8,600 66,100 471,440 50,990	9,766 590,466 625,466	19,704 191,904 5024,904	7,07 104,70 100,05	7,55 0 20,66 6 514,35	6,50 30,00 401,00
175,400	20,000				1,011,113	50,990				350,00	306,40
250,160 35,201,000 1,100,000 4,200,050 50,000	105,000 40,671,550 2,113,000 4,896,400	190,510 193,666 28,916,600 1,933,500 6,471,200 8,900 8,77,210	951,600 29,189,100 9,516,220 5,665,400 30,000	27,100 395,100 33,416,000 2,269,000 5,123,400	417,000 51,933,877 9,494,000 4.163,000 11,100 210,656 951,730 226,700	9,000 25,259,651 1,036,700 5,916,600 10,200 1,500	159,000 15,477,000 1,424,700 6,062,000 33,350	219,000 12,719,400 2,031,400 4,914,200 10,340	13,132,21 2,540,550	399,50 19,310,464 2,301,00 5,815,00 461,126 17,666 3,103,815 141,00	308,40 18,311,60 8,501,60 5,634,10 40,71 2,30
4,986,050	2,113,000 4,896,400	1,033,500 4,471,200	5,068,400	5,123,400	9,491,000 4.163,000	5,916,600	35,330	4,845,260 10,546 90,000	\$1,53 81,53 8,000	461,156 17,666	40,71 2,30
20,000 271,100 1,800	212.80	8,000 877,216 30,266	713,750		212,650 951,030	1,609,500 99,600	1,529,460 203,100	2,437,450	3,243,356 84,800	141,000	6,009,65 221,60
1.800		30,764	78,500	118,000	220,100				***		==
	3,00	150.00	182,00			85.000 87,000 1,881,000	233,760 2,346,660	45,000 192,200 3,501,800	87,500 199,590 4,615,150	69,221 399,729 6,925,200	80,00 301,70 8,973,70
160,000 74,200		180,00 91,30 7,50	255,00 304,00 37,00	415,544	91,100	***		***			
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920,500 68,900	100,10	149,40	153,99	56,50	175,200	1 =	=		=	= 1	
100.10		sii	566,50	611,40 724,39 0 270,30	626.70		357,404 21,404	450,500 50,000	781,400		
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Exports.						Hue	A HAN	JFACTURES,	GUNNY	CLOTHS (A	LL KINI	os).	enau 18	1001-25 \ 16	300.33 100.45	1	1835-36. yards.
Consider to writer	1916-17. yurds.	1912-18. yands,	1915-19. 1919-2 Junis, Jurd	1920-21, Jards,	1921-22, yards,		1 —	1	1926-27. yprds.	1927-25. yards.	yards.	yards. 30				yurds.	190,000
Syra Cape of GoodHope	=		138	100	719,100	7000		(6,000 fG1,00	991,510	959,050 70,000	1,000 691		76,000 16,00-	20,160	6,000 % 70,000 %		150,000
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Preto Rico British Wedludia Islands	 	50,000			:: 1	440,000 150,000				39,100	5 000 82,000	256,318	188,395	54(2,033)	20,000	120,00	"
Colo	45,000 101,150		100,000 130	113,000	277.000	200		\$5,000 \$0.0 478.0	00 509,000		100,000	628,519	318,044		~ .		714,090 8,901,700 90 638,618,722 11 126,286,140
Hillorn C.				100		25,000 57636 21.00				E91,000	1 200 000	850,000 I	1,007,000	962,023 6,539,639	3,117,000 B	10 180 141 200 17 00 141 200 17 200 1	00 638,648,722 41 176,286,140
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of America (Procific)	593,925,428 (0,330,400	111.351.503	07.991.500.061.022 01587,583 151,961	100)033.878.1423 500,237.0,037.003	76,610,900	877,8192.992 \$2,675.2 77,755,580 \$81.55	1 12	91.640	00 03,001,50 00 318,221.50	310,099,502	1190.276.092 20.176.091		in 187 257 9	(3,175,129)	57,490,645 51		
United Kindom	190,150,400	103,132,500 1			10,811,122	121,312,400 IPCNAS 49,922,120 00,302	3 I ST.	195,500 00,272, 19 800 150.	10,00	0			599,000 68,075,015	1393,000 27,0%3,045	50,000 58,700,525, 71	2,000 511,719 6,007	900 8,552,070 100 8,863,510
Netterlands	46,772,001	61,231,500 g	6 70 4 600 110 662	000 37.841.000	1,522,500	023,000 jigg		239,000 100 57,677	54,139,00	0 5,785,078	7,260,719	6,529,600	1,539,337	1,623,199	6.091.521		1,718,23
Straits Sessionate	817,481	110,551	2,011,600 2,212 941,630 983	000 3,591,400 013 292,912		30515,000 4,9303 603,000	3	32,000 ±01 32,000 ±05	018 461,7 610 95,515,3	24,035,776	\$2,172,507 3,445,860	3,004,610	2,500,000	8,964,290		2,533,566 2,55	157/00 1,000 90,00 1,000 51,00 1,170 746,0
Creise	1,411,000	1,161,061	1,077,500 2,316				3 1 3	#05,776 B.176	200 3,165,5 400 16,5	2,000 4(0,000	2,00	0 163,000	100,000	415,000 5,000	910,000	\$5,000 L.U	5,000 0,170 51,00
Turkey in Sen	221,000	155,000	559		133,000	502,000 402,6		490,000 S10	000 1,000,0	16 173,280	597,00 592,15	0 113,790	235,710	1,500,796		127,121	5,000
Other Ferra Countries	251,000 1,000	259,000 200		76,456 12,933		110,000 951	Š	413,696 222 1,900		50	-	3,601	1			- 1	1,200 2,102,0
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Russis British Remso Turkey in Europe Tunis	=	=)	615	000 502,500	620,000			LSQL000 1.02	,,100		9		3,321,281	2,665,45	2,526,110		
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Hone-Kong China (enlosive of Honekong and							ペ雑!	A front trees	0,000 9,012	8,101,00					778,000	254,000	11,000
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Germany Italy Egypt	500,000	1,200,000		69,500 1,536 min	118,000 2,501,000	1,153,500 239 (0,000 2	8	100,000 5,290,000 3,0	100 21,000 2,900 21,000 10	000 3.515,9 ,600 34,6	001 8,530,7 00 337,		10 13 ₁ (00),11	17 310,0			
Borneo (Deleli)				15,000	15,000		21	\$5,000 \$15,000	10,000 991		in.			000 29,0	62,000	1 1	
Other Countries in South America	150,000	3,100			150,000	3,000 2	200	4,0.0	17,350 2		149	200	72.0	23 45,6	100 201,33	\$23,00	
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Portugues East Africa Greens Du Africa or Tanganyika	81,100	181,000	101,000 61	960 231,000 100 127,000	221,000	131,000 59	3	223,600	78,000	0,000 2587	000 181	.000 107.10		000 31,	000 124,00	109,00	1,690,051
Territory. Zamahar & Pomba			10	74,600	02 500	70,000 200	(6)	933,660	62,000 Si 220,459 B	1,310 523,	210 1,531 500 14.361	500 14,612,0		519 10,369,	181 0,634,66 500 3,785,85	10,311,00 0 6,374,830	\$1,029,220 93,500
Unitries	2,540,000	3,175,500	6,779,560 17,146	350 553,739 360 6,779,203	3,235,500	247,990 831 3,032,300 11,380	JAX	12,635,115 12	163,000 10,0 000,150 2,0	15,760 8,705 22,210 114	795 3,28 500 12	3,0.0		100	000 18,0		163,000 1000,000
Asien and Dependenties		386 750	2,115,130 U72, 61,	1,231,400 (00) 45,500	1,425,000	20,000 41 20,000 61	20	42,500 32,000	45,000 45,000	10,000 215 75,000 250	090 12	0,000 115.0 7,000 120.0	000 353,	100	900 388.0		1,000,000
Transval Inde-Chim Japan Other Compries	150,000	2,516,660	130,000 52,	30,000	250,600 500,000	279,000 551 200,000 472	25	400,000	358,000 1,5	37,590 734		15./	200,	1 =		2,00	50,000
Other Countries	55,266,000				62,900		100	354,000	790,000		5,000	2,000 4,	,000	5	200,0	1211.20	1,599,638 13,665,139 15,066
Seychelles	= :			51,000	3,009								,000 2,910 1,000 15.810	0,900 San	7 000 10 935 A	000 17,819,00 000 170,0	12,660,130 L 25,000
Philippine Islands	3,815,000	4,102,000		00 1,845,002	471,000 5 601,000	6317,000 1,386 6,917,000 153	000	6,990,000	115,000 E	115,000 15	0,000	80,000 179 35	1000 25		0,000 10.	000	ا = ا
Cobbes and other Islands Hernero Handseasear Hayti and St. Domingo	00,000	20,000	10,000 20,	25,000 160,000	==	15,000 50 500	0,000	1,013,000	320,600	Tie man	900,000 000,00	46,900 81 80,000 81	0,000 51 0,000 1,40	1.000 4	9,000 2 100 11,000 2 100	000 3,012,0 000 1,021,0	
Hayti and St. Domingo		1 000 000			100			1,791,000	2,273,400 2	278,000 2,4 7*6,000 1,9	18,000 27, 07,115 1,0	673,453 1,755	9,363 1,45			,000 18,0	
Peni Econdor Hawaii	699,500		1,258,000 100, 1,258,000 3,379	00 1,014,000 00 8,659,000	1.101.000	1,122,000 1,4%	0000	\$1,935,000	100,000	215,000	81,200	5,000	: :	- '	1,000		
Rhodesia Nyasuland	Part Part																
Rhodesia Nyasuland Malra and Gozo Spain	41,000	39,000			120,600	= =		1 = 1	1	-	9n D00		3.000 76,000 23,000	26,000 900,660 903,300 1,0	D,000	i rm 173	100 883,482
Siem Sittema	41,000	39,000			120,600	= =		1 = 1	1	-	9n D00		3 600 76,050 21,000	26,000 900,600 103,900 1,0	D,000	i rm 173	100 883,482
Sinta Sintarna Iraq Iradi Free State (a)	15,760	39,000	30,000	13,000 50,000 10,000	120,600 20,000 31,100	115,000 21 26 400 313	5,500 1,500 1,500	£8,560 777,900	50,000 308,861	307,600 331,000 8,127,096 1,555	25,000 550,600 471,511 .751,590 1,561	150,000 S5 427,160 56 1293,376 1656	020231 1270	1900975 1021 htt 1923-31.	016,100 71: 1010023 10110	i rm 173	100 883,482
Siann Santyrna Iraq Iraq Iraq Iraq Iraq Iraq Iraq Ira	15,760	39,000	30,000	13,000 50,000 10,000	120,600 20,000 31,100	119,000 \$1 26 400 \$15 125 613871 1,318,745	1,500 1,500 2,500	£8,560 777,900	50,000 308,861	307,600 331,000 8,127,096 1,555	25,000 550,600 471,511 .751,590 1,561	150,000 St 127,100 St 1,293,710 (660) Specified sept ERI AND	ornels fro	1910975 1021 2011 1923-31. 2 WILD S	5,000 71 10,0003 10110 SILK).	8,692 473 60 96074 1662,681	100 893,482 100 895,695 100 108312383393.
Siann Santyrna Iraq Iraq Iraq Iraq Iraq Iraq Iraq Ira	17,000 47,000 L.dno.030,700	75,500 39,000	30,000	13,000 50,000 10,000 136 1352789619	150,000 50,000 31,300 1120663535	119,000 21 26 400 31 125 8134871 L.DR.J.H	1,000 1,000 1,000 1,000 1,000	26,500 777,500 1,456,258,726 T	395,000 395,061 461,250,001 L5	331,000 331,000 3,127,096 1,352 TASSAR, 7	20,000 239,000 471,211 .751,001 1,56° (a) ⁵	150,000 St 127,100 St 1,293,710 (660) Specified sept ERI AND	ornels fro	1910975 1021 2011 1923-31. 2 WILD S	5,000 71 10,0003 10110 SILK).	8,602 67 00 00778 1002,081 00778 1002,081 1003,081 1003	100 883,882 000 995,990 16310831233323; Ex 31. 1831-35.
Slam Silvers S	15,500 41,999 1,520,050,789	10,612,630-11	30,000 00211162 1275121 1918-19, 1928-	13,000 50,000 10,000 18 1302388619	150,000 50,000 31,300 1120663535	119,000 21 26 400 31 125 8134871 L.DR.J.H	1,000 1,000 1,000 1,000 1,000	26,500 777,500 1,456,258,726 T	55,000 308,461 .61,280,0011,5 XCLUDING	331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000	25,000 250,600 271,211 .751,9901,597 (a) 5 MUNGA,	150,000 St 427,169 to 1,293,176 peak specified sep- ERI AND 125-20, 19 lbs.	OSSESSION OF STREET	1900573 1001 500 1923-31. t WILD 5 1030-31.	5,000 71: 1020023 10118 SILK).	9,602 573 20074 1002,591 30,471. 1003. 1be.	100 883,882 100 893,900 103 10511238324 E2 34. 1951-35.
Slam Salvara S	15,500 41,999 1,520,050,789	19,682,630-11 19,682,630-11 1917-19, Bloc.	30,000 00211162 1275121 1918-19, 1928-	13,000 50,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000	120,600 20,600 31,300 1120003332 1120003332 1101,000	175.000 31 26.000 31 175.0131871 L30.713 SII 175.23.43, 1923-180.	1,500 1,500 2,500 1,500 LK,	75,500 1,656,538,130 1 RAW.—(E	55,000 308,461 .61,280,0011,5 XCLUDING	331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000 331,000	25,000 250,600 271,211 .751,9901,597 (a) 5 MUNGA,	150,000 St 427,169 to 1,293,176 peak specified sep- ERI AND 125-20, 19 lbs.	OSSESSION OF STREET	t WILD 5 1030-31. 1 1030-31. 1 1050-31. 1 10	0,000 71 10,000 71 10,000 10118 SILK).	9,602 473 98078 1002,681 185-471. 1803 160	E: 231.35. 1.00. 1
Slam Salvara S	15,600 47,000 47,000 1,230,030,789 10,000 10	19,682,630-11 19,682,630-11 1917-19, Bloc.	1918-19. 1929-1918-1918-1918-1918-1918-1918-1918-	13,000 50,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000	120,600 20,600 31,300 1120003332 1120003332 1101,000	175.000 31 26.000 31 175.0131871 L30.713 SII 175.23.43, 1923-180.	1,500 1,500 2,500 1,500 LK,	75,500 1,656,538,130 1 RAW.—(E	55,000 308,461 .61,280,0011,5 XCLUDING	331,000 331,000 331,000 3,127,006 1,552 TASSAR, 7 1006-27. III	25,000 271,211 701,590 1.56* (a) S MUNGA, 627-28. IS 180. 21,606 28,407 27,412 9,600	150,000 St 427,100 St 5,003,116 Jean Specified sep. ERI AND 198-20. 19 188.	02393-11270 caractely fro 0711ER 078-36. II 10s. 07,635 10,251 4,115 550	18,776 900	0.000 71: 0.00033 10118 SILK). 1001-32. 190 1bs. 1	3,602 478 (0) 20178 1002,031 (0) 20173 1003 (1) 100 4,023 100	E) 31. 201-35. 1. 10. 10
Slam Salvara S	15,600 47,000 47,000 1,230,030,789 10,000 10	19,682,630-11 19,682,630-11 1917-19, Bloc.	1918-19. 1929-1918-1918-1918-1918-1918-1918-1918-	13,000 50,000 10,000 10,000 10,000 10,000 11,000 11,000 11,100 11	120,600 20,000 31,700 1129509333. 1021-22, 31e, 41,507 41,507 41,507 1,193	115,000 2 26 00 31 26 00 31 155,014571 LBS-16 35,01 150,023 1921- 156,00 9 51,292 7 11,300 11	1,500 1,007 2,500 2,500 2,500 1,500 0,500 1,200 1,200 1,200	77,300 1,40,233,126 1,40,233,126 1,40,233,126 1,00,233,126 10,100 10,100 10,100 10,100 10,100 10,100	35,000 333,461 .461,280,000 l.4. X CLUDING 1635-26. like. 33,402 17,157 17,157 17,157	331,000 331,000 331,000 331,000 331,000 331,000 30,000 30,000 37,100 5,254 6,900 97,100 6,900 97,100	25,000 271,211 701,590 1.56* (a) S MUNGA, 627-28. IS 180. 21,606 28,407 27,412 9,600	150,000 St 427,160 St 2293,716 1636 Specified sept ERI AND 175,411 17,669 17,669	02393-11270 caractely fro 0711ER 078-36. II 10s. 07,635 10,251 4,115 550	18,776 900	0.000 710 0.00023 00118 0.00023 00118 0.00023 00118 0.00023 00118 0.00023 00118	3,602 478 (0) 20178 1002,031 (0) 20173 1003 (1) 100 4,023 100	100 881,000 000,000 10
Slam Salvara S	15,600 47,000 47,000 1,230,030,789 10,000 10	19,682,630-11 19,682,630-11 1917-19, Bloc.	1014-19. 1929-1101 1014-19. 10	13,000 50,000 10,000 10,000 10,000 10,000 11,000 11,000 11,100 11	190,600 20,000 31,100 1199008331 100, 100, 100, 100, 100, 100, 100, 1	115.000 2: 26 400 31:	1,500 1,007 2,500 2,500 2,500 1,500 0,500 1,200 1,200 1,200	77,500 1,60,253,126 1,60,253,126 1,60,253,126 1021-25, 100, 100,125 100,000 15,100 100,000 1	35,000 333,461 .461,280,000 l.4. X CLUDING 1635-26. like. 33,402 17,157 17,157 17,157	331,000 331,000 331,000 331,000 331,000 331,000 30,000 30,000 37,100 5,254 6,900 97,100 6,900 97,100	25,000 271,211 701,590 1.56* (a) S MUNGA, 627-28. IS 180. 21,606 28,407 27,412 9,600	150,000 55 127,100 56 2008,707 1626 Reposition separate to the	02393-11270 caractely fro 0711ER 078-36. II 10s. 07,635 10,251 4,115 550	18,776 900	0,000 10,100	\$,002 978 60 00078 1000.091 1000.091 1000.091 1000.091 1000.091 1000.091	E SS 482 100 100 100 100 100 100 100 100 100 10
Sign supervision of the control of t	15,600 47,000 47,000 1,230,030,789 10,000 10	19,832,239,11 19,832,239,11 19,17-18, bbs.	1014-10. 1919-1818. 19	13,960 50,000 10,760 10	190,600 20,000 31,300 1192600333 1192600333 1192600333 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 119260033 11926003 1192	115.000 2: 26 400 31:	1,500 1,007 2,500 2,500 2,500 1,500	777,500 1,866,533,700 1,866,533,700 1,866,533,700 10,100	35,000 333,461 .461,280,000 l.4. X CLUDING 1635-26. like. 33,402 17,157 17,157 17,157	331,000 331,000 331,000 331,000 331,000 331,000 30,000 30,000 37,100 5,254 6,900 97,100 6,900 97,100	25,000 271,211 701,590 1.56* (a) S MUNGA, 627-28. IS 180. 21,606 28,407 27,412 9,600	150,000 55 127,100 66 2008,707 1626 Reposition separate to the	02393-11270 nametely fro 0711ER 078-36. II 10s. II 10,635 10,535 1,535 1,535 1,535 1,535 1,535	19100712 [1021 1021 [1233]. 1 WILD S 1020-31. 1 Bes. 1,781 18,770 2,130	0,000 10,100	\$,002 978 60 00078 1000.091 1000.091 1000.091 1000.091 1000.091 1000.091	En SS 482
Sign supervision of the control of t	15,600 47,000 47,000 1,230,030,789 10,000 10	19,832,239,11 19,832,239,11 19,17-18, bbs.	1915-19. 1915-1916-1916-1916-1916-1916-1916-1916-	13,960 50,000 10,760 10	1931-02, 11931-02, 11931-02, 110, 10, 10, 10, 10, 10, 10, 10, 10, 1	17500157 136415 17500157 136415 17500157 136415 1800 23. 1923-186 1800 23. 1923-186	1,500 1,007 2,500 2,500 2,500 1,500	777,500 1,866,533,700 1,866,533,700 1,866,533,700 10,100	50,000 505,761 	537,600 331,00	28,000 1701,201 1701,201 (a) 8 MUNGA, 180. 21,466 21,466 21,476 21,476 21,476 21,777 21,777	150,000 57 427,169 66 50,232,170 1626 Specified sem ERI AND 175,107 176,107 176,02 176,02 185,20 176,02 185,20 176,02	000251 1270 nameter fro OTHER 07,035 10,291 1,115 200 200 200 200 200 200 200 200 200 20	18,770 900 2,130 3,000 2,130 2,000 2,130	0,000 71 10,100 71 10,100 10110 SLLK). 10,132 1	\$,002 978 60 00078 1000.091 1000.091 1000.091 1000.091 1000.091 1000.091	Ex (200)
Sign supervision of the control of t	15,600 47,000 47,000 1,230,030,789 10,000 10	19,832,239,11 19,832,239,11 19,17-18, bbs.	1915-19. 1915-1916-1916-1916-1916-1916-1916-1916-	13,960 50,000 10,760 10	1933-22, 11496091312 11496091312 11496091312 11496091312 11497 114	175.000 2 2 20 000 3 2 20 000 3 3 2 20 000 3 3 2 2 2 2	1,500 1,007 2,500 2,500 2,500 1,500	RAW.—(E	50,000 505,760 .001,280,000 1,5 X CLUDING 1165-26. 1188. 27,160 17,167 17,167 17,167 17,167 17,167 17,167 17,167	S37,000 S37,000 S37,000 S3,127,000 S3,127,000 TASSAR, 7 10016-57, 11 6,903 67,110 6,903 67,110 6,903 67,100 6,903	22,000 23,000 271,241 	150,000 57 1477,100 56 1477,100 56 1477,100 56 1477,100 56 1477,100 56 1477,100 57 1477,100 57 1477,100 57 1477,100 57 1477,100 57 1477,100 58 1477,10	000251 1270 nameter fro OTHER 07,035 10,291 1,115 200 200 200 200 200 200 200 200 200 20	300 2,130	0,000 71 10,100 71 10,100 10110 SLLK). 10,132 1	\$,002 978 60 00078 1000.091 1000.091 1000.091 1000.091 1000.091 1000.091	E) 1200 -
Som Sent (a) Provide Se	15,500,020,750	10,832,239,11 19,832,239,11 19,17-18, bbs.	1915-19. 1915-1916-1916-1916-1916-1916-1916-1916-	9. 1800-21, 11,000 10,000 10,000 11,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,0	1933-22, 11496091312 11496091312 11496091312 11496091312 11497 114	15 15 15 15 15 15 15 15	1,500 1,007 1,500 2,505 1,500	RAW.—(£	50,000 508,760 308,760 4,61,280 601 1,5 X CLUDING 1165-2£, 1188, 119,121 119,1	S37,000 S37,000 S37,000 S3,127,000 S3,127,000 TASSAR, 7 10016-57, 11 6,903 67,110 6,903 67,110 6,903 67,100 6,903	25,000 250,000 270,211 (a) 5 MUNGA, 21,466 21,466 20,710 20,710 20,711 20,172 21,714	150,000 St 127,100 St	052051 1870 OTHER 067-08. II 105201 5 110 5 20	300 300 300 300 300 300 300 300 300 300	11,540 11,540 11,540 11,540 12,776	3,022 470, 1003,581 1	ES 1931-931 (1931-1931-1931-1931-1931-1931-1931-1931
Som Sent (a) Provide Se	15,500,020,750	19,512,2511 19,512,2511 19,512,2511 19,512,501 142,500 47,653	30,000 10,	9. 1900-21, 11-00 (10) (10) (10) (10) (10) (10) (10) (1	1901-02, Her, 1901-02, Her, 1901-02, 19	15500 2 15500 1 15500	LK, 2.585 LK, 2.585 1.580 2.585 1.580 2.585 1.580 2.585 1.580 1.580 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	RAW.—(E	59,000 593,760 161,280 601 L5 X CLUDING 1053-26. 105,102 17,103 17,103 18,103 18,103 18,103 19,103 19,103 10,103	\$57,600 331,000 \$31,000 \$1,27296 1,225 \$7,485 \$7,485 \$7,485 \$6,881 \$6,881 \$6,88	25,000 250,000 270,211 (a) 5 MUNGA, 21,466 21,466 20,710 20,710 20,711 20,172 21,714	150,000 St 127,100 St	052051 1870 OTHER 067-08. II 105201 5 110 5 20	300 300 300 300 300 300 300 300 300 300	11,540 11,540 11,540 11,540 12,776	3,022 470, 1003,581 1	E) (200)
CONTROL OF CONTROL OF	15,500,020,750	19,512,2511 19,512,2511 19,512,2511 19,512,2511 10,512,2511	30,000 10,	9. 1900-21, 11-00 (10) (10) (10) (10) (10) (10) (10) (1	1901-02, Her, 1901-02, Her, 1901-02, 19	15500 2 15500 1 15500	LK, 2.585 LK, 2.585 1.580 2.585 1.580 2.585 1.580 2.585 1.580 1.580 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	RAW.—(E 102-25, 196 1 1,466,258,196 1 102-25, 196 1 15,161 0 15,161 25,000 203,760 161,250 fool 1,6 162,250 162,25 103,162 103,25 103,162 103,25	\$57,000 \$31,000 \$3,127,000 \$5,127,000 \$7,125 \$7,255 \$7,2	29,000 (29),000 (29),000 (29),000 (29),000 (29),000 (29),000 (20),001 (20),001 (20),001 (20),000 (20),	150,000 55 1477,100 56 1477,100 56 1477,100 56 1477,100 166 1477,100 166 1477,100 166 1477,100 166 1477,100 166 1477,100 1677,100 1477,100	052051 1870 OTHER 067-08. II 105201 5 110 5 20	300 300 300 300 300 300 300 300 300 300	11,540 11,540 11,540 11,540 12,776	3,022 470, 1003,581 1	EN 1931-05. 1 10.000 205,000	
TOTAL TOTAL	12,500 11,500 11,500,030,789 11,500,030,789 117,645 11	18,652,656 11 18,652,656 11 18,550 43,650	30,0008 10,000 10	51,900 (10,000	1903-02, 1100 1100 1100 1100 1100 1100 1100 1	15,000 51,000 52,000 52,000 52,000 53,000 54,000 5	5,500 1,	E, fee (777,500) 1,426,484,186 11 1024-25, libe. 07,111 51/265 11,000 10,000	50,000 50,000 507,661 601,250,000 105-26	\$31,500 \$31,500 \$31,500 TASSAR, ? 1025-57. 11 107,455 5,251 6,955 6,955 	29,000 271,221 173,600 171,221 173,600 173,221 173,600 174,	150,000 55 1477,100 56 1477,100 56 1477,100 56 1477,100 160 1477,100 1	07502511979 muntely fro OTHER 077,655 10,291 4 115, 200 30,255	2,130 26,154 26,154	1,350 11 13,250	\$,002 \$70. \$20070 10002,691 100	Ex (2006) 200,000 (100,000) (100,000
TOTAL COCCUPIED TO. COCCUPIE	11,000 10,000 10	1947-15, IBA-25611 1947-15, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611	30,000 100	51,900 (10,000	1903-02, 1100 1100 1100 1100 1100 1100 1100 1	15,000 51,000 52,000 52,000 52,000 53,000 54,000 5	5,500 1,	EE, Sec. 1777, 500 1,426, ES, 1762 1021-23, 186- 57, 1141 10,000 20,001 10,000	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,162 18,162 18	507,500 331,500 331,500 331,500 331,500 TASSAR, 7 1092-27, 11 1092-27, 11 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-37 1093-38 1093-39 1093	"B, pop (1989) (150,000 56 1477,10	0.000 100.01 100.	200072 1021 2011 123531. 123531. 123531. 2010 235331.	1,350 1,35	\$,002 \$70, 60	E) 33. 1995-55. 19.00 19
Signa Serious Control Serious	15,000 11,000	1947-15, IBA-25611 1947-15, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611 1945-16, IBA-25611	30,000 100	9. 1903-21. 9. 1903-21. 11. 9. 1903-21. 11. 12. 12. 13. 14. 15. 15. 15. 15. 15. 15. 15. 15. 15. 15	1923-22, 11290-23, 11290-2	115.000 1 15	9,500 1,	EE, Sec. 1777, 500 1,426, ES, 1762 1021-23, 186- 57, 1141 10,000 20,001 10,000	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,162 18,162 18	\$31,600 \$31,600 \$31,600 \$31,600 \$31,600 TASSAR, I TASSAR, I 1004-57. II 1004-57. II 6,661 6,751 6,661 77,465 6,665 110,865	"B, pop (1989) (150,000 56 1477,10	0752511970 content of the content of	100073 1021	1935 1935 	3,072 From Sec. 251 252,73. 1903. 19	E) 201.00 1.00 1.00 1.00 1.00 1.00 1.00 1.
Signa Serious Control Serious	15,000 11,000	15,512,515	30,000 100	71,200 21	1923-22, 11290-23, 11290-2	11	9,500 1,	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 18	507,500 331,50	"B, pop (1985) (150,000 S 427,16	100 100	100073 1021	1935 1935 	3,072 From Sec. 251 252,73. 1903. 19	E) 201.00 1.00 1.00 1.00 1.00 1.00 1.00 1.
Signature Control of C	15,000 11,000	15,512,515	30,000 100	12.000 10	250,600 50,0000 50,000 50,000 50,000 50,000 50,000 50,000 50,000 50,000 50,000	11	9,500 1,	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 18	507,500 331,50	"B, pop ("B) ("B) ("B) ("B) ("B) ("B) ("B) ("B)	150,000 S 427,16	100 100	100073 1021	1935 1935 	3,072 From Sec. 251 252,73. 1903. 19	E) 201.00 1.00 1.00 1.00 1.00 1.00 1.00 1.
Signature Control of C	15,000 11,000	19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11	30,000 100,000	21. 1861-21. 115.500 21. 1865-21. 115. 115. 115. 115. 115. 115. 115. 1	230,600 20,000 20,000 20,000 20,000 20,000 21,00	115.000 25.0000 25.000 25.000 25.000 25.000 25.000 25.000 25.000 25.000 25.000	1,000 1,	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 18	507,500 331,50	"B, pop ("B) ("B) ("B) ("B) ("B) ("B) ("B) ("B)	150,000 S 427,16	100 100	100073 1021	1935 1935 	5,072 1031- 1007-0 1002-251 1031- 1107-0 1002-251 1031- 1107-0 1002-251 1031- 1002-0 1031-	201 100 100 100 100 100 100 100 100 100
TOTALS TOTALS	15,000 11,000	19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11	30,000 100,000	21. 1861-21. 115.500 21. 1865-21. 115. 115. 115. 115. 115. 115. 115. 1	230,600 20,000 20,000 20,000 20,000 20,000 21,00	115.000 25.0000 25.000 25.000 25.000 25.000 25.000 25.000 25.000 25.000 25.000	1,000 (1,0))(1,000 (1,000 (1,0))(1,000 (1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,000 (1,0))(1,0)(1,0)(1,0)(1,0)(1,0)(1,0)(1,0	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	55,005 55,005 557,760 161,250 for 1,5 X CLUDING 1625-26 165. 33,160 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 17,161 18	507,500 331,50	"9,000 (19,00)	150,000 S 427,16	100 100	100073 1021	1935 1935 	5,072 1031- 1007-0 1002-251 1031- 1107-0 1002-251 1031- 1107-0 1002-251 1031- 1002-0 1031-	200 S97,007 200 S
TOTALS TOTALS	15,000 11,000	19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11 19,512,58 11	30,000 100	13.00 10.0	230,600 20,000 20,000 20,000 20,000 20,000 21,00	15.000 1	1.500 (1.	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	75,003 75,760 75,003 75,760 75,7760	507,500 331,50	"B.000" 19.000 19	150,000 S 427,16	100 100	100073 1021	1935 1935 	5,672 1,000	200 S97,007 C
TOTAL TO	19/16/20 20 20 20 20 20 20 20 20 20 20 20 20 2	1997-18, 1975-19, 20 1975-19	30,000 101,000 107,000 101,000	5. 15-25-21 The The The The The The The The The The	1921-22. 1100003322 1110003322 1110003322 1110003322 1110003322 1110003322 1110003322 1110003322 11100032 111000322 1110000322 1110000322 1110000322 1110000322 11100000322 1110000000000	15 16 16 16 16 16 16 16	1.500 (1.	25.400 (777,000) 1.406.255,150 (177,000) 1.406.255,150 (177,000) 1.506.255,150	73,000 (1,0))(1,000 (1,000 (1,0))(1,000 (1,000 (1,0))(1,000 (1,000 (1,0))(1,000 (1,0))(1,000	7 ASSAF, 1 TASSAF, 2 TASSA	"B.000" 1975-500 1	100 100	100,211 100,	Sen 193-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 195-93. 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$11.00 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5,672 5,672 5,672 5,772	200 000,0000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 000,000 0



23.417 8,519 31,13

19,334 12,332

3,038 90,314

46,185 25,923 14,410 14,300 12,51

TOTAL

8,957

297 EXPORTS. WHEAT 1919-20. 1920-21. tons, EXPORTS. 1922-23. 1923-24. tons. tons. 1916-17. cwts. 1917-18. 1010.10 1021-22. tons, COUNTRIES TO WHICH EXPORTED. 1925-26, 1926-27, tons, tons, 1937-28, 1933-34. 1934 35. tons. fons. 1935-36. 1024-25. tons. 1928-29, tons, 1929-30, tons, 1930-31. tons. 1931-32, tons, Unted Kingdom 8,241,461 1,468,945 133,204 95,067 29,558 191,323 192,256 6.955 104.338 140,866 251,053 8,612 753,913 76,418 175,28 3,196,077 3,558,102 420,101 19,811 6,96 16,775 4.515 France 63,574 285 Cetlon 5,514 13,400 51,559 20.490 2,703 5,266 2,225 2,782 5,252 3,283 Men and Dependencies ... 283 Nestine 041 145 Smits Settlements 2,563 2,249 1.369 116 4,249 260 905 277 ... 5.027 23,619 251.931 41,432 24,889 1.77 2.000 10.314 8,078 1.400 2,350 2.010 1.700 5,112 4,804 Oher British Possessions 165,660 114,400 Wite and Gove Sensilland Protectorate ... 20,023 laited States of America 3,000 4.001 ilbar and Pemba 6.173 4.130 4,030 4.575 277 321 3,513 72 590 156 2,879 242 243 925 007 10.017 2.632 2,589,547 3,695,903 528,261 13,099 10,957 4,530 28.1 Muskat Territory and Trucial Oman & Other Native States in Arabia 50,561 37,059 65,840 188,984 21,588 21,799 785 918 687 1,362 39,890 9,630 2,232 1,782 1,327 22,171 6,130 11,615 35,41 Meium 184,334 tape Colony 0.350 7,466 19,675 123,174 9,575 frincii ... 5.45 349 27,700 13,138 Sermany 150 Instralian Commonwealth 14,220 1,25 ane of Good Hope 3,378 231,59 18,416,678 8,165,417 36,356 5,74 3,815 furkey in Asia-48,483 4,315 1,798 50,818 25,903 3,51 9,20 brkey European Tetherlands 1.69 14,014 7,196 17,050 610,202 99,300 7,767 30,636 9,106 ... Kenya Colony 1.100 1,163 Bahrein Islands 39,69 66,956 48,135 1,453 1,593 24,242 135 120 121 189 West Indies (British) 1.735 712 1,537 1,485 240 255 10,279 9,302 8,165 13,063 Abyssinia 751 Algeria Japan Signm Tecno 837,870 Tanganyika Territory 313 Other Foreign Countries ... 67 80,800 290,194 608,000 14,078,272 29,087402 9,522,060 172,851 237,665 111,169 211,637 175,949 289,733 20.215 2.194

IN THE HUSK. (PADDY). EXPORTS. RICE EXPORTS. 1935-36. 1925-26. 1926-27. tons. tons. 1928-29, tons, 1929-30. tons. 1939-31. tons, 1931-32, 1932-33, tons, tons, 1834-35. 1927-28. tons. 1933-34. tons. 1920-21. tons. 1921-22. tons, 1922-23, tons, COUNTRIES TO WHICH EXPORTED. 1916-17. ewts. 1917-18. 1923-24. tons. 16,499 13,663 20,159 33.726 42,776 22.374 17,413 20,803 13,672 9,632 27,553 35,535 ... 1,015,896 504,201 702,090 676,405 35,258 36,630 37,207 29,374 Cevlon ... 594 United Kingdom ... 4,783 518 7.037 116 Straits Settlements 2,381 73 America (U. S.) ... Sumatra France Maldives 1,146 26,485 36,427 781 2,006 Germany Russia West Indies 458 ... East Africa Portuguese ... Italy (including Fiume) China-Hong-Kong 144 Japan 12 Iran 100 Turkey European ... Turkey in Asia Other British Possessions 207 25 11 Other Foreign Countries 98 127 ... (Atlantic Coast 500 Canada 600 Pacific Coast ... 7.016 5,188 19,257 900 400 Netherlands 3,354 1,226 501 150 ... Belgium ... 144 Federated Malay States ... 110 Egypt Cuba ... 150 Roumania 27,625 35,772 22,761 34,393 51,470 27,612 25,445 70,291 58,844 11,384 14,367 16,552 Total ... 1,016,165 504,467 703,598 676,503 35,260 39,018 37,328 29,536

..........

EXPORTS.

1917-18. 1918-19. ewis. cwts.

5,402,867

844,996 341,651 259,725 96,857

6,755,999

2,618,065

166,809 26,927 1,077,459

80,998

77,767

253,340

51,044

170,063 893,720 133,018

54,910 0,463,456 7,006,975 911,018 484,968 112,558 47,163

39,399 5,966

215,181 317,665

8.370

9,977

17,016 700

208,984 52,184 428,725 8,276 200,197 37,695 500,559 20,366

52,311 625 12,923

145 5,120

8,040

1016-17

116,230

5,110,384 5,840,431

47,531 118,691 671,251

304,078 12,759 253,598 13,254 81,001 926,030 28,027 213,630 121,769 32,131

25,462 54,955 31,295 82,497 17,159 149,824

66.00

371,152 218,748

678,970 154,000

33,574 53.816 50.177

55.696

322,328 2,233 80,630 846,332 29,382 4,117,438

2,333,565 .391,766 1,675,202

381,000

364,966 443,151 277,881

65,306 476 5,160

875,391 966,275

511,602 969,199 267,568 997,170 997,170 3,097,113 565,410

4,000 61,870 1,713,012

44,00

146,35

19,454

107,69

9,925

445,105 419,279 418,625

85,140 176.832

3,150 156 9,709

EXPORTS.

COUNTRIES TO WHICH

Cape of Good Hope

Gape of Good Hop Formosa ... Tripoli ... Rhodesin ... Switzerland ... Soychelles ... Norway ... United Kingdom

Coylon Mauritius and Dependencies

Persia
West Indies—

British
French
Dutch

Other Islands in the Pacific Federated Malay States ...

Turkey-Asintic | Leventt & Black Ser Turkey-Asintic | Red Sen Persian Guif

Hongkong China (exclusive of Hongkong and Macao) ...

Arabin {(Nuskat &c., &c.)}

Arabin (Massactus, and Lafty)

Ifaly'
Suniatra
Portugal
Abyssinis
Madugueux
Cocchin-China, Saigon
Capis
Grupe Colony
Capis
Grupe
Newfoundlind, &c.
Argentine Republic
Dutch Guioss
British
Gorman

German Portuguese Italian Other Ports

French Portuguese British Prench

Siam Mekran and Sommiani St. Helena Egypt ...

Egropean

Denmark Netherlands

Japan Russia (Northern)

Chili ... British Guinn... Peru ...

East Africa-

Roumania

Sweden Philippines

Somaliland

West Africa-

Liberia Fiji Islands Henjam Islands Bolivia

Iraq ... Finland Hayti and St. Domingo

Hayti and St. Domingo Koren Anglo-Egyptian Sudan Uganda Protectorate Tanganyian Territory Syria Eritish Honduras Palestine

Stmits Settlements

France France
Germany
Anstralisa Commonwealth
Maldives
Aden and Bependencies
U. S. A. [Nacific

off IN THE HUSK. (ALL KINDS). RICE 1921-22. tons. 1919.90 1920-21. 1922-93 1923-24. tons, m21-55. cwis. fons 7.415 5.50 1,407 1,555 500 101,107 401,259 56,100 10,463 23,581 4,317 26,406 1,86 1.88 1,149,464 1,492,989 881,982 88,845 170,064 275,866 35,848 5,043 108,116 303,082 54,335 1,405 5,582 4.059 3,081,774 183,059 134,709 933,627 173,648 200,411 2,557 409,511 25,619 651 8,414 1,557 2,842 340,150 32,019 2,308 12,270 720 1,701 413,978 15,530 2,193 10,535 313 22,000 83,343 15,560 42,464 1.634 1,516 21,636 7,132 27,316 6,218 1,369 15,720 34,302 95,133 41,359 \$3,000 307,419 149,187 21,947 7,072 3,559 1,005 1,732 120 3,600 10,903 63,603 8,833 98,471 15,985 918 25,307 2,491 57,239 14,924 31,630 30,648 104,389 78.103 295,266 94,329 47,713 223,872 3,888 17,600 42,408 167,619 79,526 159,836 127,848 120,420 27,689 121,720 133,373 18,769 10.477 178,283 14,609 6.169 6 000 98,450 8,542 16,387 17,438 19,016 5,709 631 554 476 30,455 32,413 10,430 55,588 4,251 16,150 10,552 23,000 80,737 19,990 740,842 { 218,440 31,500 41,324 3,950 71,183 4,500 19,641 2,100 5,908 7,912 14,529 3,000 2,770 2,150 22,189 114,000 90.031 116,526 182 10,051 88,035 850 15,334 3 111 1,100 66,116 39,157 32,781 2,138 4,615 1,521 5,428 1,567 2,621 1,00 1,115 304 1.558 36,334 1,640 2,303 860 23,778 3,211 37,070 265,008 2,600 18,100 186 29 500 0,067 1,250 2,910 1,000

4.288 1,550 5,305 2,000 22

... 97 1 13,257 132 221 4,000 200

31,581 2,000 501 10

558

31,779,578 39,789,005 40,338,333 12,352,119 1,059,931 1,380,458 2,087,939 2,176,785

1925-26. 1008. 1929-30, tons. 1930-31. tons. 1931-32, 1932-33. 1933-34. tons. tons. 1031.95. tons. tons. 5,866 5,203 16.815 31,989 16.462 35,907 9.340 1,735 450 71,415 403,328 52,392 403 20,828 377 2,032 1,600 85,680 432,152 65,220 12,283 17,475 2,216 2,813 2,085 2,237 2.43 2,233 2,252 750 88,375 391,501 61,913 233 35,551 752 49,653 460,993 64,961 6,201 13,638 250 35,327 417,149 57,623 4,191 14,867 848 600 57,876 441,237 49,626 2,396 12,998 1,077 75,210 351,314 51,765 1,440 14,362 732 19,121 133,418 156,479 2,538 585 525,106 1,792 108 153,971 125,436 265,335 232,786 203,646 190,523 175,857 229.057 223,859 970 1,350 378,828 26,228 527 10,758 1,912 135 670 39,323 262 79,209 3,880 1,656 261,906 3,751 230 9,993 556 102 259,676 11,746 545 7,250 1,527 269 345,731 18,568 882 13,979 1,572 1,273 270,821 4,000 179 10,329 1,624 8.101 207,870 8,271 505 15,888 3,873 216,113 4,763 162,238 1,016 8,373 507 14,080 13,842 67,50G 518 47,841 7,852 70,382 72,382 8,251 57,176 970 59,931 253 53,007 37 63,564 6,316 44,517 69,424 8,707 36,766 13.706 29,883 36,285 24,102 21,836 40.301 41,819 21,921 86,272 73,875 56,674 155 123 199 1.622 9.094 2,445 5,718 1.782 135 1.433 1,016 1,010 159 1,000 162,191 13,731 195 1,000 89,079 4,942 332 60.0 739 2,890 62,408 19,656 69,799 7,592 157,775 48,831 95,611 28,667 80,885 100,364 46,149 121,989 20,943 96,010 6,655 75,624 9,012 5,101 27,817 51,663 2,824 70,033 63,273 4,660 8,251 38,359 6,863 71,747 233,823 74,061 4,800 18,313 170,613 178,425 353,556 405 2,050 63,179 396,313 220,690 149,678 285,145 181,190 100,003 150,265 7,691 2,400 4,383 4,245 4,800 51,208 95.800 6,613 43,610 155,132 21,939 14,690 794 9,596 113,616 ... S79 360 11,067 14.091 13,683 13,002 20,248 19,148 11,737 16,258 95.708 20,241 21,180 25,344 26,019 22,135 21,748 22,151 20,259 19,186 17,781 "è 545 780 19,997 28,376 23,289 70,013 2,000 16,730 27,617 18,817 22,374 22,206 16,909 62,491 1,744 27,286 11,497 129,307 5,495 12,869 74,744 7,050 69,806 100 18,992 85,370 13,700 10,022 7,580 7 574 4,670 4.087 "n coo 5,950 1.025 3,050 2,951 1.545 2,156 25,449 510 39,013 16,715 91,892 70,173 110,107 78 46 88.371 86,763 117,007 175 6,620 7,097 5,701 740 3,900 5,600 400 5,958 6,397 7,675 2,020 7,796 7,394 3,063 7,987 9,189 7,290 5,149 2,768 6,273 1,200 200 6,705 100 8,851 10 638 5,300 13,400 2,000 1,997 2,865 3.800 1,187 533 262 18,001 2,811 857 531 3,712 3,429 1,032 1,734 3,499 37 403 369 125 13 1,844 231 1,241 6,419 3,470 1,143 1,383 6,924 1,557 97 954 1,592 6,528 1,261 1,439 5,104 1,875 982 1,398 11,008 1,496 1171 2,988 3,979 1,295 1,710 4,115 2,821 17,558 56,042 1,871 17,183 31,246 1,891 12,331 19,378 3,710 28,530 17,441 5,542 16,172 37,031 5,900 21,601 14,641 1,8% 16,051 42,202 2,737 20,812 531 596 4,723 25,047 437 14,497 619 1.180 " 178 175 1.914 200 39 1,458 25 18 202 13 206 16 963 11 2,000 600 3,750 229 6,750 1,275 1,546 1,282 515 4,386 22,920 119 8,051 12,649 3,960 2,519 2,163 18,356 9,422 24,735 2,415 4,229 5,826 3,500 68 2,194 49,150 87 1,089 929 266 r" 195 199 181 439 215 35 18,760 256 62 23,451 522 81 24,518 377 22 7,400 573 7,050 499 41 15,790 11,275 95,920 ... 367 ... 98 2.272.770 2.518.084 2.031.510 2.151.051 1,765.309 2.598.099 2.533.784 2.001.415 1.585.190 1.782.500 1.982.077 1.885.615 * Italy (including Finme) from 1933-34.

EXPORTS.								LIN.	SEED.											E	XPORTS.
COUNTRIES TO WHICH EXPORTED.	1916-17. ewts.	1917-18. cwts.	1918-19. ewts.	1919-20. cwts.	1920-21. tons.	1921-22, tons,	1922-23, tons.	1923-24. Logs,	1511-52. 1008.	1925-26, tons.	1926-27. tons.	1927-23. tons.	1928-21 tons,		90. 1630 ton		1:32. 19 ns. 19	32-33. tons.	1933-34. tons.	1931-33. tons.	1935-36. tons.
Roumania New Zealand United Kingdom United States of Atlantic	1,870 6,262,187 55,315	3,802 2,226,521	321 4,846,312 105,472 65,506	3,361,514	133,662	S2,716 200	141,296 300	181,338	1,000	110,87 40	1,000	57,451	1 18,	000 072 79	,636 5 ,600	7,605	14,133	 14,270 200	83,96	1 64,75	8 31,029
Prance Notherlands Belgium Other British Possessions	964,067	258,513 129	183,357	825,738 533,198 27 177	13,958 200 17,748 	30,952 9,250 20,676 3	49,616 7,841 22,823	78,439 26,439 28,197	\$1,667 90,215 42,899	16,80 32,24	3 4,81 0 17,40	5 4,900 5,900	0 1,	445 7	(851) 2 2,835 1	1.960 2,799 3,223	44,213 400 760 201	21,611 209 315 32	10,9	~	0 390 3 3,556 3 40
Cerlon Australian Commonwealth Exppt Mauritius and Dependencies Cape Colony	209,133 5,859 181		373,528 208	124,983	13,673 9	11,746 1,393 9	11,998 19	13,385 84	16,450 9,627	1,27	15,6i 3 8 1	9 19,63 1 1,28	17 21, 15 3	,767 1 9	3,478	0.970 38,945 7	10,038 12,788 12	9.417	s	38 1.0	18 51 21 8.410
Germany Italy Syra British West Indies British Guinna	451,614	76,168	267,617	157,480	5,096	11,610	30,541	7,949 25,626	11,171 43,45	9,63	11 12,71 18 28,61	6 17,54 49,66	64 27	,773 2	8,420	32,929	14,619	10,57	8 21,6	1 =	41
Canada Japan Austria-Hungary Spain Russia	4,001	 1,698	18,001	300 	 523	"1,316 "210	3,964	109 6,488	1,33 11,51	9,3	3,2	141		,425	7,025	2,851 8,615	6,239 3,819	1,6		101	1
Natal Sweden Dennsark Norwsy Portugni	29,000	Ξ.	19,967				3,500	300	- 1	5	00	1	1							1	200 1.001
Java Greece Hong-Kong China (exclusive of Hongkong and Macoo)	74	103			=		-	1,170	"i,a	2,	5		١.	4	3,503	2,975	"3,100 4	2,1	990	-	3,479
Turkey, Levant & Black sea } Asinto { Red sea } Réunion Aden and Dependencies Arabia	107	 3,899	 8	13 29	1	5				- :::	100		1	400				=	-		. 1
Straits Settlements Switzerland Other Foreign Countries	7,983,861	2,922,214	18,702 	10,832		173,503			571.6	50		8	81	93 156,743	63 248,163	106 256,799	120,2	3	1	101	7 51 9,385 164,743
Exports.								RAPE	SEEI												Exports.
COUNTRIES TO WHICH EXPORTED.	1916-17. cwts.	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. tons.	1921-22, tons,	1922-23. tons.	1923-24. tons,	1924-92 tons.			7. 1937-5 tons		28-29. 1 ous.	929-30. tons.	1930-31. tons.	1931-35 tons,	1932 to	ns. te	ms. to	145. 1935-36. ns. tons.
Norway Ronmania New Zealand United Kingdom	6,000	738,001	1.089.764	1,389,050		 27,860	800 46,536	69.595	11	800			150	316	600 7,810	1,000	3 14.	113	800 10,680 8,305		12,171 2,01 5,193 3,27
Prance Persia Belgium Mauritius and Dependencies Austria	468,518	51,780 471		347,417 607,356 120	10,020	45.923	53,960	33,440	23	102 1	1,055	1,638 4	1,750	11,026 1,000 12	9,761 2,701 11	10,61	5 1,	250 8	2,775 8 9,038	9,779	2,601 95 18 2 4,191 4,76 6,915 2,43
Germany Netherlands	95,177	4,495		55,786 52,830	24,181 161 8,631	5.318	27,191 27,091	90,355 81,360 2	33	1,992 150	7,095 1 6,260 1 9,390 4	1,112 3,237 2	9,801 8,974 20,630	9,476 11,853 12,796	15,507 725	3,85 1,70	5 8,	752 038	70,497	14,531 9,672	3,433 15
China—Hong-Kong Spain United States of America Aden and Dependencies Cane Colony	 	501	151	=	=	65F	150	450	:	1,290	1,560	600	1,200	585 95	100 160 	3	25 10	100 176 14	275 275 410	1,074 1,755 228	1,156 4,30
Ceylon Australian Commonwealth Muskat Territory and Trucial Oman Natal Russia	1,575	2,873 403	933 221 200	917	57	18	54	248 256 18	"	315 165	320 39 18	310 25 14	367	298 15 9	2		·	11	12	10	
West Indies	92,596 642	384,222 686				1,470	3,288	26,887 38		2,096	58	79	700 110	100	s	·	118	100	71 5	75 1	60
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TOTAL	2,445,433	1,186,185	1,593,243	2,456,863	183,823	133,697	251,931	3,6,720	1 2	60,637	111,793	91,186	00,238	11,490	44,01	۳ -					

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1930-31. tons.

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	Zanzibar and Pemba	1,429	1,091	662	627	44	40	1	42	52	25	9	12	6	-				-	***	-		
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	Other British Possessions Gibraltar	3,000	44	61	12	10.00	aviet	100	er and	III ::	1.	1	-	1	2] .	-]	-	_ -	5	
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	Total	43,495	41,998	152,238	53,435	3,614	1,250	456	- 9	1-	384	277	199	202	183	167	93	88	85	328	347		
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(Russian) ectors Componwealth	1,006 512,996 224,371,454 110,516 494,313 1,612,509	50,504 510,568	Tist	5,000	5117150		50,000	riigg		4,331 0,600,835 423,690	=	3,318,284 40,227	= ,	753,730 50,000	0,000,000 85,650	=	a,161,216 18,350		2,815,651 1 4,800	Ē	2,111,500		36,100 1,684 1,684 1,785 17,900 10,000 1,500,010 1,500,010 1,500,010	1,560	130 130 130 130 130 130 130 130 130 130	915,510		505,071 50,056	Ē	500,476 22,511	614,722 15,931	581,744 15,890
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liantic seifie Hope son tarreitery &c. or Native States	51,000 201,67 11,000 1,500	9 18,381,530 8,770,978 3,789,182 229,963 331,441 1,676,235 12,544 7,012	694, 435, 1,403, 41, 594, 677, 4,0	A223	911,492	=	807,573 200,554	2(816)6 1,290,9		2,160,631 919,223 7,590	=	8,409,731 789,668		863,13d	231,460 30,780 5,000,500 5,000,500 51,200 1,900 100,900 20,11 2,01 1,000		3,835,968	=		=	4,391,150 808,199	Ē	\$11,318 1,615		1,630 1,630	89,83		120,471	=	513,003* 118,110 439,060	201,327 914,210	11,00
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dencies 5 rependencies 5	5,594,871 6,273,837 15,000 4,150 335,000 1,004,774 481,735 170,246 10,216 78,040	6,00,500 STR,	156 6,760,057 10,956	14,728 4,779,081	4,539,698	2,012 5,607,876	162,550 5,600 5,754,000 4,511	- a	281 016 0.792/	1,70	4,794,529	5,501,406	4,487,000	4,394,111 6,3		n 7,515,461																
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		The control of the co	1,000 1,00	27,000 20	522 ,846,045 892,144	100,000 90,000 100,000		119 1177 117	74 123 224 336 737 1,627	74,833 69,7 1929-30. 1939-31 Ba. Ba.	6 11.667 0 "2.412 0 "2.412 6 " 6 " 7 " 7 " 8 " 10 " 11 " 12 " 12 " 13 " 13 " 13 " 14 " 15 " 16 " 17 " 18 " 18 " 19 " 10 ".	2.43. 1903-34, fba. fba. c., 6,639 94,84	8,376 12,537 2,537 3,547	EXPC
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tic aten vaeBat		COUNTRIES TO WHICH EXPORTED.	1916-17. gallons.	1917-18. gallons.	1918-19. gallons,	1919-20. gallons.	1920-21. gallons.	1921-22, gallons,	1922-23. gallons,	1923.9 gallons	1914-25	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.	1935-36. gallons.
1		United Kingdom	1,121,935	1,086,301	893,776	9,445	2,313	32,956	399,402	201.2	Bu		ron 015	264,486	336,763	318,126	309,174	685,276	766,976	752,876 10,845	612,381 13,985	6,6
uit -	la d	Australian Commonwealth Straits Settlements	102.087 85,970	89,563 67,572	14,977 3,073	11,349 17,363	32,503 15,266	23,811 17,444	24,988 21,131	51,0	919,199	320,647	467,215 16,104	15,542	18,450 14,625	22,073 14,240	13,21	8,85	8,24 8,06		9,178	l .
411		Mauritius, and Depen-	81.817		17,069	59.882	44,457	33,414		19,5	38,567 90,048	34,999 23,169	22,223	17,439	1.1			1	1	1	22,13	18,1
150		dencies China—{Hong-Kong	2,695	77,541 2,155	17,069	1,654	44,407	382	22,178	24,5	33.874	30,220	26,070	22,715	23,804	20,620	16,89	19,96	13,80			1 :::
		China- Treaty Ports	54,920	50,459	11,930	17,121	22,699	25,961	***	100	33,874		12					l	158,52	240,455	260,86	4 152,
400	Ε.	Coylon United States of America		00,400	11,980	17,121	22,000	13.5	19,48%	23 4	26,257	30,820	24,010		15,956 1,200	7,82	14,09	131,1	6,78	3,600		
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	10.0	Egypt	1,987	82,368	402	8 354		408		25	2,200	3,56	9]	45	2 20	` `				1 :::	١	777 6
100	1	Switzerland Natal*	54,223	135,806	22,945	31,211 83,205	35,477	16,451	37,973				1 ::			51,10	30,	707 24	602 24,	822 43,2	36,	77
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		Netherlands						6,106	3,300					6.08	15,7	8 2,4				416 27,		223
200		Japan Cochin-China, Saigen	29,930	690	1,000				2,300	23,59	68,67	19,8 9 81.1	41 24,0	16 31,2		25,6	148 21			1 1	1	- 1
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		Bast Africa British	. 5,369 554	20,363 540		2,409	6,429	4,009	2,510	1.63	3,6	59	2.0	87 2,4		39 3,	082		- 1	. "		1 .
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	. 1	Cape Colony	.5,145	16,303	1,492				111	- 1	1					- :::		.	1	. 1	. .	8.148
-6.1	. 1	Siam Belgium	11,709	12,488	336	689		142	457	1S			42				.610 ï	9,475				1.876
200	- 1	Denmark	32 m				·			8				12,	173	l i	,120	1,120	12,020		.	
54,	- 1	Philippines Sumatra	633 577			364		100	W.	.,946 g		1,			1		١.			1		3.648
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	1	Turkey in Asia-{Persian	205		550	772	13,140	1 .								1						-
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1		Persia Canada Via Atlantic Coast							W .	1 %			١.	,637	75	"	68	18	6.085		30,000	20,353 30,848
5 1	· 1	New Zealand	126,441	102,921	58,997	22,389	116,682	135,363	42,560	64,017						212 3	1.899	30,088	22,065	34,555 2,984	8,085	10,609
	8 i .	Other Foreign Countries Other British Possessions	110	161	7	91	150	32 223	413	98	35	799 75		1,589 21 710	,804 36 294		1,482	176	177	1,458	1,668	2,026
1	- 1	Zanzibar and Pemba	746 492	445	198	515	140	223	281	75 20	1	284 299	112 251	205	417	647	121	170				= 1.
		Fili Islands	499	990	450	270	741	19		- 8							:	1	1,731			
CR	***	Federated Malay States Rhodesia	118 1.000	1,625	800	9,999	440	350 10,167	182	413		- 1	144	841	1.877		1,630	1,654	1,10.			
	- 1	Transvaal	1,946	8,826	2,093	456	400			3,319			959	560	800		: 1	[121	:: 1		
ouzh.	- 1	Kenya Colony Cape of Good Hope				1,573 7,921	349 1,592	1,235	3,984	9.30	1 1	,200	4,400		630	156	106	343	824	2,003		
		lraq				,021		809	3,834	1,08	11		o noal			1,091 90	96	310				213,039
STATE OF	30	Total		2.084.959		297,029	306,346	193,459	602,877	581.30		2,482	3,834	75				476,642	982,092	1,124,618	,334,773	,213,000
	-1	TOTAL	1,724,707	2,084,959	1,658,539	297,029	300,340	193,459	002,077	901/40		7,475 6	99,626 64	7,114 47	4,451 58	8,652 5	08,355	410,042		· 14		

314 EXPORTS. 315 CHURIES TO WHICH 1916-17. cwts. IND 1017-18 1918-19, CW1s, 1919-20. cwts. 1620-21. cwts. cwts. 1921-22, Cwta, 1922-23, CW14, 120254 00445. 1925-26. cuts. cuts. 1926-27, cwts, 1927-28. cwts. 1929-29, cwts. 1929-39. cwte, 1930-31, cwts, 1931-32. cwts. 1939-33 1933-34. 1934-35. cwts. cwts. cyts. 16,164 81 2,412 6,410 "5,510¹ 4,745 "1,224 12 011 1,123 2,591 12,993 617 15 1,418 ... 668 7.180 raq aden and Depen 501 3,436 Opprus Coplon Africa, North 1,051 Mafta Exppt Arabia (all states) China— Hing-Kong Tenty Ports 4,275 69 5,090 10 22 226 10 28 21,335 1,871 45 181 59 65 5,830 "i,947 Greece Tranty Ports
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Indo-Chim 7.100 2.811 14.339 219 Armenia Other Poreign Countries Other Britist Possessions 32,707 32,687 10,250 12,349 EXPORTS. 4,533 1,76 3,375 2,017 1,589 1,865 COUNTRIES TO WHICH INPORTED. HÍDES 1916-17. Cwts, RAW. 1917-19, cwts, 1918-19, cwie, 1919-29, cwts, 1020-21, tons, 1921-22, tons, 1922-23, tons, 1925-64 50mi, 1924-25, tons. 1925-29, tons, 1926-27. tons, 1927-28, tons. 1928-29. tons, 1929-39. tons. 1930-31, tons, 1931-32, tons, 1932-33, tons, 1933-34, tons. Denmark Cape of Good Hope New Zealand 1,018 1,03 Canada Norway United Kingdom United Statud America 2,530 1,185 787 176,847 78,123 217,752 41,456 303 3,770 2,857 19,501 154 12 64 29 2,65 60 11,599 152 1,245 ESENTES. France Straits Settlements Persia (Iran) Palestine Serb Croat Sloven State Tripoli 2,758 2,758 844 9,517 404 81 67 37,505 1,707 7,290 55 563 1,370 52 5,953 1,277 "3,671 3,750 257 2,227 Cyprus
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United Kingdom		460,973	408,122	331,927	110,638	110,808	86,812	42,375	-	21,400	15,000	15,000	15,469	14,082	27,614	22,540	1	1			1	56
(Hong-Kong		1		7,043	44,626	45,046	50,793	, , , ,	16,312	\$4,00		2,58	s				41	0 13,00	1	1		
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U. S. A. Pacific Coast					3,932			2,00	1,598							\ ···		,,	-	1	١.	
Java				79	208		738			39	5 2	21 1		3 18	1	1 '	1	11	87 4.2	96 4,	377	4,927
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France				8,941	4,600	1			1								"	-		١	-	
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Other Native State	s)			235		48	1	7 7		1	- 1	. 1						
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Japan		32,054	1		12,437	100	398	1	1,52	-	"	1		.	.						\	
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Other British Possessions				2	35	26		20	15	11	50	45	39	25	21	103	1	9	23	325	407	
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Toral		527,396	453,654	478,320	379,975	389,687	234,949		156,220	1 L	- 1											
******		32,,000	200,009	-10,020	010,010	200,001	207,010	1		1	0. P. W	214-20-9-37-										

