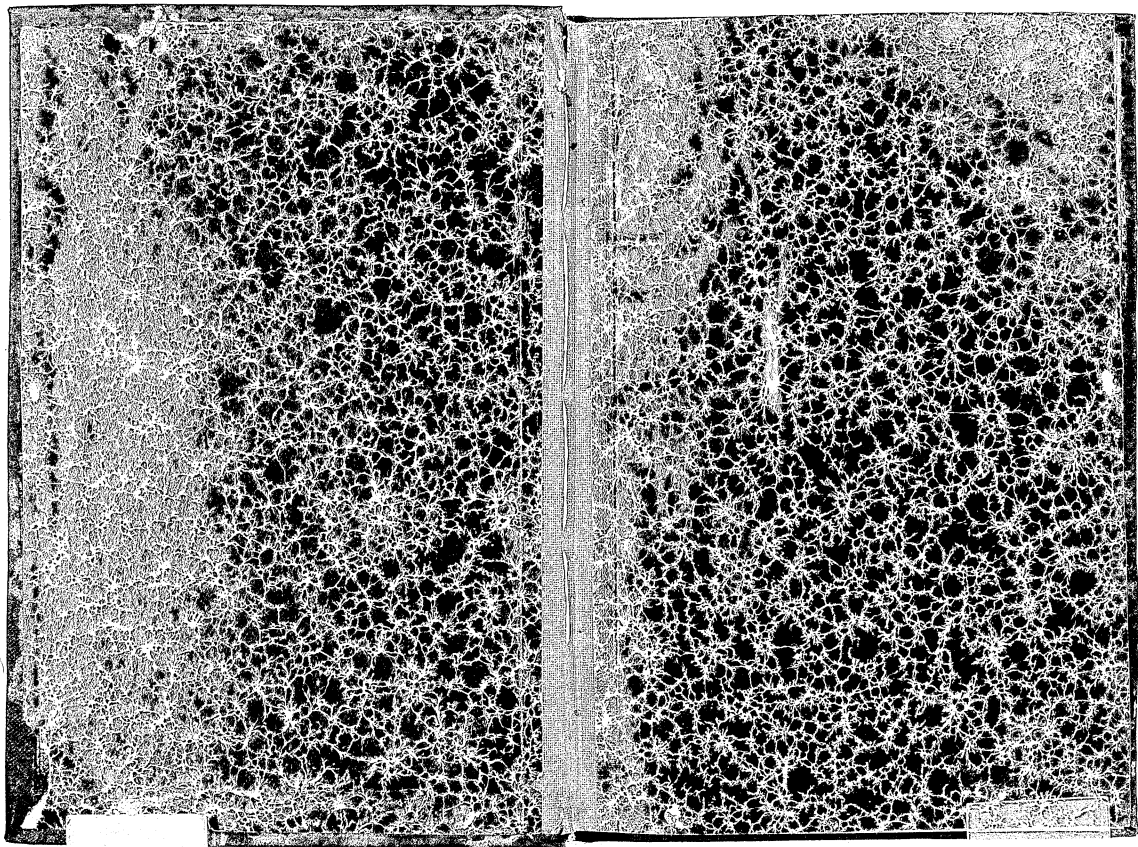
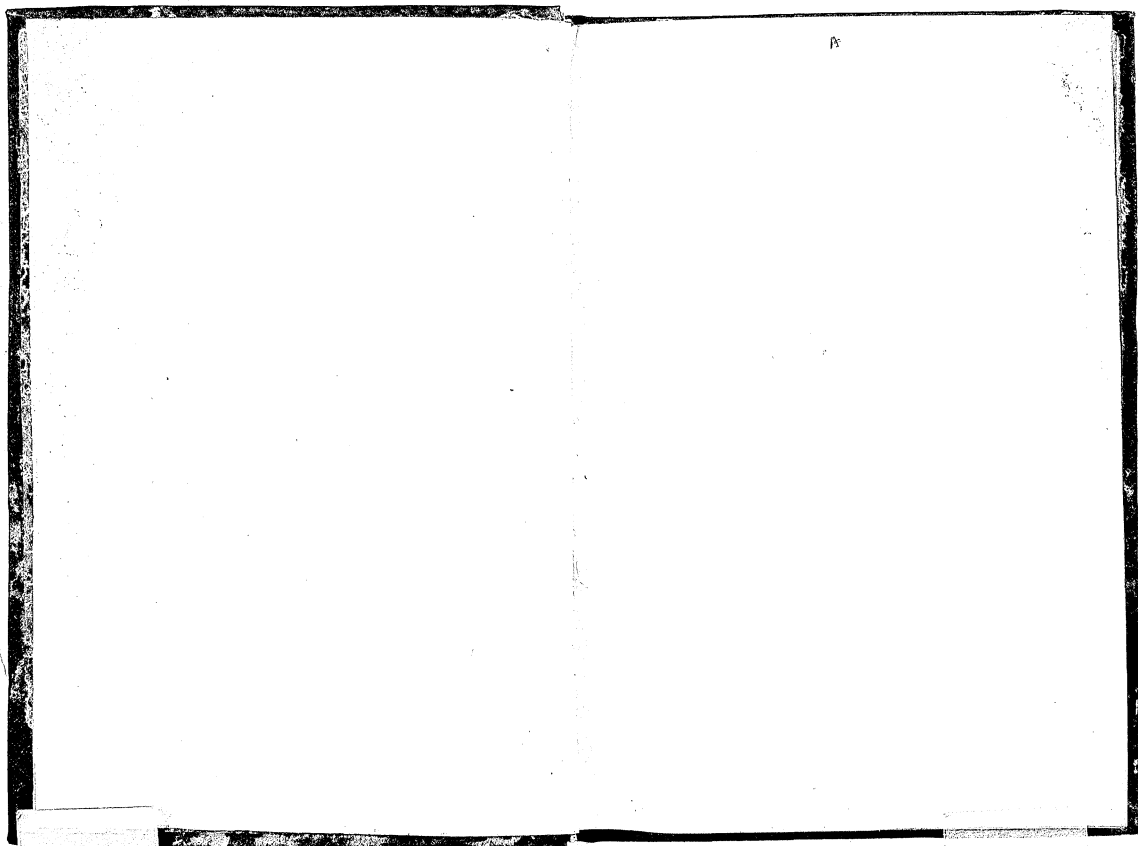


REPORT  
OF  
THE COMMITTEE  
OF THE  
BENGAL CHAMBER OF COMMERCE  
FOR THE YEAR 1937  
APPENDICES





REPORT  
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THE COMMITTEE  
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BENGAL CHAMBER OF COMMERCE

FOR THE YEAR 1937.

APPENDICES.

CALCUTTA:  
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1938.



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CALCUTTA PORT TRUST.

## **CALCUTTA PORT TRUST**

### **PORT BOUNDARIES.**

NOTIFICATION No. 13-MARINE.

*The 14th February 1929.*

In exercise of the power conferred by section 5 of the Indian Ports Act, 1908 (XV of 1908) the Governor in Council is pleased to make the following alteration in the limits of the Port of Calcutta as defined in this department notification No. 155-Marine, dated the 27th December 1926 :—

#### **ALTERATION.**

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

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

#### **PORT OF CALCUTTA.**

*On the North.*—A line drawn due east across the river Hooghly from a pillar at the southern boundary of Messrs. D. Waldie and Company's Chemical Works and Distillery at Konnagar in the District of Hooghly on the right bank of the river to a pillar on the left bank of the river near Panhati in the District of the 24-Parganas.

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

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

- (a) so much of the river Hooghly and the shores thereof as are within 50 yards of high water mark at spring tides ;

- (b) all lands comprised in the area occupied by the Kidderpore Docks and the adjoining works constructed for the purposes of such docks;
- (c) all lands comprised in the area occupied by the King George's Dock and the adjoining works constructed for the purposes of such dock;
- (d) so much of Tolly's Nalah as lies to the west of a line drawn across the Nalah 25 feet to the west of Hastings Bridge, and
- (e) the petroleum depôt at Budge-Budge including all lands, sheds, railway sidings and other works appertaining to it.

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

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

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

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

2. In exercise of the power conferred by section 7 of the Indian Ports Act, 1908 (XV of 1908) as amended by Act, VI of 1916 and in supersession of all previous orders on the subject, the Governor in Council is also pleased to appoint the Commissioners for the Port of Calcutta to be Conservators of the Port of Calcutta and of the navigable river and channels leading to that port within the said limits.

#### RECEIVERS OF WRECKS.

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

*Resolution*—BY THE GOVERNMENT OF BENGAL, GENERAL DEPARTMENT (MARINE) 29TH JUNE 1881.

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

#### CUSTOM HOUSE REQUIREMENTS.

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

(1) He is required to "bring to" the vessel for the boarding of a Customs Officers at Panchpara. Whilst Customs Officers are on board, the Master is required to provide them with accommodation for themselves and servants and facilities for preparing food.

(2) Upon arrival in port the Master is required to enter the vessel inwards within 24 hours of her arrival and to deliver his manifest and store list in duplicate, his bills-of-lading for salt in bulk, or kerosene oil in bulk or case, and his port clearance certificate or cockpit card at the Custom House, where he will be informed on enquiry of any other steps it will be necessary to take.

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

\* Notification dated 26th May 1881.

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

## PORT RULES.

No. 7-Mnc.—20th February 1894.—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-Mnc., dated the 22nd March 1926 :—

## RULES.

## Part I.

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

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

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

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

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

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

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

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

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

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

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

“Passenger boat” shall mean any boat which ordinarily carries persons other than the manji or boatman in charge and the crew.

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

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

## Part II.—General Rules.

3. **Extent.**—The following rules shall, except where it is otherwise stated, be applicable only within the limits of the Port of Calcutta as defined by notification No. 13-Mnc., dated 14th February 1923. 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 Regulations.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15. The river between the north end of the coaly lines of the Fort Gloster Jute Mills on the north and the boundary pillar on the south, shall be kept clear for turning sea-going vessels and no inland steam vessels or small craft shall anchor or lie at swinging mooring within these limits.

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

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

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

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

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



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

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

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

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

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

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

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

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

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

29. **Ships not to have projections from ships side.**—No 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 Tide Notification No. 7 men., dated the 2d 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 equipment.

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

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

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

32. **Hoisting of Blue Peter.**—All vessels about to leave the Port shall hoist the Blue Peter at the fore at 6 A.M. on the day previous to that on which they leave the moorings, and shall keep it hoisted until the Pilot assumes charge of the vessel to take her to sea.

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

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

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

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

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

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

37. **Careless discharge of steam prohibited.**—All vessels in Port shall adopt sufficient precautions and guards to prevent injury to persons or goods through the discharge of steam from any part of the vessel.

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

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

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

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

apprentice in cleaning or painting between the hours of 9 A.M. and 4 P.M. necessitating 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 siren.**—No sea-going vessel or inland steam vessel or small craft shall, within the limits of the Port, sound her whistle or siren when lying at moorings, at a ghat or at anchor except as a signal of distress. The tying down of the lever of a steam whistle thereby allowing it to sound continuously is strictly prohibited.

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

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

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

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

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

47. **Vessels lying without crew.**—Whenever it shall appear to the Commissioners that any creek, river or dock is so situated that vessels without any crew therein may remain afloat in such

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

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

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

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

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

(d) No vessel carrying in bulk or otherwise more than 500 gallons of dangerous or non-dangerous petroleum shall proceed above Diamond Harbour unless the Port Commissioners consider that adequate facilities are available for the safe and expeditious 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 peons employed between the hours of 6 P.M. and 6 A.M. of any day or on ordinary holidays in accordance with the scale of fees payable to Preventive Officers for work on boardship and to peons for work in Customs wharves under the Sea Customs Act, subject to the condition that the hours of night work at whatever hour commenced shall be reckoned from 9 P.M. till the time when the work is completed.

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

\* 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 Kerosene 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' jetties and (with the special sanction of the Port Commissioners' Traffic Manager) in the docks.

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

(d) Save with the special sanction of the Chief Inspector of Explosives, the Port Commissioners shall not approve or license a barge under these rules, unless it conforms to the specifications drawn up by the Chief Inspector of Explosives, India.

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

(i) The Master or First Mate of the vessel shall be present on board, and it shall be his duty to see that these rules are complied with and that all reasonable precautions for safety are observed.

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

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

(iv) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping into the river or the dock basin.

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

(g) When bunkering from a barge is in progress on any vessel, no other barge, lighter, launch or vessel of similar description shall be within 50 feet of the liquid fuel barge and inlet pipes.

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

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

### Part III.—Registration of Boats.

51. All boats to be registered.—Every boat plying, whether regularly or occasionally, within, or partly within and 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 carry.

53. **Method of registration.**—Every boat requiring registration shall be sent to the special licensing buoy at Shripur 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 cars.	
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:—

- it is cancelled at the request of the owner,
  - the boat remains unlicensed for a period of three years,
  - the boat is condemned by the Commissioners' Boat Surveyor as unfit for further service,
  - the number branded on the boat becomes obliterated.
- †(e) the dimensions of the boat are altered.

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

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

### Licensing of Boats.

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

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

- the owner's name and address,
- the name and address of his duly authorised agent in Calcutta,
- a description of the boat and
- the registered number branded on her by the Commissioners' Boat Surveyor.

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

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

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

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

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

- the tonnage of the boat as given in the certificate of registry,

- (b) the freeboard of the boat when fully loaded as given in the certificate of registry,
- (c) the number of crew required—
  - (i) when she is ordinarily under weigh,
  - (ii) when she is lying at anchor or moorings,
- (d) the lights to be exhibited between dark and daybreak.

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

- (a) whenever the boat is in the opinion of the Commissioners unfit for the purpose for which it is licensed,
- (b) whenever any breach of the conditions of the license or the port rules has been committed by the owner or his agent or by the marjhi in charge of the boat,
- (c) at any time the Commissioner may think fit.

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

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

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

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

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

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

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

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

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

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

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

### Measurement of Boats.

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

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

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

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

Where L=length in feet as defined above.

$$B = \text{breadth} \quad " \quad " \quad " \quad "$$

$$D = \text{depth} \quad " \quad " \quad " \quad "$$

and K=Constant which shall be as follows:—

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

- (b) For bazaar-boats, where the brake forward and aft does not exceed 9 inches,  $K = .008$ .
- (c) For bazaar-boats, where the brake forward and aft exceeds 9 inches,  $K = .007$ .

Class II (a) For open country boats known as jolly boats or poweoes,  $K = .009$ .

- (b) For open country boats known as hollahs,  $K = 0083$ .
- (c) For blurs and pansways,  $K = 008$ .
- (d) For open country boats such as dinghees and bowleahs,  $K = 0064$ .
- (e) For open country boats known as chotes,  $K = 0063$ .

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

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

The freeboard shall be obtained from the following table :—

### Freeboard Table.

$$D = 5'6'', 6'0'', 6'6'', 7'0'', 7'6'', 8'0'', 8'6'', 9'0'', 9'6'', 10'0'', 10'6'', 11'0'', 11'6'', 12'0'', 12'6'', 13'0'', 13'6'', 14'0''.$$
$$L=55', 60', 65', 70', 75', 80', 85', 90', 95', 100', 105', 110', 115', 120', 125', 130', 135', 140'.$$
$$F = 8\frac{1}{2}^{\circ}, 9\frac{1}{2}^{\circ}, 10\frac{1}{2}^{\circ}, 11\frac{1}{2}^{\circ}, 12\frac{1}{2}^{\circ}, 13\frac{1}{2}^{\circ}, 14\frac{1}{2}^{\circ}, 15\frac{1}{2}^{\circ}, 16\frac{1}{2}^{\circ}, 17\frac{1}{2}^{\circ}, 18\frac{1}{2}^{\circ}, 19\frac{1}{2}^{\circ},$$
$$F2=11\frac{3}{4}^{\circ}, 12\frac{3}{4}^{\circ}, 14^{\circ}, 15\frac{1}{4}^{\circ}, 16\frac{3}{4}^{\circ}, 18^{\circ}, 19\frac{1}{4}^{\circ}, 20\frac{3}{4}^{\circ}, 22^{\circ}, 23\frac{1}{4}^{\circ}, 24\frac{3}{4}^{\circ}, 26^{\circ},$$
[illegible]

Where D = Depth.

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 10 feet.

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

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

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

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

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

## General Rules for Boats.

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

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

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

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

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

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

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

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

- (a) When under weigh, when in tow or when waiting outside the entrances to Kidderpore or King George's Docks—the full crew laid down in the schedule of crew below.
- (b) When waiting empty at moorings laid for sea-going vessels—the full crew laid down in the schedule of crew below.
- (c) When waiting under conditions not specified in (a) and (b) above—one less than the crew laid down in the schedule of crew below.
- (d) When moored outside the ship channel where no obstruction to navigation can occur—a crew of two.
- (e) When laid up—one watchman only.
- (f) When afloat under special license granted by the Commissioners, the full crew laid down in that license.

#### Schedules of Crew.

##### Cargo boats.

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

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

##### Passenger boats.

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

- (a) When under weigh or plying for hire—

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

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

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

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

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

- (a) that the boat is provided with the number of crew required under these rules,
- (b) that the boat is kept thoroughly clean,
- (c) that the registered number is kept clearly painted on both sides in the manner prescribed,
- (d) that the licence is carried in the boat,
- (e) that the pump, lights, ground tackle and fittings specified in the license are provided and maintained in good working order,
- (f) that the load line, in the case of a cargo boat, is kept clearly marked,
- (g) that the boat, if carrying cargo, is not loaded so as to submerge the mark indicating the load water line,
- (h) that the boat, if carrying passengers, does not contain any persons in excess of the number for which it is licensed.

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

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

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

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

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

Trip.	Per head,		Per boat,	
	Passengers embarking between 6 A.M. and 6 P.M.	Passengers embarking between 6 P.M. and 6 A.M.	If the voyage begins between 6 A.M. and 6 P.M.	If the voyage begins between 6 P.M. and 6 A.M.
1	2	3	4	5
	As.	As.	Rs. A.	Rs. A.
Between Ahirittola Ghat and Salkin Ghat ...	½	1	0 4	0 6
Between Chandpal Ghat and Telkul Ghat or Ramkristopore ...	½	1	0 6	0 8
Between Chandpal Ghat and Matia-luz Bichal Ghat ...	2	4	1 6	2 0
Between Chandpal Ghat and Rajgunj ...	2	4	1 6	2 0
Between Chandpal Ghat and Shibpur Ghat ...	2	1	0 8	0 12
Between Jagannath Ghat or Armenian Ghat and Howrah shore ...	1	1	0 6	0 6
Between steamers in moorings and shore ...	Rs. 1 with baggage; 4 annas without baggage both on first arrival of vessel; 1 anna subsequently.			
Between flats and shore ...	½	½	---	---

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

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

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

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

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

##### Notification numbers and dates of publication.

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

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



- (15) No. 76 Marine of 4th July 1916.
- (16) No. 90 Marine of 28th July 1919.
- (17) No. 92 Marine of 28th July 1919.
- (18) No. 100 Marine of 8th October 1920.
- (19) No. 24 Marine of 2nd February 1921
- (20) No. 101 Marine of 8th July 1921.
- (21) No. 89 Marine of 11th September 1922.
- (22) No. 101 Marine of 13th November 1925.
- (23) No. 42 Marine of 22nd March 1926.
- (24) No. 33 Marine of 28th March 1929.
- (25) No. 36 Marine of 2nd April 1929.
- (26) No. 36 Marine of 2nd April 1929.
- (27) No. 57 Marine of 7th June 1929.
- (28) No. 1 Marine of 4th January 1932.

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

#### FORM A.

##### PORT OF CALCUTTA.

I, \_\_\_\_\_, Chairman of the Commissioners, do hereby license the (ship) \_\_\_\_\_ of which is Master, to remain at her present moorings in the said Port without having on board the crew required by the Rules for the Port of Calcutta, provided always that, on breach of any of the conditions hereunder written, this license shall forthwith absolutely cense and determine.

#### FORM B.

##### PORT OF CALCUTTA.

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

#### FORM C.

##### PORT OF CALCUTTA.

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

### APPENDIX.

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

[See Port Rule 50.]

#### A.—Specifications for self-propelled barges.

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

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

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

For internal combustion engine.

1. Fore-peak.
2. Store room.
3. } Tanks in pairs.
4. }
5. }
6. Motor space.
7. After-peak.

For steam engine.

1. Fore-peak.
2. Store room.
3. } Tanks in pairs.
4. }
5. }
6. Cofferdam.
7. Engine and boiler space.
8. After-peak.

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

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

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

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

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

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

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

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

(10) **Construction.**—The hull shall be constructed of steel in accordance with the latest engineering practice to Lloyd's requirements for scantlings on the transverse system of framing, of the flush deck type, with motor casing and deck house aft. All riveting shall be double. Suitable web frames, side stringers and side keelsons shall be fitted in the tanks and engine-room space.

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

#### **B.—Specifications for towed or dumb barge.**

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

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

(2) **Compartments.**—For all carrying capacities above 150 tons, the barge shall be divided into six compartments. In the case of

a barge of 150 tons or under, the number of separate tanks may be limited to two.

1. Chain locker or fore-peak.

2. Hold or store-room.

3.  
4. } Tanks in pairs.

5.

6. Cargo pump and/or boiler space.

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

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

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

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

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

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

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

#### **IMPORTATION AND SHIPMENT OF GASES AND LIQUIDS UNDER PRESSURE.**

##### **MARINE DEPARTMENT.**

##### **NOTIFICATION NO. 17-MARINE.**

The 8th July 1935.—In exercise of the power conferred by sub-section (3) of section 126 of the Calcutta Port Act, 1890 (Bengal Act III of 1890), the Governor in Council is pleased to confirm

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

#### By-Laws.

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

#### 1. Cylinders shall comply in every respect—

- (a) in the case of "Permanent" gases, including coal gas, hydrogen and oxygen, either with the recommendations made by the Home Office Committee appointed in 1895, except that they need not be re-annealed or with those made in the first report of the Gas Cylinders Research Committee of the Department of Scientific and Industrial Research, as summarised in the summary of recommendations issued in 1929, and
- (b) in the case of "Liquefiable" gases, including ammonia, carbon-dioxide, chlorine, ethyl chloride, hydro-cyanic acid, methyl chloride, nitrous oxide, phosgene and sulphur dioxide, either with the recommendations of the Home Office Committee appointed in 1895, except that they need not be re-annealed, or with those made in the fourth report of the Gas Cylinders Research Committee of the Department of Scientific and Industrial Research, the cylinders being filled in accordance with the filling ratios given in the latter report.

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

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

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

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

- (a) In a cover of continuous wood lagging not less than  $\frac{3}{4}$  inch thick.
- (b) In a cover of closely plaited 1 inch (circumference) hemp or coir.
- (c) In a strong case, except that such case may contain more than one cylinder, provided the cylinders are closely packed within the case and the gross weight of the case and contents does not exceed 2½ cwt.

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

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

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

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

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

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

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

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

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

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

A. MARR,

Secretary to the Government of Bengal.

## MARINE DEPARTMENT.

The 12th July, 1910.

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

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

1. (a) No ballast or rubbish nor any cargo, goods or other article, substances or thing likely, after falling into the water, to be or become detrimental to navigation or to cause damage to shipping shall be laid or placed upon any quay, pier or jetty within three yards from the margin of the dock or riverside margin of the jetty, nor upon any such quay, pier or jetty, nor upon any vessel in such a position or place that same shall be likely to fall into the water.
- (b) No ballast or rubbish, nor any cargo, goods or such other article, substance or thing as last aforesaid shall be cast or thrown or permitted or suffered to fall into the docks, dock channels or river from any pier, quay jetty or vessel or in any other manner whatsoever.
- (c) In the event of any such cargo, goods, article, substance or thing being cast or thrown or falling into any docks and dock channel or the river from any vessel, the Master or other person for the time being in actual charge of such vessel or her cargo, shall within three hours (excluding hours between 6 p.m. and 10 a.m.) give notice of the occurrence, furnishing full particulars thereof to the Dock or Jetty Superintendent, as the case may be, and endeavour to have such cargo, goods or other article, substance or thing recovered, taken out of and removed from the docks, dock channel or river, as the case may be, and shall in regard to such recovery, taking out, removal or the measures and endeavours thereto or in the attempt thereof, obey and conform in all respects to any directions received from such

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

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

T. BUTLER,

Secy. to the Govt. of Bengal.

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

The 6th August 1906.

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

"In exercise of the powers conferred by Clauses (c) and (f) of Section 126 of the Calcutta Port Act, 1890, as amended by the Calcutta Port (Amendment) Act, VI of 1895, the Commissioners in meeting hereby make the following bye-laws:—

- (1) No person shall wilfully discharge into the river or into, or on to, any dock, any petroleum or other inflammable liquid.
- (2) No person shall wilfully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.

"In exercise of the powers conferred by Section 127 of the Calcutta Port Act, 1890, the Commissioners in meeting direct that a breach of any of the foregoing bye-laws shall be punishable with fine which may extend to five hundred rupees, and when the breach is a continuing breach, with a further fine which may extend to two hundred rupees for every day after the first during which the breach continues."

W. A. INGLIS,

Secretary to the Government of Bengal.

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

# PORT COMMISSIONERS' BYE-LAWS.

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

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

1. No stages, planks, poles or any articles provided by the Commissioners for vessels loading or discharging shall be used without a written order from the Dock or Jetty Superintendent, and when the discharging or loading is completed they shall be replaced on the quay or jetty alongside the vessels.

All stages, planks, poles or other articles, not provided by the Commissioners, after use in discharging or loading, shall be removed within 24 working hours from the Dock or Jetty premises.

2. All the quays, sheds, gates, and the land within the Dock or Jetty fence shall be in charge of the Dock or Jetty Superintendent who will manage all operations connected with the landing and shipping of goods, storage in the sheds and open. He will be responsible for the proper custody of all goods within the enclosure and exclusion of improper characters, and will take whatever steps may be necessary for the proper maintenance of order on the premises.

3. The allotment of a berth shall be entirely at the discretion of the Commissioners, but, as a general rule, vessels will be accommodated in the order of their arrival at the Dock entrance or off the Jetties.

4. Masters and owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock or Jetty officers in mooring, unmooring, moving or removing, any vessel from one part of the Dock or Jetties to another part, or in regulating the position for loading and discharging of such vessel.

5. When berthed or moored in the Dock, a ship's propeller shall not be worked for trial by the main engines without due notice being given to, and permission obtained in writing from, the Dock Superintendent.

6. Projections from any vessel, whilst hauling in or out of Dock or to or from the Jetties, or which interfere with another vessel's loading or discharging, shall be removed on requisition by the Dock or Jetty Superintendent or other duly authorised officer of the Commissioners.

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

8. If the Dock Superintendent considers that there is good reason why a vessel should not be admitted into the Dock, he may refer the question to the Commissioners pending whose decision he may refuse to allot a berth.

9. The Owners and (or) Master of a vessel shall—

(a) supply warping and other necessary appliances;

(b) secure hatches when not in use, and guard against accidents to life, limb and property.

(c) keep their vessels so loaded, and (or) ballasted as to allow of their safe removal in the event of fire or other emergency arising;

(d) provide proper lights in those parts of a vessel where work is going on, and (or) when, owing to insufficient light injury might result to life, limb or property;

(e) arrange that whilst a vessel is in Dock, or at the Jetties, the Master or some other responsible officer shall always be on board in charge to superintend and assist in carrying out all duties in connection with the vessel or its cargo, and that there is a sufficient crew to carry out orders issued by the servants of the Commissioners in charge;

(f) see that all exhaust steam or water pipes from winches or other machines are led down the side of the ship to below dock wall coping by a hose or other appliance.

10. The owners and (or) Master of a vessel shall—

(a) at the Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed;

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

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

12. Heavy lifts of over 35 cwt., shall be declared by Masters of vessels, who shall be responsible for all accidents arising owing to misdeclaration of weights of such lifts.

Vessels carrying heavy lifts requiring the use of the 100-ton sheers shall be moved to the 100-ton sheers quay to make such lifts at such time as the quay is available.

13. No crane shall be hooked on to more than it is certified to lift by itself, and two cranes shall not be hooked on to one article. No crane shall be used to assist in lifting a weight, when such weight is being hoisted by the ship's own gear. Breking out cargo with dock or jetty cranes is strictly prohibited.

14. Vessels requiring to carry out petty repairs may do so in the Wet Dock when a berth is available without detriment to ordinary traffic, but subject to the condition that a canvas-shoot or other safeguard be provided so as to prevent loose material, chips, pieces of wood or other like material falling into the water.

15. Every barge or cargo boat, if permitted to remain in the dock more than 12 hours after having received or discharged her cargo, or 12 hours after she could have received or discharged such cargo, will be subjected to a charge, as under, for every day or part of a day while she shall so remain—

	Rs.	As.	P.
Cargo boat or barge up to 15 tons ...	...	1	0 0
Do. above 15 and up to 25 tons ...	...	1	8 0
Do. above 25 tons ...	...	2	0 0

16. No bum-boat will be allowed into the Dock without the special sanction of the Dock Superintendent, and any bum-boat may be removed from the Dock at any moment.

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

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

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

†17A. Goods detained by the Customs Department for special examination under section 32 of the Sea Customs Act 1878 (Act VIII of 1878), shall, during such period of the detention as may be fault or negligence on the part of the importer, be exempt from jetty's 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.

\* File Notification No. 16-Marine of 5th February 1919.

† File Notification No. 27-Marine of 22nd November 1934.

‡ File Notification No. 27-Marine of 4th April 1917.

19. No person shall open, or attempt to open or shut, any dock gate, sluice or valve, nor any swing-bridge without orders from a duly authorized servant of the Commissioners.

20. The gates of the Dock or Jetty premises shall be kept open at hours fixed by the Commissioners, and ingress and egress allowed as directed by the Dock or Jetty Superintendent.

21. No person, unless duly permitted by the Dock or Jetty Superintendent, shall take inside the Dock or Jetty premises carpenter's tools or other instruments for opening cases, and no cooper shall be allowed to work in the sheds without a license from the Dock or Jetty Superintendent.

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

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

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

25. Smoking and the use of any unprotected fire or lights in any shed or warehouse within the Dock or Jetty enclosure are strictly prohibited. No person shall smoke tobacco or other substance, or ignite tinfoil 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 caboose of vessels in Dock, only between 5 o'clock A.M. and 9 o'clock P.M., subject to being prohibited (on any abuse) by the Dock Superintendent.

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

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

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

While any fire or light is lighted, at least one person on board is to be specially charged with the care thereof; and no fire or light is to be left or used in so rash, careless, or negligent a manner as to risk or endanger the safety of, or to ignite any goods, property, or vessel in the Dock or in the Dock premises.

All applications for special permission to use fires at any other than the prescribed hours shall be made in writing to the Dock Superintendent before 5 o'clock p.m. and shall specify the circumstances under which the request is made; if granted, the application, after having been endorsed by the Dock Superintendent, is to be retained on board by the person charged with the care of the fire, and is to be exhibited by him to the Dock and Police officials whenever demanded, and is to be returned to the Dock Superintendent by 10 A.M. on the following day.

27. Vessels in Dock and all parts thereof shall be held or made free and accessible to the Dock and Police officials for their inspection in regard to fires and lights whenever they demand it.

28. A vessel about to come into Dock is to be trimmed, if possible, on an even keel, or two to three inches by stern or head and kept upright. Side and stern ports to be shut in.

29. A vessel entering the Dock with her water-ballast tanks full the tanks must be kept in that condition during her stay in Dock. Should, however, necessity arise to empty a tank, the same can only be done with the sanction of the Dock Master and under his supervision.

30. Water-ballast tanks, while the vessel is in Dock, shall not be filled without the previous sanction of the Dock Master.

31. No coals, cargo or ballast is to be shifted in any of the holds or bunkers after the vessel is blocked, without the special permission of the Dock Master. If done, it will be at the risk and responsibility of the Commander.

32. From the time that the Dock ropes are made fast to the ship till she is secured on the blocks, all duty on board is to cease in order that the crew may be available to trim the vessel, if required, by the Dock Master.

33. As soon as a ship is in Dock, the Commanding officer will station his men to hook on the tackles for putting the ship fair over the blocks, both forward and aft, and to assist in pulling up the shores.

34. As the safety of the ship depends on her prompt shoring, the most particular attention is requisite to the observance of the foregoing rule. No exertions of the Dock staff can effect this without the co-operation of the ship's crew.

35. Masters of vessels shall furnish special notice to the Commissioners before landing hazardous goods, e.g., saltpetre, acids, sulphur, matches, spirits of wine, kerosene oil, turpentine, pitch, tar and petroleum, &c.

36. No person shall remove from the Dock or Jetties any goods other than those for which bills-of-lading, accompanied by Agent's or N.B.—Rules 28 to 34 apply only to vessels going into the Graving Dock.

Master's delivery order, Customs bill-of-entry, and Dock or Jetty *challan*, have been deposited with the Commissioners.

37. Every package, bale or case sent for shipment at the Dock or the Jetties shall be entered in a cart ticket in the form prescribed, and no goods unaccompanied by this ticket will be allowed to pass into the Dock or Jetty enclosure. Every cart ticket shall contain the date, name of vessel on which the goods are to be shipped, the exporter's name, the marks, quantity, and description of articles shipped, and the current license number of the cart.

\*38. Working hours at the Dock or at the Jetties shall be as may be notified from time to time.

39. Application to work at night or on Sundays or holidays, must be made to the Commissioners, who, on production of the Custom House permission, will order all the necessary arrangements for the proper conduct of business. For work at night and on Sunday, and the holidays authorised by the Commissioners, the extra rates fixed by the Commissioners from time to time must be paid.

†40. Deleted

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

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

43. During the time it is actually necessary for goods in course of landing or shipping to remain on the wharves, such goods shall be piled in places assigned for the purpose by the Superintendent of the Wharves or his subordinates.

44. Boats shall not be moored or anchored at the wharves, in order that the owners of goods brought in them may sell or barter.

45. Empty boats waiting to be hired, or having discharged goods shall anchor in the stream, at least 150 feet off the wharves.

46. The hours for landing and shipping goods at the Inland Vessels' Wharves shall be from 6 A.M. to 6 P.M., on all days, except Sundays and holidays authorised by the Commissioners; and no business shall be transacted on the wharves during the hours intervening between 6 P.M. and 6 A.M., nor on such Sundays and authorised holidays, except on payment of overtime or extra fees respectively.

\* Amended Fide Notification No. 5-Mnc. of 17th February 1936.

† Fide Notification No. 5-Mnc. of 17th February 1936.

47. When goods are to be landed or shipped inward or outward, authenticated *chittans*, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these *chittans*, the passes will be drawn up and the tolls levied. In the absence of such *chittans*, or where reasonable doubts exist with regard to their genuineness or correctness, the calculation for levying the toll shall be based on the registered tonnage of the boats or vessels from which the goods are to be landed or on which they are to be shipped.

48. No unauthorised person shall lay hold of, or get into, or upon, any engine, carriage, or truck on the Commissioners' tramway.

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

50. No person shall cross the Commissioners' tramway in front of an approaching engine, or between or under any vehicle standing or moving on the line.

51. No person shall remove or wilfully damage any lamp, engine carriage, truck, fencing or any other property whatever belonging to the Commissioners.

52. No person shall place any obstruction upon the Commissioners' tramway.

53. No person shall walk along the Commissioners' tramway within the fencing.

54. No person shall allow cattle in his or her charge to trespass on the Commissioners' tramway, nor to cross the line except at the regular crossings.

55. No person shall smoke within any of the sheds and warehouses belonging to the Commissioners.

56. Any person committing an infringement of any of the foregoing bye-laws shall be liable to a fine not exceeding Rs. 500 and extend to Rs. 200 for every day after the first, during which the breach continues.

#### HOWRAH BRIDGE BYE-LAWS.

No. 8-Mue.—10th February 1934.—The following bye-laws framed by the Commissioners for the Port of Calcutta under Sections 6 and 13 of the Howrah Bridge Act, 1871 (Bengal Act IX of 1871), for the safe and convenient use of the bridge and approaches thereto, and also for the passage of ships, boats and vessels through the said bridge, in pursuance of the by-laws published under notifications Nos. 33 P. W. D, 86 Mue, 129 Mue, and 72 Mue, dated respectively the 29th January 1876, 4th August and 16th November 1906 and 30th June 1911, which were published in accordance

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

#### Howrah Bridge Bye-Laws.

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

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

(a) tug 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 opening does not exceed 1 knot.

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

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

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

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

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

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

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



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

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

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

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

## II. Additional Bye-laws in force between dark and daybreak.

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

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

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

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

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

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

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

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

## JETTY AND DOCK RULES.

### Observance of Port Rules and Bye-laws.

1. Commanders of vessels are required to acquaint themselves with the Port Rules and Bye-laws, copies of which may be obtained from their local Agents.

### Placing of cranes.

2. When a vessel has been made fast a responsible Ship's Officer should be deputed to see that the cranes are positioned by the Port Commissioners' staff where actually required. When such work is entrusted to Stevedore's staff, cranes have frequently to be disconnected and replaced, causing considerable avoidable delay and extra work.

### Working of cranes.

3. When a vessel requires to work at night previous notice of such intention must be sent to the Jetty Superintendent not later than 1 p.m. on ordinary working days and 12 noon on Saturdays in the case of vessels at the Jetties, and to the Assistant Superintendent, East Office, between Nos. 5 and 7 sheds not later than 2 p.m. in the case of vessels in the Docks, in order that arrangements may be made for staff, cranes and lighting.

4. Should a vessel desire to work a derrick or port at night in addition to cranes an entry to this effect should be made on the crane order.

5. If cranes for day work are not booked on the day previous to their being required, Commanding Officers must expect delay in obtaining cranes, although every endeavour will be made to supply cranes and staff promptly.

6. Cancelling orders for cranes booked for night work should be sent to the Shed Master or Inspector concerned before 4-30 p.m. otherwise the full charge will be made.

7. Cranes for day work ordered for the following day must be cancelled by 4-30 p.m. the previous day if not required.

8. The lifting capacity of cranes is 2 tons at the Riverside Sheds (Garden Reach) and 35 cwt. elsewhere. The attention of Masters of vessels is invited to the loss in working when the cranes

are used to lift slings insufficiently loaded, and they are requested to instruct their officers to insist on cranes being given full loads of 35 cwt. whenever possible. Their attention is also invited to the following Bye-laws framed under Sections 126 and 127 of the Calcutta Port Act III of 1890 B. C.—

#### Bye-Laws.

*Heavy lifts of over 35 cwt. shall be declared by masters of vessels, who shall be responsible for accidents arising owing to misdeclaration of weights of such lifts.*

*No crane shall be hooked on to more than it is certified to lift by itself, and two cranes shall not be hooked on to one article. No crane shall be used to assist in lifting a weight when such weight is being hoisted by the ship's own gear. Breaking out cargo with Dock or Jetty cranes is strictly prohibited.*

*Any person committing an infringement of any of the foregoing Bye-laws shall be liable to a fine not exceeding Rs. 500 and when the breach is a continuing breach, to a further fine which may extend to Rs. 200 for every day after the first during which the breach continues.*

#### Use of Electric Lights.

9. Applications for Electric lights for use on deck or in holds by vessels in the Docks should be sent to the Assistant Superintendent, East, not later than noon of the date on which they are required.

#### Slings cargo.

10. The Commissioners do not supply slings for ordinary cargo and will not be responsible for any damage that may arise through the breaking of slings or bad slinging previous to the cargo being safely deposited on trucks or on the quay.

#### Heavy Lifts.

11. When heavy packages are to be discharged into the Port Commissioners' lighters by the ship's gear, the Master should advise the Shed Master or Inspector concerned in order that a Shed Clerk may be deputed to tally such packages. Masters of vessels must furnish the Jetty or Dock Superintendent, as the case may be, through their Agents with the exact weights of all lifts on board misdeclaration of such weights.

#### Arms and ammunition.

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

#### Wines.

13. Wines can only be landed during the forenoon and on ordinary working days only. This must be done under arrangement with the Shed Master or Inspector to admit of the wines being loaded direct into wagons and unloaded in the Customs Wine Godowns the same day.

#### Special cargo.

14. The Shed Master or Inspector should be informed before live stock, valuable packages, hazardous goods and other special cargo can be landed to admit of proper arrangements being made for the reception and care of same.

#### Damaged and repaired packages.

15. Damaged and repaired packages and other cargo which have to be stored in the lockfast should only be landed during the day whilst the shed lockfast is open. The landing of such packages at night will only be permitted on finishing nights under a written application from the vessel.

#### Receipts for Export cargo.

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

#### Care of gangway.

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

#### Passing out of ships' stores.

18. Ships' stores will be passed out of the Dock and Jetty premises during the hours of 10 A.M. and 6 P.M. and 10 A.M. and 5 P.M. respectively, on gate passes in form <sup>T. 6</sup> Rev. 2-15 signed by the Preventive Officer on duty and countersigned by the Inspector or Shed Master.

#### Entry to and exit from Jetty and Dock enclosure at night.

19. Two gates, Nos. 6 and 15, are kept open for entrance on exit at the Jetties and in the absence of a Gate Officer ingress or egress will not be allowed at any other gate. All the gates are kept open day and night at the Kidderpore Docks. At the Riverside Sheds (Garden Reach) only No. 3 gate is kept open at night and on Sundays and Holidays.

### Gratuities and treating prohibited.

20. No fees, gratuities or rewards are permitted to be taken by any officer or servant of the Commissioners, or are Jetty or Dock Officers allowed to receive or partake of any refreshment from or on ship-board on pain of dismissal.

### Warning against thefts.

21. Officers of steamers are advised to take special precautions to prevent the theft by persons from shore working on board of such articles as watches, binoculars, brass couplings, nozzles, caps, brass and copper work and other similar articles of value which are readily removed and easily concealed.

### Bathing prohibited in Docks.

22. Bathing anywhere in the Docks or Boat Canal is strictly prohibited. The following Life Saving Apparatus has been supplied for all the berths in the Docks :—

Place.	Number and Description.	Position.
Berth Nos. 1, 5, 6, 7, 9, 11, 24, 25, 26, 27, 29, 14, 2, 4, 6, 8, 10 and 12.	36 Life Buoys and 2 Grappling irons.	2 Buoys at each berth secured, on Shed door and Shed walls quay side, one grapplings iron in Inspector's Office, East and one in Inspector's Office, West.
Nos. 15, 16, 17, 18, 19, 20, 22, 23, 28 and Horse Jetty.	20 Life Buoys and 2 Grappling irons.	2 Life Buoys at each Berth on Jetty approaches, one grappling iron at 20 Berth Office and one at the Office of Deputy Dock Superintendent, Coal.

### Precautions to be taken with vessels at Coal Berths.

23. The Commanders of vessels loading at the coal berths in the Kidderpore Docks are warned that as the loading progresses the head and stern mooring lines are apt to become slack, owing to the vessels going down in the water.

24. Head and stern lines must be kept taut, and Commanders of vessels will be held responsible for damage to the Commissioners' gangways, jetties or other property caused by failure to observe this precaution.

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

26. Loading gangways in the Coal Berths are not designed for use as accommodation or passenger gangways. A Commander

who elects so to use them must make suitable arrangements to remove as far as possible all risks to persons passing to and from his vessel.

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

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

### Use of water closets on vessel prohibited.

29. The use of water closets and lavatories on board vessels while in the Docks is strictly prohibited. While in the Docks all lavatories on board must be locked and the keys kept with some responsible person.

30. On the East Side of the Dock the lavatories for Europeans and Indians are situated alongside the roadway at the South end of Sheds Nos. 1, 5, 9 and 11 and between Sheds Nos. 24 to 29. On the West side of the Dock the lavatories are situated at the end of Sheds Nos. 14, 4, 6 and 10. The lavatories for Indians are situated against the Dock boundary wall to the West of No. 2 gate and between Sheds Nos. 8 and 10 and 10 and 12.

31. Masters of vessels are requested to make over to the Conservancy Inspector or his Jamadar the keys of any lavatory which are in their possession, before leaving a berth in the Docks, and if no one is present at the time of the departure of their vessels, the keys should be deposited with the Assistant Superintendent or the Berthing Master or any other officer of the Commissioners on duty.

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

### Fresh water for vessels in Dock.

33. Fresh water may be had on application to the water supply office situated at No. 1 Dock Gate or the Town Hall Calcutta.

### Warning against defiling the waters of the river, etc.

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

*Section 137.—Any person who wilfully deposits, or permits his servants to deposit any dust, dirt, dung, ashes, refuse or filth of any kind or any animal matter or any broken glass, earthenware or rubbish in or upon any dock, wharf, quay, stage, jetty or pier belonging to the Commissioners, or in or upon any part of the river bank within the Port, shall be liable to a fine not exceeding Rs. 10 for each offence.*

*In exercise of the powers conferred by Clauses (c) and (f) of Section 126 of the Calcutta Port Act, 1890, as amended by the Calcutta Port (Amendment) Act VI of 1895, the Commissioners in Meeting hereby make the following bye-laws:—*

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

*No person shall wilfully throw any liquid of a noxious character or any filth or rubbish into the waters of the river or of any dock.*

*In exercise of the powers conferred by Section 127 of the Calcutta Port Act 1890, the Commissioners in meeting direct that breach of any of the foregoing bye-laws shall be punishable with fine which may extend to five hundred rupees, and when the breach is a continuing breach, with a further fine which may extend to two hundred rupees for every day after the first during which the breach continues.*

**Chipping and scraping vessels' sides and pumping out bilges prohibited.**

35. Chipping and scraping the sides of vessels in the Docks can only be allowed provided measures are taken to prevent the chippings from falling into the Docks.

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

**Removal of rubbish, etc.**

37. Masters of vessels must use the Port Commissioners' ash boats and trucks, which are supplied free of charge, for the removal of all cinders, rubbish etc., whilst in the Docks (Kidderpore Docks or King George's Dock). The use of private boats for this purpose is not allowed. Vessels alongside a quay must use trucks for the removal of ashes etc. whenever a quay line is available for placement of trucks. Indents for the supply of ash boats or trucks should be made on the Shed Master or Shed Foreman concerned, and in the case of Coal Dock on the Dy. Dock Supt. Coal. Vessels at buoys should apply to the Shed Master or Shed Foreman of the nearest shed—12 hours' notice is required for the supply of ash boats or trucks.

Ash boats can not be used at night and they should not be detained for more than 2 hours after they have been placed alongside a vessel. Any difficulty experienced in connection with ash boats or trucks should be reported to the Dock Supt. On no account are cinders, rubbish etc., to be dumped overboard or on shore.

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

**FIRE REGULATIONS.**

39. *Instructions for the guidance of Commanders and crews of vessels on the out-break of fire on board of vessels lying at the Calcutta Jetties.*

The steamer's fire bell should be rung and an officer sent to give the alarm:—

(a) Through the Fire Alarm Pillar situated under the staircase of the Jetty Superintendent's Office near No. 6 Jetty Gate.

(b) Through the Fire Alarm Pillar situated at the north end of No. 3 Jetty Shed Railway platform.

(c) By ringing up Fire Brigade (no number necessary) from any of the following offices:—

(i) Yard Foreman's Office near No. 7 Jetty Gate.

(ii) Hydraulic Engine House behind the north end of No. 5 Jetty Shed.

(iii) Assistant Superintendent's Office near No. 13 Jetty Gate.

(iv) Shed Master's Office inside Nos. 3 and 8 Jetty Sheds if these sheds are open.

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

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

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

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

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

No. 2 Dock.—The steamer's fire bell should be rung and information sent at once to the Deputy Dock Superintendent Coal (whose office is situated to the West of No. 4 Dock Gate) and Fire Brigade Gunner (Tel. No. South 688) should be telephoned to.

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

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

- (a) Through the Fire Alarm Pillar situated between Nos. 2 and 3 sheds.
- (b) By ringing up the Calcutta Fire Brigade (no number necessary) from the Assistant Superintendent's Office at No. 3 Gate.
- (c) By ringing up the Port Commissioners' Fire-boat (Tel. No. Calcutta 396) if necessary.
- (d) By ringing up the Port Commissioners' Dock Fire Brigade Station (Tel. No. South 688).

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

#### NOTIFICATION No. 52-MARINE.

*The 11th May 1929.*—In exercise of the power conferred by sub-section (3) of Section 126 of the Calcutta Port Act, 1890 (Bengal Act, 111 of 1890), the Governor in Council is pleased to confirm the following bye-law made by the Commissioners for the port of Calcutta under clause (c) of sub-section (1) of the said section of the Act for the safe and convenient use of the swingbridges at the Kidderpore Docks and the approaches thereto :—

#### BYE-LAW.

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

- (a) Swing Bridge No. 1, between the Tidal Basin and Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Sorekee Mill level crossing on the east and the junction of Tea Warehouse Road and Garden Reach Road on the west.
- (b) Swing Bridge No. 2, between Kidderpore Docks No. 1 and 2 and along the approaches of road in both directions between the junction of Eastern Boundary Road and Circular Garden Reach Road on the east and the junction of Dumayee Avenue and Circular Garden Reach Road on the west.

Any person committing an infringement of the foregoing bye-law shall be punishable with fine which may extend to five hundred rupees.

A. CASSELLS,

Secretary to the Government of Bengal.

#### BYE-LAWS FOR THE SAFE AND CONVENIENT USE OF THE COMMISSIONERS' DRY DOCKS.

*Published under notification No. 20-Marine of 7th February 1903.*

\* 1. Applications to Dock vessels in the Dry Docks shall be made in writing to the Deputy Conservator in the printed form in Appendix A, which may be obtained from the Harbour Master's office. Such applications shall be entered in the order in which they are received in an Entry List. A vessel may not be entered for docking until she has been signalled at the Sandheads or until six days before she requires the Dock, whichever is earlier.

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

\* 3. Vessels other than those provided for in bye-law No. 6, shall be docked in the order in which they are entered in the Entry List, subject to acceptance of the form in Appendix B, but in the event of any vessel not being ready on her booked date or on the date the Dry Dock is vacant, whichever is the later, she shall forfeit one place in the list.

4. Prior to the time arranged for the admission of any vessel into the Dry Docks, the following arrangements must be carried out on board the vessel and orders taken with reference thereto, viz. :—

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

The vessel must be in ballast trim, must be upright and, as nearly as possible, on even keel, and the bilges must be perfectly dry fore and aft and kept so. All side and stern ports to be shut.

The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.

In the event of any Owner, Agent or Master being desirous of docking a vessel with cargo, the total weight of vessel and cargo shall be declared, and the Commissioners may refuse to dock such vessel if they consider it right to do so without assigning any reason for their refusal.

The Owner, Agent or Master of the vessel shall likewise be bound to make known to the Commissioners in writing on the application (Appendix B) the style of construction of the vessel's bottom, *e.g.*, whether she has a bar-keel, a keel-plate or camber in the keel or any over-hanging, or other special construction.

\* Vide Notification No. 30-Mine, of 8th September 1929.

The vessels crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra hands are required on board, they shall, for that purpose, be provided by the applicant.

If so required by the Dock Officers, the awnings shall be furled.

The vessel may be inspected by a Dock Officer, and should he find that any of the above mentioned provisions of this bye-law have not been carried out, the vessel may be refused admission into the Dry Docks.

\*In event of any vessel being refused admission into the Dry Docks because of any of the provisions of this by-law not having been carried out, all the expenses incurred by the Commissioners in respect to the docking of such vessel shall be borne by the vessel.

5. Save as hereinafter mentioned, no vessel shall remain in the Dry Docks longer than the time for which such vessel shall have been regulated. If, before the expiration of the time for which a vessel has been regulated, the Deputy Conservator shall be satisfied, on written application to be made to him for that purpose, that circumstances not known when the vessel was regulated, or beyond the control of the parties engaged in the work, will prevent the completion within the period for which the vessel was regulated, of work which can only be done in a Dry Dock, a new regulation may, if the Deputy Conservator thinks proper, be made for such further time, but no vessel shall be allowed to remain in the Dry Docks for more than four days in all without special sanction from the Vice-Chairman of the Commissioners.

\*6. In regulating the admission of vessels into the Dry Docks preference shall be given to vessels with a gross tonnage of not less than 1,000 tons, and the Deputy Conservator shall likewise be at liberty, with the approval of the Vice-Chairman, to give priority of regulating to such vessels as shall require the use of the Docks for the least time not exceeding 24 hours, without regard to the order in which such vessels stand on the list. But no vessel to which priority shall have been given under this provision shall be entitled, under any circumstances, to remain in the Dry Docks beyond the time for which she was regulated. Similarly, priority may be given to vessels which are regulated for periods exceeding 24 hours but not exceeding 72 hours, over those which are entered for longer periods, but no vessel to which priority has been given under this provision shall be entitled to remain in the Dry Docks beyond the time for which she was regulated.

\*7. If any vessel shall not leave the Dry Docks at the expiration of the period for which she was regulated the Deputy Conservator may, with the approval of the Chairman, remove any such vessel.

\* Vide Notification No. 63-Marine, dated the 10th June 1921.

\*\* Vide Notification No. 89-Mne., dated the 8th September 1920.

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

The owners of any vessel removed from the Dry Docks under the provisions of this bye-law shall pay to the Commissioners all the expenses incurred in so doing including the cost of making the vessel water-tight if necessary.

8. The Deputy Conservator may, in his discretion, allow any vessel, which shall have put back in a damaged condition, or which shall, under any other circumstances, be in such a condition as may in his judgment render her immediate admission to the Dry Docks actually necessary, to enter the Dry Docks in priority to all other vessels standing on the regulating list.

9. Blocks, shores and stages will be provided by the Commissioners as follows:—

*Blocks.*—One set for the length given at the time of regulating.

*Bilge Shores.*—In such number as may be required.

*Horizontal Shores.*—Two for every 15 feet of the length given at the time of regulating.

*Stages and stage-ropes with poles or outriggers.*—A sufficient number to make one tier of stages round the vessel.

10. No block, shore, stage, pole, rope or other article belonging to the Commissioners may be removed without the permission of the Commissioners' officer in charge of the Docks.

11. No article belonging to the Dry Docks may be destroyed, cut or otherwise damaged or allowed to go adrift, nor timber or other heavy thing thrown down upon the steps and stonework, nor passed into or out of the Docks otherwise than by the means prepared for that purpose.

12. No ballast, coals or any weights shall be shifted in or taken on board a vessel during the time she is in a Dry Dock.

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

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

## APPENDIX A.

To  
THE DEPUTY CONSERVATOR,  
PORT OF CALCUTTA.

Sir,  
I have to request that the undermentioned vessel may be received into a Dry Dock on or about the \_\_\_\_\_  
Name of Vessel \_\_\_\_\_  
Name of Owner \_\_\_\_\_  
Description of work to be done in Dry Dock—

For how many days the use of the Dock will be required \_\_\_\_\_

Date \_\_\_\_\_ Signature of Applicant.

## APPENDIX B.

To  
THE DEPUTY CONSERVATOR,  
PORT OF CALCUTTA.

Sir,  
I have to request that you will arrange to take the undermentioned vessel, of which I am the\*, \_\_\_\_\_, into Dry Dock:—

Name of vessel \_\_\_\_\_  
Length \_\_\_\_\_  
Beam \_\_\_\_\_  
Depth of hold \_\_\_\_\_  
Gross tonnage \_\_\_\_\_  
Draft forward \_\_\_\_\_  
Draft aft \_\_\_\_\_  
Displacement weight of vessel at draft stated \_\_\_\_\_  
Whether keel is a keel-plate or bar-keel \_\_\_\_\_  
Date and hour when vessel will be ready to dock \_\_\_\_\_  
Description of work to be done in dock \_\_\_\_\_  
For how many days the use of the dock will be required \_\_\_\_\_

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

Signature \_\_\_\_\_  
\* \_\_\_\_\_ of S. S. \_\_\_\_\_  
Calcutta, \_\_\_\_\_

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

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

## APPENDIX C.

To  
THE COMMANDING OFFICER,  
S. S. \_\_\_\_\_

Sir,  
ARRANGEMENTS have been made for the admission of the S. S. \_\_\_\_\_ into the Kidderpore Dry Docks at \_\_\_\_\_ M. on the \_\_\_\_\_ day of \_\_\_\_\_.

Your attention is invited to No. 4 of the Commissioners' bye-laws, which is as follows:—

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

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

"The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, and the bilges must be perfectly dry, fore and aft and kept so. All side and stern ports to be shut.

"The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.

"The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra hands are required on board, they shall, for that purpose, be provided by the applicant.

"If so required by the Dock Officers, the awnings shall be furled.

"The vessel may be inspected by a Dock Officer, and should he find that any of the above mentioned provisions of this bye-law have not been carried out the vessel may be refused admission into the Dry Docks."

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

Notice must be given by you to the Harbour Master on the exact time your vessel will be undocked, in order that he may make his arrangements.

PORT COMMISSIONERS' OFFICE:  
Calcutta, the \_\_\_\_\_ 19 \_\_\_\_\_ Deputy Conservator.

# THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

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

1. The period of a vessel's occupation of the Dry Docks counts from the time the caisson is placed in position after she enters till she clears the Dry Dock entrance when leaving.
2. The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.  
See Bye-law No. 4.
3. The trim of a vessel is not to be altered, nor heavy weights moved on boardship while in the Dry Docks.  
See Bye-law No. 12.
4. Water ballast is not to be run out of a vessel while in the Dry Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the officer in charge of the Dry Docks.
5. Plugs are not to be removed from a vessel's bottom, and no bilge water is to be run out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the Docks.  
See Bye-law No. 4.
6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited in the proper receptacle which will be provided by the officer in charge of the Dry Docks.  
See Section 127, Calcutta Port Act, III of 1890.
7. It is important that early intimation should be given to the officer in charge of the Dry Docks when any work is to be carried on after 6 P.M., or before 6 A.M., or during the night, or on Sunday.  
Sunday and night work.
8. All persons working in the Dry Docks shall obey the orders of the Deputy Conservator, or any officers acting under his orders.

## DIMENSIONS. KIDDERPORE DOCKS.

	Extreme length.	Length on bottom.	Breadth at entrance.	Height of sill above bottom of Dock.	Depth on sill.
No. 1 Dry Dock	549'0"	538'9"	69'6"	2'0"	25'0"
No. 2 Dry Dock	499'6"	488'6"	69'6"	—	27'0"
KING GEORGES' DOCK.					
	Length between caissons.	Breadth at entrance.	Level of sill.	Bottom of dock.	Level of basin water.
No. 1 Dry Dock	574'3"	80'	-21	-21'50	+15
No. 2 Dry Dock	589'3"	80'	-21	-21'50	+15

# DRY-DOCK CHARGES.

## (1) For the first 24 hours:—

For vessels not exceeding 2,000 tons gross ...	9½ annas per ton.
For vessels from 2,000 to 3,000 tons gross ...	Rs. 1,218-12-0 (the charge for a vessel of 2,000 tons) plus Rs. 9-6-0 for every 50 tons or part of 50 tons above 2,000.

For vessels from 3,000 tons upwards ...	Rs. 1,406-4-0 (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.
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From the 2nd to 8th day inclusive for every six hours or part thereof ...	100	0	0
From the 9th day and thereafter, for every six hours or part thereof ...	150	0	0
From the 21st day and thereafter, for every 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 Docks, and back, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work or cleaning or painting.

(3) The period of a vessel's occupation of the Docks counts from the time the caisson is placed in position after she enters until she clears the Dry Dock entrance when leaving.

(4) A charge of Rs. 50 per diem is made for a supply of water for testing tanks or similar purposes.

(5) A charge of Rs. 37-8-0 is made for the use of a Commissioners' captain 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 Bridge ...	100 per tug.
NOTE.—“The charge for a tug to assist an ocean-going vessel to turn in Garden Reach may be reduced by the Commissioners from Rs. 100 to Rs. 80 if the vessel requiring assistance is fitted with towing slip hook of suitable design.”	
Within the Docks ...	60 per tug per operation.
Above the Howrah Bridge or below Garden Reach but within Port limits ...	200 per tug.
If the tug is not required on the tide applied for an extra charge of ...	25 „ „
Outside Port Limits :—	Rs.
*Turning of outward-bound ocean-going steamers in Ulbaria Reach or between the Southern limits of the Port of Calcutta and a line drawn due West from Moyapur Semaphore ...	200 0 0
For other purposes per 12 hours or part thereof counting from the time the tug leaves her moorings or place of call to the time of her return ...	600 0 0
For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of such journey ...	1-2-0 per gross registered ton with a minimum charge of Rs. 1,200.
For towing dhonies through the Howrah Bridge by means of a launch ...	30 0 0

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

## FUMIGATING CHARGE.

Charge for the use of the Clayton Fumigating Apparatus, each operation ...	100 0 0
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\* Authority.—Notification No. 50, dated 27th May, 1924, published in the Calcutta Gazette, dated 4th June, 1924, Part II, Page 993.

## EXPLOSIVES.

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

NOTIFICATION—No. 16-MARINE.

The 2nd August 1937.—In exercise of the powers conferred by section 5 of the Indian Explosives Act, 1884 (IV of 1884), read with Sub-paragraph (2) of paragraph 8 of the India and Burma (Transitory Provisions) order, 1937, and with the previous sanction of the Governor-General in Council, the Governor 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. 75-Marine, dated the 10th July 1933, as amended by Notifications Nos. 44 Mnc., dated 27th October 1930 and 3 Mnc., dated the 13th January 1932.

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, gun cotton, blasting powders, fulminate of mercury or of other metals, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect;
- (b) includes fog-signals, fireworks, fuzes, rockets, percussion caps, detonators, cartridges, ammunition of all descriptions and every adaptation or preparation of an explosive as above defined; and
- (c) includes any dangerous substance which may have been ordered by the Governor-General in Council, under Section 17 of the said Act, to be deemed an explosive.

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

Wonder candles, star matches, aluminium matches, meteor matches, Chinese crackers, silver sparklers, golden sparklers, electric sparklers, magic sparklers, amuses or caps for toy pistols, Putpudis Martinique magic wire and brilliant star matches.

1. (a) Except as is hereinafter provided no vessel shall have on board, within the limits of the port, any explosives except 4 storm or danger signals, 12 smaller lights of the same description, 48 blue lights, 48 rockets or 48 socket signals with friction tubes, 48 detonating signals with friction tubes, or in lieu thereof, 48 one-pound charges of gunpowder for use in a gun together with two small boxes of friction tubes and two flasks of priming powder, 48 private signals of any Company, and 24 red lights for each boat and life raft carried

under the statutory rules for life-saving appliances, (made by the Board of Trade under Section 427 of the Merchant Shipping Act, 1894 or by the Governor-General in Council under section 191 or section 213 of the Indian Merchant Shipping Act, 1923) and a reasonable quantity of safety cartridges for the equipment of the vessel or for the personal use of the officers on board the ship, provided that the quantities held by them are declared in the prescribed Customs Forms A and B, respectively, or in the case of a foreign vessel, in the Stores List of such vessel. Detonators and their friction tubes shall be stored separately. All explosives which vessels are by this rule permitted to keep on board in port shall be stored in all cases in separate, detached and completely enclosed magazines for each description of signals. The magazines should be kept in a house on deck and stowed or ranged as far apart as possible, so that in the event of fire they can be removed or thrown over-board.

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

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

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

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

5. All boats or barges containing explosives shall exhibit a red flag not less than 3 feet by 2 feet in size by day and a red light by night.

6. No smoking and no fire, matches or light of any description (except the red lamp between sunset and sunrise) or any article or substance of an inflammable nature or liable to spontaneous ignition or to cause or communicate fire or explosion or any other cargo unless the carrying of such other cargo has been specially authorised in writing by the Port Commissioners, shall be permitted on board any boat which has explosive on board.

7. Any vessel used for the conveyance of explosives shall have a closed deck and closely fitting hatches and shall have at each end tight bulkheads without openings. The floor of the hold shall be of wood and the sides if not of wood shall be covered with leather, or similar suitable material so as effectively to prevent any package containing explosives from coming into contact with naked metal. When any such boat, barge or lighter has any explosive on

board the hatches shall be kept closed except when the operation of loading or discharging of explosive is being actually performed and when closed, the hatches shall be securely battened and covered with tarpaulins or raw hides.

8. No cargo boat shall be employed for the conveyance of explosives in the port of Calcutta or in the navigable river and channels leading to the port of Calcutta, as defined under Notification No. 13 Mar., dated the 14th February 1929, unless the cargo boat has been specially licensed for the conveyance of explosives by the Port Commissioners. Such a license will only be issued to iron cargo boats classified as Class I in the Port Commissioners' Schedule, and then only if they are provided with the safeguards mentioned in rule 7. The license must certify that the conditions stated above have been met and state the date on which it expires. No such license will be issued for a period greater than four months.

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

10. The buoy shall be a drum painted in red, 1'-9" in length and 1'-3" 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, ammonium and fireworks as specified in the rules issued under the Government of India, Commerce and Industry Department, Notification No. 4013-33, dated the 6th June 1914 (hereinafter referred to as the Indian Explosives Rules, 1914), if the quantity thereof is in excess of that prescribed in Rule 1(a), shall be landed and deposited in the magazine at Moyapore.

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

12. Explosives of Classes 2 and 3, division 2 (as specified in the Indian Explosives Rules, 1914) such as small-arms nitro-compounds may be landed and deposited in the magazine at Moyapore provided that such explosives are by their nature and composition suitable for use only in the loading of safety sporting cartridges and are not intended for or suitable for blasting purposes.

13. Explosives of Classes 1 to 7 specified in the Indian Explosives Rules intended for despatch up-country may be discharged into boats only at Moyapore or Diamond Harbour and transported thence

\* Not reproduced.

under Police guard to Uluberia or Diamond Harbour railway station and there loaded into railway wagons for discharge to a magazine declared suitable by the Government of Bengal under Rule 24 of the Indian Explosives Rules, 1914, subject to the following restrictions *viz.* :—

I.—The transport should be covered by a pass to be granted by the District Magistrate, 24-Parganas.

II.—The loading into and unloading out of boats should be done during daylight.

III.—No boat with explosives shall be moored at Uluberia station inside the railway boundary.

IV.—Explosives shall be removed direct from boats to wagons.

14. For the convenience of vessels having ship's gunpowder, ammunition and fireworks on board, a properly constructed powder-boat shall always be in attendance off the magazine for landing and shipping such explosives. No charge will be made for the use of the boat for landing these ship's explosives, but the responsibility of the magazine-keeper in respect of the ship's explosives shall not commence until they are landed on the bank, and shall cease as soon as they are shipped on board the boat. Every precaution shall be taken to insure the safety of the explosives while in the boat but the landing and shipping shall be at the risk of the vessel.

15. Vessels bringing consignments of trade explosives shall be allowed the use of the magazine powder-boat; but should passing vessels require the use of the boat to put out or take in ship's explosives, such vessels shall be accommodated before the boat is used to discharge explosives brought as cargo. The landing of trade explosives, whether the station boats or private boats are employed, shall be at the risk and expense of the consignees of the explosives and no liability shall be accepted for damage sustained while in course of landing or until the consignments are stored in the magazine.

16. Masters of vessels requiring the use of the magazine powder-boats shall hoist a flag at the fore-topmast head on coming in sight of the magazine, as a signal to the keeper to have the boat and coolies in attendance.

17. Masters of vessels shall mark the names of their respective vessels on the barrels and packages of ship's explosives previously to their being landed; if not marked, they shall not be received by the magazine powder-boats.

18. The magazine-keeper shall give to the Master of any vessel landing explosives at the magazine a receipt for the number of packages, and the magazine-keeper shall be accountable to such Master for the re-delivery of such packages.

19. A clerk shall always be in attendance in the magazine powder-boat, and shall receive from the Master the declaration specified in rule 3.

20. If any vessel shall be prevented, by stress of weather or by being in distress, from landing or depositing any explosives which

are in excess of the quantity prescribed by Rule 1(a), such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Mattacbroj Ghat, and the Master of such vessel shall forthwith give notice to the Harbour Master of his having such explosives on board, and shall obey the Harbour Master's directions relating to the same.

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

22. Masters of vessels, who have deposited ship's explosives at the magazine, shall inform the Harbour Master of the date on which the vessel will pass the magazine outward-bound, and, on receipt of this information, orders shall be forwarded to the magazine-keeper to place the said explosives in the magazine powder-boat, and to send it off at such time as will avoid any detention of the outward-bound vessel. Before taking the explosives on board, the receipt granted by the magazine-keeper shall be given up.

#### Explosives that may be landed at Prinsep's Ghat.

23. Notwithstanding anything in rule 8 above, such boats as are approved for this purpose by the Boat Surveyor to the Port Commissioners shall be permitted to take on board at the Moyapore Magazine and bring as far as Prinsep's Ghat, under cover of licenses to be granted by the Commissioner of Police in such form as may be prescribed by the Local Government, 500 lbs. of trade gunpowder which is the property of dealers and consignees. (For each boat the dealers shall supply an armed guard, pensioned sepoys, whom the Commissioner of Police, Calcutta, will select.)

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

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

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

26. Explosives specified in the first division, Class 6, of the Indian Explosives Rules, 1914, *viz.*, safety cartridges, safety fuses for blasting, railway fog-signals, and percussion caps which have been brought as part of a general cargo, and placed on board the vessels while lying in the dock at ports of shipment, may be brought into port and landed at the docks or jetties in accordance with the regulations prescribed in that behalf in the Port Commissioners by-laws.

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

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

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

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

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

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

(Vide rule 23 of the rules)

#### **FREE.**

License is hereby granted to Messrs. \_\_\_\_\_

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

Commissioner of Police, Calcutta.

CALCUTTA, the.....19

#### **(Reverse.) Conditions.**

1. The gunpowder shall be packed in accordance with schedule IV of the Indian Explosives Rules, 1914.

2. If not made use of within 15 days from its date of issue, the license shall become void.

A. MARR,

Secretary to the Government of Bengal.

## **PETROLEUM.**

**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 I, 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 (1) of section 29 of the Petroleum Act, 1934 (XXX of 1934), as applied to Carbide of Calcium by the notification of the Government of India in the Department of Industries and Labour, No. M-826(1), 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.*

1. *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 Baluchistan and the Sonthal Pargannas, but excluding Burma.

2. *Supersession and savings.*—All notifications and rules issued by the local Governments and all appointments made by them under the Indian Petroleum Act, 1899 (VIII of 1899), as applied to Carbide of Calcium by the notification of the Government of India in the Department of Commerce and Industry, No. 101-10, dated the 4th January 1907, are hereby superseded, but all licences or duplicates granted or renewed, all fees imposed or levied and all powers conferred by or under any notification or rule so superseded, shall so far as they are consistent with these rules, be deemed to have been respectively granted, renewed, imposed, levied or conferred under these rules.

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" means an Additional District Magistrate;
- (g) "Inspector" means an officer authorised by the Governor General in Council under sub-section (7) of section 13 of the Act;
- (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 (7) 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.	Karachi.
Bombay.	Madras.
Calcutta.	Perim.
Chittagong.	Port Blair.
Cochin.	Vizagapatnam.

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. *Receptacles.*—(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 carbide 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 receptacles each containing not more than one pound.

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 fulfilling 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 railway.*—(1) Notwithstanding anything contained in clause (b) of rule 15, carbide while in the custody of a railway administration for transport, 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 receptacle containing it from becoming wet.

(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 sub-rule (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 carbide.

18. *Transport by water.*—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 spontaneously.

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.

22. *Storage buildings.*—(1) Carbide shall be stored—

(a) if in quantities aggregating not more than 500 pounds—in a suitable uninhabited building at least 20 feet away 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 sub-rule (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 racks 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 it 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 capable of igniting acetylene being brought near until the material has given off all its gas.

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. *Children.*—No person under the age of 15 years shall be employed in or allowed to enter any premises licensed under these rules.

# 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 carbide granted under these rules who uses such carbide 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 per cent.

32. *Temperature of apparatus.*—The temperature of any part of the apparatus, when working, shall not exceed 180°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 may be used without danger, the licensing authority may allow the use of higher pressure up to a maximum of 250 inches water column on the condition that the apparatus is fitted with suitable safety devices. A generator operating at a higher pressure than 60 inches water column shall have clearly marked on it the water column at which it works.

(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 lime sludge discharged therefrom 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 carbide : 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 card giving fully detailed instructions in the vernacular as to the use of the apparatus and a certificate by the licensee to the effect that the attendant who 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 A 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 reasons 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 until such date as the licensing authority issues the renewed licence or until an intimation that the renewal of the licence is refused has been communicated to the applicant.

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

44. *Refusal of licence*.—(1) A licensing authority refusing to grant, amend or renew a licence, 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

a licence, for any contravention of the Act, or of any rule made thereunder, 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 rupee.

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 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 endorsement 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 application.

(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 on the business of such licensee these rules shall be liable to any penalty or confiscation under the Act or licence during such time as may reasonably be required to allow him to make an application for a new licence in his own name for the unexpired portion of the original licence.

(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 of 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.	Fee.
1	2	3	4	5
1	B	To store carbide in quantity not exceeding 200 pounds at any one time, provided the carbide is not to be used by the licensee for the generation of acetylene.	The District Authority.	(a) When the quantity to be stored does not exceed 1,000 pounds. Rs. 1.  (b) When the quantity to be stored exceeds 1,000 pounds but does not exceed 5,000 pounds. Rs. 6 for the first 1,000 pounds plus annas 8 for every additional 1,000 pounds or part thereof.
2	C	To store carbide in all other cases.	The Chief Inspector.	(c) When the quantity to be stored exceeds 5,000 pounds but does not exceed 50,000 pounds. Rs. 6 for the first 5,000 pounds plus Rs. 1 for every additional 5,000 pounds or part thereof.  (d) When the quantity to be stored exceeds 50,000 pounds. Rs. 20.

## SCHEDULE II.

## FORMS.

## FORM A.

(See Rule 33.)

*Application for the grant / renewal of a licence to store Carbide of Calcium.*

	<i>The replies to be written in this column.</i>
1. *Applicant's Name " Calling " Address	
2. Situation of building in which carbide is to be stored, Province District Town or village Locality	
3. Quantity of carbide proposed to be stored.	
4. Form in which licence is required.	
5. Quantity of carbide already stored, if any, on the premises.	
6. 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?	
7. 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?	
8. Is the carbide to be used for the manufacture of acetylene gas? How is the generator constructed and what is its capacity? Give sketch. Give particulars as to the building in which the generator will be placed, and state whether it is detached from other buildings, and whether it is proposed to dispose of the residue? Will the generator be in the sole charge of a person competent 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 given.

## 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 260 pounds at any one time.*

No.

Fee Rs.

Licence is hereby granted to \_\_\_\_\_ 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

19 .

District Authority.

*Description of the building referred to above.*

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

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 are available.

8. No acetylene gas shall be generated in the licensed building.

#### FORM C.

#### (ARTICLE 2 OF SCHEDULE 1.)

#### *Licence to store Carbide of Calcium.*

No. \_\_\_\_\_ Fee Rs. \_\_\_\_\_

Licencee is hereby granted to \_\_\_\_\_ valid only for storage of \_\_\_\_\_ pounds 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 back of this licence.

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

*Chief Inspector of Explosives in India.*

*The*

19 \_\_\_\_\_

#### *Description of the building referred to above.*

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

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 Rule 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. 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 situated in an out-building, 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 situated;
- (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 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.

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

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

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

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

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

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

\* Government of India Notification No. 595-D of 6th December 1919.

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

- (1) The porous substance shall fill as completely as possible the cylinder into which the acetylene is compressed.
- (2) The porosity of the substance shall not exceed eighty per cent.
- (3) Any acetone or other solvent used shall not be capable of chemical reaction with the acetylene gas or with the porous substance or with the metal of the cylinder, and the quantity of acetone or other solvent shall be such that when fully charged with acetylene it shall not completely fill the porosity of the porous substance at any temperature likely to be met with in ordinary practice or use.
- (4) A drawing showing the method of construction of every type of cylinder it is proposed to use for the storage of compressed acetylene gas shall be deposited with the Chief Inspector of Explosives with the Government of India and no cylinder shall be so used unless it is of a design approved in writing by the said Chief Inspector.

Provided that this shall not be deemed to prohibit the use of existing cylinders for a period of five years from the date of this notification.

- (5) The pressure in the cylinder shall not exceed two hundred and twenty-five pounds to the square inch at a temperature of sixty degrees Fahrenheit:

Provided that no cylinder capable when empty of containing one cubic foot of water or more, which has the ends secured to the body by welding only, and no cylinder in which a porous substance is used without acetone or other solvent shall be charged to a pressure exceeding one hundred and twenty-five pounds to a pressure of temperature of sixty degrees Fahrenheit. This condition shall not apply to cylinders used exclusively for marine lighting by an officer appointed by a Local Government in that behalf.

- (6) Every cylinder capable when empty of containing one cubic foot of water or more in which under this notification the pressure allowed may be two hundred and twenty-five pounds to the square inch, shall be annealed and every cylinder shall be tested by hydraulic pressure to a pressure of not less than four times the pressure to which the cylinder is to be subjected in use, such hydraulic pressure to be maintained for a period of not less than fifteen minutes and no cylinder shall be used which on the first occasion of its being subjected to this test shall show any permanent stretch.

- (7) The compression of the acetylene shall be carried out only on such premises as shall have been approved in writing by

the Chief Inspector of Explosives with the Government of India. Such approval may be withdrawn at any time by that officer.

- (8) No firm shall charge with acetylene any cylinder manufactured by any other firm unless it is in full possession of full particulars and previous history of such cylinder, or has otherwise ascertained itself that the cylinder complies with the requirements of such notification.
- (9) Whenever a cylinder is charged with acetylene it shall be subjected to a thorough visual examination if the history of the cylinder shows that it has not been subjected to such an examination within the previous twelve months and at the same time the valve shall be removed and the conditions of the porous substance at the neck of the cylinder ascertained.

- (10) Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldered to it the name of the manufacturer and the words "Acetylene compressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry No. 596-D, dated the 6th December 1919"; and every cylinder shall bear a label giving the date when it was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable when empty of containing one cubic foot of water or more and manufactured after the date of this notification shall have stamped upon it the name or the trade mark of the manufacturer and the serial number of cylinder.

- (11) Each charging firm shall keep a record of every cylinder charged by it. This record shall give the following information, namely:—

- (a) the date of each charging of the cylinder;
- (b) the dates upon which solvent has been added;
- (c) the dates upon which the cylinder has been thoroughly examined as provided in condition (9), the results of each such examination, and the name of the person carrying out such examination; and,

in the case of cylinders first issued by the firm, the tare weight of the cylinder including porous substance and acetone or other solvent, the nature of the solvent and the maximum pressure allowed in the cylinder. The record shall be open to the inspection of the Chief Inspector of Explosives and Inspectors of Explosives with the Government of India.

- (12) Every facility shall be given to the Chief Inspector of Explosives and Inspectors of Explosives with the Government of India to inspect the apparatus and 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 I of this notification to be an explosive.

A. H. LEY,  
Secretary to the Govt. of India.

# **SPECIAL HEALTH REGULATIONS FOR THE PORT OF CALCUTTA.**

(Revised rules.)

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

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

## **Part I—Definitions.**

### 1. In these regulations—

- (1) "Health Officer" means any person appointed by Government either by name or by virtue of his office, to be Health Officer of a port, and includes an additional or Assistant Port Health Officer and any officer appointed by Government, either by name or by virtue of his office to perform any of the duties of a Health Officer of a port;
- (2) (a) Except as provided in clause 1 (3) "healthy vessel" means a vessel which, even though coming from an infected port, has not had on board any death from, or any person suffering from, any of the disease

enumerated in the preamble either at the time of departure, or during the voyage from the last port of call, or on arrival;

- (b) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case of any of those diseases has occurred either during the voyage from the last port of call or in the event of such voyage exceeding 12 days, within the 12 days or (in the case of plague and cholera seven days) immediately preceding her arrival at a port in British India;
- (c) "suspected vessel" means a vessel on board of which there has been a case of any of the diseases enumerated in the preamble at the time of departure or during the voyage from the last port of call, but on board of which no fresh case of such disease has occurred within the twelve days or (in the case of plague and cholera seven days) immediately preceding her arrival.
- (3) (a) Every vessel which has come from the east coast of Africa within the limits of Port Soudan and Durban or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purposes of these regulations, unless during the voyage there has been one or more cases or suspected cases of either of these diseases on board when it will be considered an "infected vessel";
- (b) Every vessel which has within a period of two months immediately preceding her arrival started from, or touched *en route* at, a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period is a "suspected vessel" for the purposes of these regulations, unless within the same period there has been on board a case or suspected case of yellow fever when it will be considered an "infected vessel";
- (4) the term "infected", when used with reference to any articles, includes all articles considered by the Health Officer to be infected with any of the diseases in question;
- (5) the term "infected port" means any port which Government may, by notification, declare to be infected;
- (6) "Master" when used with reference to a vessel, means any person, (except a pilot or harbour master) having for the time being charge or control of the vessel;

- (7) "Port Officer" includes any person acting under the authority of Government in charge of port discipline.
- (8) "Medical Officer" (of a vessel) means any person holding medical charge of a vessel who is in possession of a certificate or diploma in medicine and surgery of a recognized university or medical school and registered in the country in which he obtained it.

**Part II.—Vessels arriving at ports in the Presidency of Bengal.**

2. The master of every suspected or infected vessel arriving at any port subject to these rules shall hoist a signal which, unless it is otherwise provided for in the Signal Code for the Bengal Pilot Service, shall be—

*by day* the Code Flag over Flag L of the Commercial Code, which is a square flag of yellow and black borne quarterly, and

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

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

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

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

4. The pilot or other boarding officer shall promptly report the circumstances of the case to the Port Officer, who shall immediately forward any report so made or give notice of any signal hoisted to the Port Health Officer.

5. (1) When any healthy vessel except as otherwise provided in clause (3), is within sight of a port in British India, the master shall intimate the fact by signal.

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

(3) The master of a healthy vessel on which unusual mortality among rats has been observed shall hoist the signals specified in Regulation 2.

**Part III.—Berthing of vessels.**

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

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

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

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

**Part IV.—Inspection of vessels.**

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



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

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

11. On the completion of the inspection prescribed by Regulation 9, such of the passengers and crew as have been detained under Regulation 6 (4) but who are found to be free from any of the diseases in question and unlikely to carry infection shall be allowed to land. All baggage, personal effects and cargo, except such articles as the Health Officer is entitled to disinfect, may also be landed.

12. If a case of any of the diseases enumerated in the preamble occurs on any vessel after she has entered dock or has been moored at a wharf, the master shall forthwith cause information thereof to be given to the Dock Master or Superintendent of the wharf, who shall communicate the information to the Health Officer (through the Port Officer) and to the Superintendent of Police, and possible, and that free communication with the wharf is stopped until the Health Officer has inspected the vessel.

#### **Part V.—Removal of the sick.**

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

14. Unless a vessel shall have had communication with the shore Regulations 19 (2) and 34, the removal of sick passengers is not to be the clearest necessity of which the Health Officer shall be the judge, and in every such case a special report explaining the reason for the action taken must be submitted by the Health Officer to Government.

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

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

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

17. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique, save as otherwise provided in rules 23 and 24. Other vessels will be dealt with in accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), VI (E), VI (F) 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 scarlet fever.**

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

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

have been exposed to contamination and are considered likely to be infected;

- (5) may, order that any portion of the vessel that has actually been exposed to contamination or is in a filthy or insanitary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may prohibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
- (6) may, in the case of cholera, direct the master to have the bilges and water tanks emptied, cleaned and disinfected.

#### Part VI-B.—Plague.

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

- (1) All persons on board shall be medically examined as prescribed in Regulation 9.
- (2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer, and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose.
- (3) At the discretion of the Health Officer other persons may also be disembarked and be subjected to observation\* or surveillance\* or to a period of observation followed by surveillance provided that the total duration of these measures shall not exceed five days from the time of arrival.
- (4) Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are, in the opinion of the Health Officer, infected, shall be disinfected.
- (5) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.
- (6) The rats on board shall be destroyed, either before or after discharge of the cargo, in either case as quickly as possible, and in such manner as to avoid as far as possible damage to merchandise and to the ship's plating and engines. The operation, in any case, must not

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

last longer than 48 hours. In the case of ships in ballast this process must be carried out as soon as possible, before embarking cargo.

- (7) Passengers arriving by an infected ship and subjected to the provisions of clauses (2), (3) and (4) above are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage.
20. When the measures prescribed in Regulation 19 have been duly taken in respect of any vessel, the Health Officer shall, by written order, grant pratique, provided that, if a case of plague or of illness suspected to be plague occurs on board subsequent to the grant of the above certificate, the certificate shall become invalid and the vessel again become subject to the requirements of the regulations regarding infected vessels.
21. In the case of suspected vessels the following measures shall be taken:—
  - (1) All persons on board shall be medically examined as prescribed in Regulation 9.
  - (2) The destruction of rats may be ordered at the discretion of the Health Officer, and if ordered shall be carried out in the terms of Regulation 19 (6).
  - (3) All soiled linen, wearing apparel and personal effects of the crew and passengers which are, or are suspected to be infected, shall be disinfected.
  - (4) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.

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

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

- (1) medical examination as prescribed in Regulation 9;
- (2) disinfection of soiled linen, etc., as prescribed in Regulation 19 (4);
- (3) destruction of rats as prescribed in Regulation 19 (6); but the process of detsinisation when applied in the case of a healthy ship from a plague infected port must not

occupy more than 24 hours and should be carried out in such a manner as not to interfere with the coming and going of passengers and crew between the ship and the shore.

24. In the case of a healthy vessel on which unusual mortality among rats has been observed the following measures shall be taken:—

- (1) medical examination as prescribed in Regulation 9;
  - (2) bacteriological examination of rats for plague as far and as quickly as possible;
  - (3) destruction of rats as prescribed in Regulation 9(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) shall 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, 28, or 24 as the case may be, to such extent only as may, in his opinion, be necessary for the purpose of controlling the actual communication with the shore:

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

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

27. The Health Officer shall, whenever requested, furnish the master, the shipowner or the shipowner's agent with a certificate stating that measures of rat destruction have been carried out and giving the reasons why they were resorted to. Health officers of ports visited by ships upon which periodic rat destruction is carried out, should take such certificate into account in considering whether measures under Regulation 23(3) should be imposed.

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

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

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

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

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

#### Part VI-C.—Yellow Fever.

33. In the case of vessels which have, within a period of two months immediately preceding their arrival, started from or touched en route at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period, the following procedure shall be observed:—

- (1) The vessel shall be anchored at sea or in the river at such especial anchorage as may be fixed for this purpose by the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during

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

- (2) Any person suffering from yellow fever, if in the first four days of the disease, or if there is any doubt about the duration of the disease, shall be protected from the approach of mosquitoes by means of curtains and shall be treated on board for at least four days. Any person suffering from fever shall similarly be isolated, be protected from the approach of mosquitoes by curtains and treated on board for at least four days. All passengers in perfect health (with normal temperature, etc.) may be landed, and shall be kept under close observation for a period of at least eight days extensible at the discretion of the Health Officer to a maximum of twelve days, special precautions being taken throughout the whole of this period to prevent mosquitoes having access to them.
- (3) In no case should any person sick of yellow fever be landed during the first four days of his illness without the special sanction of Government. If such sanction is given, the most minute precautions to prevent mosquitoes reaching the patient shall be taken, including a mosquito-proof cabin on the launch, mosquito-proof ambulance and a mosquito-proof ward in an isolation hospital.
- (4) The crew of the vessel should be required to sleep in airy places preferably on deck, and should be protected by mosquito curtains.
- (5) The ship shall be cleared of mosquitoes by the systematic fumigation,\* under efficient supervision, of every cabin, store-room, alley-way and hold.
- (6) All water in which mosquitoes could breed should be emptied into the sea or river and all drains flushed by means of a hose. The bilge should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larvæ, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.
- (7) Provided if no case of yellow fever has occurred on board within two months immediately preceding the vessel's arrival, only such of the above measures in addition to those described in paragraphs (1), (5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.

\*Sulphurous acids probably the best gas to use.

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

#### Part VI-D.—Sleeping Sickness.

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

35. In the case of a vessel arriving from the East Coast of Africa within the limits of Port Sudan and Darlan or from other localities declared to be infected, the procedure prescribed by Regulation 2 shall be complied with and the crews or passengers, etc., shall be medically inspected in accordance with Regulation 9.

#### Part VI-E.—Jigger.

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

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

### Part VI-F.—Influenza.

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

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

### Part VI-G.—Pneumonia.

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

- (1) All persons on board shall be medically examined as prescribed in Regulation 9.
- (2) All persons suffering from pneumonia shall immediately be disembarked under the directions of the Health Officer, and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose.
- (3) The clothes of infected persons shall be disinfected and the Health Officer may, at his discretion, order the disinfection of the clothes, bedding, etc. of all persons on board.
- (4) All parts of the vessels which have been occupied or frequented by such patients shall be disinfected, and any other parts of the vessels that, in the opinion of the Health Officer, are infected, shall also be disinfected.

### Part VII.—General. Vessels.

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

38. The master of any vessel who may object to submit to the foregoing regulations may put out to sea again, provided that

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

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

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

### Persons.

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

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

### Dead Bodies.

42. Disposal shall be as follows :—

- (1) If death occurs on board a vessel before entering port limits, the body shall, unless there are special reasons to the contrary, be buried at sea in not less than nine fathoms of water, in such manner as shall secure its immediate sinking and remaining below the surface.
- (2) If death occurs during the day on board a vessel within the port limits, the ensign and house flag, if there is one, are immediately to be lowered half-mast and kept in such position from sunrise till sunset as long as the body remains on board. If death occurs between sunset and sunrise, one red light is to be hoisted at the peak, half-mast high.
- (3) The master of the vessel shall cause the death of a person on board to be intimated forthwith to the police, either by letter or otherwise, and shall forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death must be fully detailed.

- (4) No dead body shall be removed from a vessel within port limits without the permission of the police, which shall not be given until the Health Officer has certified either—
- (a) that the death is not due to infectious disease, or—
  - (b) that in the case of infectious disease, the Port authorities have given permission for burial on shore.

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

#### Disinfection.

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

#### Part VIII.—Vessels leaving ports in the Presidency 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 clothing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, engineers or doctors, to deck and fourth-class passengers, and to third-class passengers not entitled to cabin accommodation, which the Health Officer may consider to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of

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

- (3) the Health Officer has given to the master of the vessel a bill of health stating that the medical examination and disinfection prescribed by this regulation have been carried out.
- (4) in the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (b) and 2 (c) above:

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

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

46. If any vessel does not leave port within 24 hours after the medical examination made under Regulation 44, she shall not leave until—

- (a) a fresh medical examination of the passengers and crew has been made under that regulation, and
- (b) a fresh bill of health has been given to the master under that regulation:

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

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

- (a) such further medical examination and disinfection as the Health Officer may consider necessary have been made under Regulation 44, and

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

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

48. (1) After a bill of health has been given to the master of any vessel, no person except the pilot or person authorized by the Health Officer shall be permitted to embark on the vessel unless he has been medically examined by the Health Officer as prescribed in Regulation 44.

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

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

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

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

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

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

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

(b) the baggage and personal effects of such persons as were in immediate contact with such member of the crew shall be disinfected, and the names of such persons shall be given to the medical officer or master of the vessel for supervision on the voyage.

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

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

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

54. Regulations 44 to 48 shall apply to all pilgrim or emigrant ships and may, by order of Government, be applied to vessels leaving a port in India or Burma for another in India or Burma.

#### (See Regulation 43.)

#### APPENDIX A.

##### Instructions for Disinfection.

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

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

##### 3. Disinfecting Solutions.—

(a) Solution of corrosive sublimate of one part in 1,000 with the addition of 2 parts in 1,000 of hydrochloric acid or 160 grains of chloride of soda in one gallon. The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

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

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

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

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

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

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

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

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

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

## APPENDIX B.

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

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

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

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

4. A responsible person shall be deputed by the local Government to ensure that these measures are applied by the master of the vessel immediately the vessel is berthed, and continued by him during the whole of the period she remains in the berth.

### Marine Department.

#### NOTIFICATION.

The 5<sup>th</sup> July 1918.

No. 76 MARINE.—The following departmental instructions regarding infectious diseases on vessels arriving at or being in the port of Calcutta are issued as supplementary to the rules, published under the Government of Bengal, Marine Department, Notification No. 16 Marine, dated the 6<sup>th</sup> 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 ensign 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, 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 Medical Officer to be infected with plague or rat plague, or on which more than two cases of or deaths from sleeping sickness, jigger or typhus,

Detention of  
vessels at Balu-  
bagan (Garden  
Reach).

\*Vide Notification No. 85-Muc. 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 cholera on board has exceeded two, the vessel must be detained at Diamond Harbour; otherwise the Pilot may take her up to Mettenbroog moorings.

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

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

6. The Pilot of a vessel which has, within a period of two months immediately preceding its arrival, started from, or touched en route at a port infected with yellow fever, or communicated (except orally without contact, or by signal) with a vessel, either infected or which has left an infected port within that period, shall anchor the vessel in Kelpi Anchorage, or if the weather is unfavourable at Diamond Harbour Anchorage, not less than half a mile from land at low water, for inspection and grant of pratique and shall not proceed up in the vessel without the permission of the Health Officer. The vessel, passengers and crew and under Marine Department Notification No. 16-Marine, dated the 6th March 1917, and their amendments, if any.

7. The Pilot of a suspected vessel, including any vessel arriving from a locality infected with sleeping sickness or jigger, shall bring the vessel up to Mettenbroog and shall anchor there for inspection by the Health Officer. The Master will be held responsible that no one of the passengers or crew having, or suspected to have, any infectious or contagious disease is allowed to depart before inspection, and he shall also prevent the landing of infected bedding, clothes or other personal effects which he has reasonable cause to consider likely to be infected.

(a) If however, any vessel brought up under this rule is subsequently found to come under one of the classes, specified in rules 3,

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

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

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

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

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

#### Vessels lying in the Port of Calcutta.

10. On the occurrence of a case of small-pox, chicken-pox, measles, plague, cholera, yellow fever, sleeping sickness, typhus, scarlet fever or jigger, on board any vessel lying in the port, the Master or Medical Officer (if any) shall at once intimate the fact to the Health Officer by telephone and in writing. He shall hoist the signals specified in rule 1, and each signal shall not be lowered until the Health Officer has visited the vessel, arranged for the removal of the patient or patients, and given permission in writing to lower the signal. The Health Officer shall arrange for disinfection to be carried out by the Port sanitary staff.

(a) If the vessel is lying alongside a wharf or in the docks, the Master shall cause information to be given to the Dock Master or Superintendent of the Wharf, and shall be responsible that the sick person be isolated as much as possible and that free communication with the wharf is stopped until the Health Officer has inspected the vessel.

11. The Master or Medical Officer, if any, shall afford such true and full information as to the occurrence of the disease as the Health Officer may require, and shall carry out all reasonable orders of that officer and give such assistance as may be necessary.

Infectious disease  
on inland vessels,  
flat and cargo boats.

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

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

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

13. Should the Health Officer consider it necessary, the Deputy Police-gard. Commissioner of Port Police shall provide a guard Mettenbroej 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 jetties, but not in the docks. When the flushing system is disarranged, provision must be made for handflushing (tub and tin) each time the privy is used; otherwise the privies should be kept locked and use made of over-side privies.

15. The Master of every vessel in the stream, or in the docks is responsible for seeing that ashes and galley refuse are not allowed to accumulate or remain for more than 48 hours. Any failure of the conservancy system 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 less than 5 fathoms in such manner as to secure its sinking at once and remaining below water.

17. If a death occurs after passing Saugor, and the vessel is not likely to reach Calcutta the same day, the body shall, with the permission of the Magistrate at Diamond Harbour, be disposed of at that place. If the vessel is likely to arrive at Calcutta the same day, the Pilot shall telegraph particulars to the Port Health Officer who in turn shall inform the police. The body shall be kept on board until

\* Bengal Government Notifications Nos. 16-Marine, dated 8th March 1907, 78-Marine, dated 13th July 1908, 136-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911.

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

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

18. If a death occurs from any cause on board a vessel within port-limits, i.e., between Badgo-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 as to the cause of death, the police shall be immediately informed by the Medical Officer or the Port Health Officer, as the case may be, and asked to arrange for a post-mortem examination.

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

22. A dead body shall not be removed from the vessel until the certificate prescribed in rule 19 has been granted by the officer responsible for the same.

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

#### Accidents.

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

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

Cleanliness of inland craft.

## APPENDIX A.

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

INTIMATION of the outbreak of infectious diseases on vessels lying in the port should, under the foregoing rules ordinarily be made in office hours direct to the Health Officer (telephone No. 2650). The Port Commissioners' telephones are available for the purpose at the Harbour Masters' hulk Garden Reach, the Pier Head, Kidderpore Docks, Takta Ghat, Outram Ghat, Chandpal Ghat and the dock sheds, office of the Assistant Superintendent, coal dock and jetty sheds. If the Port Health Office is closed, or the intimation is to be given out of office hours 11 (A.M.) to 5 (P.M.) or when there is delay in getting into communication, the Health Officer's private telephone No. 1259, otherwise telephone No. 1260 or No. 1910, may be rung up.

## APPENDIX B.

## FORM A.

(Referred to in Rule 2.)

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

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

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

Dated \_\_\_\_\_

## NOTIFICATION No. 82-MARINE.

THE 11TH AUGUST 1918.—In exercise of the powers conferred by sections 53 and 54 of the Inland Steam-Vessels Act, 1917 (I of 1917), the Governor in Council is pleased to make the following revised

*Notes*—The Medical Officer will fill up the section required, cancelling the other. In the absence of a Medical Officer, the Master will fill up the form.

*N.B.*—The giving of false information is punishable under section 177 of the Indian Penal Code with six months' imprisonment or fine of Rs. 1,000.

rules for the protection of passengers in river steamers against the spread of plague and other epidemic diseases by persons travelling in such steamers in supersession of those published under Notification No. 16-Mnc, dated 5th March 1907, as amended by Notifications No. 78-Mnc, dated 19th July 1908 No. 136-Mnc, dated 17th November 1908, and No. 103-Mnc, dated 17th October 1911.

## RULES.

1. Whenever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any ghât is situated at which steamers call, that by reason of the existence of an epidemic in the neighbourhood of such ghâts, there is danger of passengers suffering from the said epidemic being taken on board a vessel, he shall, in consultation with the Civil Surgeon of the district depute a medical officer to inspect and pass all the passengers embarking at the ghât in question, and no passenger may embark without being so examined and passed.

2. (1) Whenever any case of plague, small-pox, cholera or other dangerous epidemic disease occurs on board a river steamer, the Medical Officer of the steamer or where there is no such Medical Officer, the Master or Serang, shall immediately—

- (a) remove the patient together with his bedding, drinking utensils and food to a part of the deck at the extreme stern of the steamer, where he shall be segregated from the rest of the passengers by a *purdah* or awning. In the case of plague, steps should be taken immediately to get rid of any fleas that may be present in the clothing, bedding, and if considered necessary, in the baggage of the patient, by the complete immersion in boiling water of all articles capable of affording a lodgment for fleas;
- (b) cause all excreta, vomit and urine which may have been discharged on to the deck by the patient to be cleaned away with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner; and
- (c) report the case to the Sub-divisional or district Magistrate within whose jurisdiction the nearest ghât lies, and also to the Civil Surgeon of the district.

(2) Where such ghât is not at the 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 serang, as the case may be, by the most expeditious means available, to the next headquarters of a sub-division or district at which the steamer will touch.

(3) At any station within the Port of Calcutta the report shall be made to the Health Officer of the Port.

3. If, when the case occurs, the steamer is lying at a ghât at the headquarters of a sub-division or district, or, otherwise, when the steamer has reached the nearest ghât which is at such headquarters, the Master or serang shall not move the steamer therefrom until permission has been given by the District or Sub-divisional Magistrate, or by the Medical Officer under rule 9.

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

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

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

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

6. The Medical Officer deputed under rule 4 shall in all cases cause the deck, cabins, latrines, and any other part of the steamer where the patient has been, to be thoroughly washed down with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner, and all utensils which have been used by the patient, to be disinfected.

7. (1) In case of death, the body of the patient shall be wrapped in a cloth soaked in a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner, and made over to his friends, or, where he is without friends, to the police, who shall arrange for its disposal.

(2) If they have not already been disinfected as directed in rule 2 (a), the clothes of the diseased (except those in his baggage), his bedding and all food in his possession shall be burnt, unless orders to the contrary are passed by the Medical Officer.

8. The Medical Officer deputed under rule 4 shall ascertain the names and addresses of all members of the party accompanying the patient, and shall report them through the Magistrate to the Magistrate of the district to which they are proceeding.

9. When the orders contained in these rules have been complied with, and the Medical Officer deputed under rule 4 is satisfied that there is no reason further to detain the steamer, he may give permission to the Master or serang to proceed on the journey.

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

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

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

#### NOTIFICATION—No. 2-MARINE.

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

#### RULES.

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

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

- (a) a duly qualified doctor with sufficient medicines and with the necessary transfusion apparatus for the treatment of cholera cases;
- (b) drinking water of one gallon per head per diem or such less quantity as the local Government may prescribe for each passenger carried, for supply free of charge to the passengers; and
- (c) a supply of one of the disinfectants mentioned in the list maintained by the Sanitary Commissioner, Bengal, and in such quantity for every 100 passengers as may be prescribed in the said list.

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

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

(c) adequate latrine accommodation to the satisfaction of the Sanitary Commissioner, Bengal, or such officer as he may depute for the purpose.

4. Any person committing a breach of any of the above rules excepting rule 2(b) shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both, and in the case of a breach of rule 2(b) with fine which may extend to fifty rupees.

NOTIFICATION No. 37-MNE. OF 17TH MAY 1909.

**Destruction of food-stuffs unfit for human consumption.**

If the Health Officer of the port of Calcutta finds, by inspection that in any vessel lying within the port there are food-stuffs, which in his opinion, have become unfit for human consumption, he may order the same to be destroyed.

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

**Fishing Rules.**

Between the hours of day-break to dark no stake net shall be placed by fishermen in any part of the navigable channel of the river at Garden Reach, Sankral, Jarmaker's Reach, Pir Serang and Budge-Budge, where the channel lies close to the shore. Landmarks have been erected to define the channels that are to be left clear and no fishing boats shall be moored, nor nets of any description be cast between the lines indicated by these marks and the shore.

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

**Port Approaches.**

From Budge-Budge to Fultah Point a navigable channel of not less than 200 yards in width which shall be delineated by landmarks locally published, shall be left clear for the passage of sea-going vessels, and, between the hours of sunrise and sunset, no fishing boats shall be moored, nor nets of any description cast, in such channels.

NOTIFICATION—No. 9-MARINE.

*The 16th January 1915.*—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 136-Marine, dated the 20th October 1914, (as amended by *Erratum*

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

F. A. A. COWLEY,

*Offg. Secy. to the Govt. of Bengal.*

NOTIFICATION—No. 20-MARINE.

*The 22nd February 1915.*—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 136-Marine, dated the 20th October 1914, (as amended by Notification No. 8-Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies on vessels coming to or leaving, ports in Bengal or for the time being in ports therein, the Governor in Council is pleased to appoint the place outside the Karnafuli river, that is, in 6½ fathoms with the Norman Pilot Light House East (true) at a distance of 1½ miles, as the special anchorage in the port of Chittagong in the case of vessels which have, within a period of two months preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally, without contact or by signal) with a vessel either infected, or which has left a port infected, with yellow fever within that period.

F. A. A. COWLEY,

*Offg. Secy. to the Govt. of Bengal.*

NOTIFICATION—No. 100-MARINE.

*The 26th July 1915.*—In exercise of the powers conferred by rule 6(b) and 7 of the rules made under section 6, sub-section (1), clause (c) of the Indian Ports Act, 1908, (XV of 1908), as amended by the Indian Ports (Amendment) Act, 1911 (IV of 1911), and published under this Department's Notification No. 126-Marine, dated the 20th October 1914, in respect of the following diseases:—

- (1) Small-pox, (2) Chicken-pox, (3) Measles, (4) Plague,
- (5) Cholera, (6) Yellow fever, (7) Sleeping sickness,

(8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong the Governor in Council is pleased—

(1) to appoint the Norman's Point Lighthouse 67½ distance 1½ miles, in 6½ fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of or deaths from, any of the diseases (except yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and

(2) to provide the place outside the Karnafuli river *i.e.*, in 6½ fathoms, with the Norman's Point Lighthouse East (true) distance 1½ miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

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

#### NOTIFICATION No. 40-MARINE.

*The 24th April 1928.*—In exercise of the powers conferred by section 52 of the Inland Steam-vessels Act, 1917 (1 of 1917), the Governor in Council is pleased to make the following rules for the protection of inland steam and motor-vessels from danger by collision, in pursuance of the rules published under this department Notification No. 149-Marine dated the 23rd August 1900.

#### RULES.

##### Preliminary.

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

For the purposes of these rules:—

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

- (b) the word "visible" when applied to lights shall mean visible on a dark night with clear atmosphere; and  
(c) the word "steam-vessels" shall include any vessel propelled by machinery.

##### Rules concerning Lights, etc.

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

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

(a) in the forepart of the vessel, above the awning roof, a bright white light, so constructed as to show an unbroken light, over an arc of the horizon of 20 points of the compass so fixed as to throw the light 10 points on each side of such vessel, *viz.*, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles;

(b) on the starboard side a green light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile;

(c) on the port side a red light, so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile;

(2) The said green and red side-lights shall be fitted with in board screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

*Article 3 (1).*—A steam-vessel, when towing other vessels which are lashed alongside, shall have the white mast-head light and the red and green side-lights so placed that they will be visible as set forth in Article 2 (1).

(2) When vessels are being towed alongside the side-lights prescribed in Article 2 (1) (b) and (c) shall be carried on the outermost side of the outermost vessel on each side; and none of the other vessel shall exhibit side-lights.

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

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

(4) A steam-vessel when towing other vessels astern shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other not less than 3 feet apart in the fore part of the vessel. Each of these lights shall be of the same construction and character as the light prescribed in Article 2 (a).

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

*Article 5.*—A vessel, which is being overtaken by another, shall show from her stern to such last mentioned vessel a white light.

*Article 6.*—Every vessel, when at anchor, or made fast to the shore or to a jetty or landing stage or to another vessel not underway shall carry, where it can best be seen, a white light in a lantern, so constructed as to show a clear, uniform and unbroken light visible all round at a distance of at least 1 mile.

A vessel aground in or near a fairway shall carry the above light.

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

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

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

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

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

A steam-vessel shall be provided with an efficient whistle or siren sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and also with an efficient bell.

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

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

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

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

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

#### General Warning Signals.

*Article 11.*—One prolonged blast should be given to convey a warning in the following cases :—

- (a) When a steam-vessel approaches her destination.
- (b) To attract the attention of other vessels, especially native craft.
- (c) On approaching a bend in the channel.

#### Steering and Sailing Rules.

*Article 12.*—When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

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

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

It does not apply, by day to cases in which a vessel sees another ahead crossing her own course, or, by night, to cases where the red light of one vessel is opposed to the red

light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

**Article 13.**—When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

**Article 14.**—When a steam-vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

**Article 15.**—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed:

Provided that when, in consequence of thick weather or other cause, the vessel, which should be given way to, finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

**Article 16.**—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, if the circumstances of the case admit, avoid crossing ahead of the other.

**Article 17.**—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

**Article 18.**—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

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

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

**Article 19.**—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid channel which lies on the starboard side of such vessel.

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

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

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

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

**Article 23.**—No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same direction, but with unequal speed, the vessel which is steaming slowest shall in the narrow reaches of a river offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall cease and if necessary stop the engines as soon as the faster vessel comes abreast in order to allow her to pass freely. The Master or pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam whistle. But no vessel shall pass another vessel at any of the turning points or bends of a river, or in a part of the channel so narrow that a third vessel can not with safety pass them.

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

**Article 25.**—When two steam-vessels proceeding in opposite directions are likely to meet at the junction of two rivers, the



vessel in the wider of the two streams shall not attempt to enter the narrow river, until the vessel in such latter river has passed out.

**Sound Signals for vessels in sight of one another.**

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

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

One short blast to mean, "I am directing my course to starboard."  
Two short blasts to mean, "I am directing my course to port."  
Three short blasts to mean, "My engines are going full speed astern."

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

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

**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 1936.*—In exercise of the powers conferred by clause (j) of sub-section (2) of section 22 of the Inland Steam-Vessels Act, 1917 (1 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 4th August 1914 :—

**RULES.**

1. Inland steam-vessels navigating the Hooghly between the Lower College Sand Buoy and Hospital Point shall be navigated on the shallow side of the channel when meeting ocean-going vessels.

2. No inland steam-vessel other than a stern-wheeler, launch, tug 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 have to go 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.

3. 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 Munnikhal Sand.

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

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

7. In Buji Buji anchorage no inland steam-vessel other than a stern-wheeler, launch, tug or ferry steamer which has no other craft in tow, shall navigate the channel between the Fort Gloster Flat Buoy, 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 Achipara Reaches, inland steam vessels shall navigate on the edge of the sand on the left bank of the river.

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

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

11. On Royapora 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 Shipgrunge 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 Muckraputy 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 Rangalia 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 ocean-going vessel which is using the crossing at the time, but shall slacken speed, stop or reverse, and if necessary, when going with the tide, turn head to tide, until such time as the ocean-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 Ulutaria at night, inland steam-vessels shall, when meeting or being overtaken by ocean-going vessels, conform to the same rules as those 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, ease, or stop.

21. When navigating the lighted channel between Garden Reach and Ulutaria at night, inland steam-vessels shall, on meeting or being overtaken by ocean going vessels, refrain from using their search-lights in such a manner 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 steam-vessel in respect of which he commits a breach of any of these rules, shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

E. N. BLANDY,

Secy. to the Govt. of Bengal.

#### NOTIFICATION—No. 52-MARINE.

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

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

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

### RULES UNDER GLANDERS AND FARCY ACT.

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

#### Rules.

Definition of terms used in these rules.

#### 1. In these rules—

- (1) "the Act" means the Glanders and Farcy Act, 1899 (XIII of 1899);
- (2) "the hospital" means the Contagious Diseases (Animals), Hospital attached to the Bengal Veterinary College, Belgachia;
- (3) "Inspector" means an Inspector appointed under section 4 of the Act;
- (4) "the port" means the Port of Calcutta, and includes the River Hooghly and the channels leading to the said port;
- (5) "Schedule" means a schedule annexed to these rules;
- (6) "Principal" means Principal, Bengal Veterinary College, or any other officer in charge;
- (7) "Veterinary Practitioner" means a Veterinary Practitioner appointed under the Act.

N.B.—By virtue of section 20 of General Clauses Act, 1897 (X of 1897), expressions used in these rules have the same meaning as in the Glanders and Farcy Act, 1899; consequently the expression "diseased" has the meaning stated in section 2 (1) of the latter Act, and the word "horses" includes asses and mules—See section 2 (3) of that Act.

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

3. Whenever a vessel with one or more horses on board arrives off Sagar Island—

(1) the Master shall—

- (a) report to the Pilot in charge of the vessel the fact of the horse or horses being on board;
- (b) hoist at the main or mizen mast, for the information of the signaller on duty in the port (if any horse is from Queensland), Flag H, or (if none of the horses are from Queensland) Flag N;
- (c) keep the said flag flying until he is informed by the Inspector that none of the horses are diseased; and

(d) not allow any horses to be landed until he has received a report from the Inspector that they are free from disease;

(2) The signaller at Sangoor shall telegraph at once to the Principal advising the arrival of the vessel.

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

4. When any horse is suspected of being diseased, the owner or person in charge shall report such fact to the Master of vessel.

5. (1) Whenever a vessel with one or more horses on board is in or about to enter the port, an Inspector may board the vessel for the purpose of ascertaining whether there is any horse which is diseased.

(2) All inspections of horses made by an Inspector under section 5 of the Act shall be made in the presence of the Master or some other officer of the vessel, and of the owner or person in charge of the horses, if he desires to attend.

(3) Before making any such entry, the Inspector shall, if so required, produce his certificate of appointment. Every such certificate shall be in the form contained in Schedule I.

(4) When making any such entry and inspection, the Inspector may be accompanied by any other Inspector or a Veterinary Practitioner or a member of the Veterinary Preventive Force whom he may consider it necessary to take with him.

(5) The Master and every officer of such vessel and the owner or person in charge of the horses on board shall give free access to the Inspector and the persons (if any) accompanying him, and shall in every way facilitate his inspection.

6. (1) Whenever an Inspector having reason to believe that any horse on board a vessel in the port is diseased or the Inspector believes such horse under section 6 of the Act, he shall deliver the same to a member of the Veterinary Preventive Force to be taken to a Veterinary Practitioner.

(2) Such suspected horse shall ordinarily be taken, with all due care for the prevention of contagion to other horses and to human beings, to the hospital, there to be dealt with in accordance with the provisions of the Act and of these rules.

(3) Any horse so sent to the hospital may be detained for such time as the officer in charge may consider necessary and may be submitted to any recognized test.

7. (1) When an Inspector seizes a horse, he shall present to the Master of the vessel, or to the owner or person in charge of the horse, a notice of seizure in the form of Schedule II and a printed copy of these rules.

(2) If the Inspector is a Veterinary Practitioner and if the horse is found on examination to be diseased, he shall also present to such owner or person a certificate in the form set forth in Schedule III.

(3) If the Inspector is not a Veterinary Practitioner, and if the horse is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, procure from such practitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or person.

8. When the destruction of a horse has been ordered under section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the carcass shall be disposed of in the presence of a member of the Veterinary Preventive Force.

9. If any horse is certified under section 8 of the Act to be suffering from surra or lymphangitis epizootica, a Veterinary Practitioner may, with the consent of the owner, direct that such horse shall be medically treated in such a manner and at such a place as to ensure that no danger to any other horse is entailed:—

Provided as follows:—

(1) no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at 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 carcass which is diseased or believed to be diseased is about to be removed to another place for examination, slaughter, cremation, burial or any other lawful purpose, the owner or person in charge of the horse or carcass shall attach a suitable covering over the nostrils and to any other part of the body from which infectious matter may escape, so as to minimize the danger of spreading infection during removal.

11. (1) If a diseased horse dies, or is destroyed under the Act, the owner or person in charge of it shall, as soon as possible, and with all due care for the prevention of contagion to other horses and to human beings cause the carcass to be taken to a suitable place to be there burnt or buried or otherwise disposed of in the safest and most efficacious manner practicable.

(2) The means of disposal to be adopted shall be decided in each case by an Inspector, and the work shall be carried out under the supervision of a member of the Veterinary Preventive Force.

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

- (a) all refuse derived from cleansing, and all dung, litter, straw, grass or hay, shall be taken to a suitable place and burnt;
- (b) every piece of stable gear connected in any way with a diseased horse, including feeding-troughs, pails and battens, shall be burnt;
- (c) every part of the vessel which has been within the reach of a diseased or suspected horse shall be thoroughly scraped;
- (d) in the case of a steam vessel,—
  - (i) superheated steam shall be turned on and carefully applied to every part of the deck, hold or other place which has been occupied by any horse;
  - (ii) the deck, hold or other place, shall then be washed with soft soap and hot water containing 5 per cent. crude carbolic acid or phenyle; and
  - (iii) the said place shall then be freely ventilated;
- (e) in the case of a sailing ship or of a steamship unprovided with a steam hose, the procedure prescribed in clause (d) shall be adopted, except that scrubbing with hot water may be substituted for the use of a steam hose.

(2) Notwithstanding anything in sub-rule (1), the Inspector may prescribe any method of disinfection which in the special circumstances of the case may seem to him to be necessary.

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 Act or these rules, any horse which a Veterinary Practitioner has certified to be diseased, shall be recovered from the owner or the person who was in charge of the horse:

Provided that the whole or any part of such expense may be remitted and debited to the Government by the Principal, Bengal Veterinary College, if it is proved to his satisfaction that the debtor has executed promptly and thoroughly all the duties laid upon him by or under the Act or these rules.

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

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

17. In the event of obstruction the Police shall, on the written application of an Inspector, a Veterinary Practitioner, or a member of the Veterinary Preventive Force, render such officers such assistance as may be necessary to enable them to perform their duties under the Act and these rules.

18. Every Inspector and every member of the Veterinary Preventive Force, who is not a gazetted or commissioned officer, shall, when on duty, wear a distinctive uniform prescribed for his department; Provided that the Principal may exempt any officer from compliance with this rule.

19. Whoever commits a breach of any of these rules shall be punishable with imprisonment for a term which may extend to one month, or with fine which may extend to fifty rupees, or with both.

20. (1) Compensation may be given to the owner of a horse which is—

(1) clinically diseased;

(2) apparently healthy and shows no outward symptoms of disease, but which has been in contact with a diseased horse and reacts under the recognized test and is thus proved to be diseased:

Compensation.

Provided as follows:—

(a) the horse is proved to the satisfaction of an Inspector to have been the property of its present owner for not less than 14 days prior to the detection of the disease;

- (b) in the opinion of the Veterinary Practitioner, it was apparently free from disease at the time when it came to be the property of its present owner;
- (c) it is not the property of the Government or of a District or Local Board or Municipality or of a company subsidised by Government or local authorities or of an asylum for animals;
- (d) the owner of the infected horse has exercised reasonable expedition in bringing the case to the notice of an Inspector;
- (e) the owner has given all reasonable assistance to such Inspector and to the officers of the Veterinary Department in preventing the spread of infection;
- (f) the premises, harness, etc., have been disinfected or cleaned to the satisfaction of an Inspector;

The Principal shall determine the value of the horse.

(2) The scale of compensation will be—

Half the value of the horse subject to a maximum compensation of Rs. 100

The estimate is to be based on the value of the horse immediately before it became subject to the rules under the Glanders and Farcy Act, 1899.

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

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

#### SCHEDULE I.

[See Rule 5.]

GLANDERS AND FARCY ACT, 1899.

#### Certificate of the Appointment of Inspector.

Certified that

\_\_\_\_\_ of  
ment notification No. \_\_\_\_\_ has been appointed by Govern-  
to be an Inspector under the Act, to exercise and perform the powers  
conferred and the duties imposed by that Act on such officers.

BELGACHIA, CALCUTTA.

The

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Principal,  
Bengal Veterinary College.

#### SCHEDULE II.

[See Rule 7.]

#### Notice of seizure under Glanders and Farcy Act, 1899.

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

Inspector under the Act.

#### SCHEDULE III.

[See Rule 7.]

GLANDERS AND FARCY ACT, 1899.

#### Certificate that a horse is diseased.

I \_\_\_\_\_, Veterinary Practitioner  
under the Glanders and Farcy Act, 1899 (XIII of 1899), hereby  
certify as follows:—

A horse, as noted in the margin, said to belong to

<i>Descriptions—</i>	, or to have been in charge of
Breed.	, of
Sex.	
Colour.	having been seized under the said Act by Inspector
Apparent age	, I have this
Brand or other	day, the of 19
marks of identi-	examined the said horse and believe it to be
fication.	diseased within the meaning of section 2 (1) of
	the said Act.

BELGACHIA, CALCUTTA.

The

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Veterinary Practitioner.

# COMMISSIONERS' SCALES OF CHARGES. CHARGES ON GOODS—IMPORTS.

## 1. River Due on Imports.

River due is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge river due either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

- (a) On all goods discharged directly from any sea-going vessel into a Commissioners' lighter, on to the quay in the Docks, or on to the Calcutta or Garden Reach Jetties, 12 annas per ton or part of a ton when the landing-charge, is levied by weight and in other cases at a rate equal to three-fifths of the landing-charge.
- (b) On all other goods discharged from any sea-going vessel:—
  - (i) When freight is charged by weight by the steamer companies at the rate of Re. 1-4-0 per ton or part of a ton;
  - (ii) When freight is charged by measurement by the steamer companies at a rate equal to the landing-charge which would have been levied had the same goods been landed by the Commissioners.
- (c) Transhipment cargo:—
  - (i) If landed overside into boats and re-shipped from boats into a second steamer no export river due will be charged.
  - (ii) If landed from one steamer on to the quay, stored for some time in the Commissioners' premises and then re-shipped into another steamer no export river due will be charged.
- (d) On motor cars or aeroplanes not in cases at Rs. 15 per car or aeroplane.
- (e) On ship's life-boats at Rs. 4 per boat.
- (f) On all petroleum to which the Indian Petroleum Act applies at the rate of one pie per gallon.

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

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

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

## Section I (A).—

The following additional charges are also levied:—

- (a) On all goods (except those specified in sub-sections (b) and (c) below) landed from or shipped into any sea-going vessel

within the limits of the port, an "ad valorem" toll at the rate of four annas per Rs. 100 of value subject to the following maxima:—

- (i) On goods shipped into any sea-going vessel the "ad valorem" toll shall not exceed the total amount of river due payable on such goods.
- (ii) On goods landed from any sea-going vessel the "ad valorem" toll shall not exceed the total amount of river due that would be payable on such goods if they were discharged from a ship lying in the stream.

NOTE.—For the purpose of assessing the amount of "ad valorem" toll payable the value of the goods will be taken to be the tariff value as fixed by the Government of India for the purposes of assessment of customs duty, or, if no such tariff value has been fixed, the real value as defined by Section 30 of the Sea Customs Act (VIII of 1898).

Calculations of the toll payable will be made to the nearest pice subject to a minimum charge of one pice per chalan.

- (b) A fixed toll at the rate noted against each item is charged on the undernoted goods, which are exempt from the "ad valorem" toll:—

Manganese Ore	...	...	1 anna per ton.
Salt	...	...	1 anna per ton.
Timber	...	...	6 annas per ton.
Wheat, rice, seeds, pulses, grain and other cereals, flour, bran and	...	...	4 annas per ton.
atta	...	...	4 annas per ton.
Sugar	...	...	14 annas per bale.
Baled jute	...	...	12 annas per ton.
Gunnies	...	...	12 annas per ton.
Tea	...	...	16 annas per ton.
Hides and Skins	...	...	16 annas per ton.
Cotton piece-goods and all kinds of cotton twist and yarns	...	...	4 annas per bale.
Bunker coal	...	...	14 annas per ton.
Shipment coal	...	...	4 annas per ton.
Scrap iron	...	...	2 annas per ton.
Mineral oil	...	...	4 pie per gallon.

- (c) All goods transhipped from one sea-going vessel to another are exempt from the "ad valorem" toll and a special surcharge is levied instead at the undernoted rates:—

- (i) On sugar, rice, wheat and other cereals the surcharge is equal to 25% of the import river due payable on such goods.
- (ii) On all other goods the surcharge is equal to 12½% of the import river due payable on such goods.

## 2. Differential Toll.

See also Section 9B.

In addition to the landing-charges given below a differential toll is levied on all goods landed at the Calcutta Jetties. Differential toll is also levied on all goods landed at the Docks or Garden Reach Jetties which are removed from the transit sheds or yards in foreign railway wagons, or in Port Commissioners' wagons in through booking to destinations beyond the Commissioners' system except sugar, rice, wheat, seeds and other grain traffic, copper matte and iron ore. Differential toll is also levied on wines landed at the Docks or Garden Reach jetties and removed to the Jetty Wins Golconda, and also on any other commodities landed at the Docks or Garden Reach Jetties, which are removed by the Commissioners to the Calcutta Jetties prior to delivery.

The toll is 12 annas per ton or part of a ton on all goods on which the landing-charge is levied by weight and three-fifths of the landing-charge in all other cases.

EXEMPTIONS.—The following goods are exempt from differential toll:—

- Motor cars and aeroplanes not in cases.
- Transshipment cargo under Section 1(c)(ii) above.
- Ship's life-boats.
- Pure cane molasses.
- Locomotives landed complete.

## 3. Landing-charges.

The following landing-charges are ordinarily levied on goods landed at the Jetties or Docks, but the Commissioners reserve to themselves the right to levy landing-charges on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Schedule No.	Description of goods.	Basis of charge.	Landing charge.
1	Cotton piece-goods and all kinds of cotton twist and yarns.	Per bale or case	Rs. A. P. 0 4 0
2	Sugar, rice, grain, muga flour, tapioca flour and seeds.	Per ton or part of a ton.	1 0 0
3	Gold, Silver and jewellery	Per package	0 4 0
4	Animals not in cages	Each	2 0 0
5	Horse-boxes	Each	4 0 0
6	Motor cars or aeroplanes not in cases	Per car or aeroplane	10 0 0
7	Molasses in bulk (as wharfed)	Per ton	0 12 0
8	Ship's life-boats	Per boat	4 0 0

Schedule No.	Description of goods.	Basis of charge.	Landing charge.
9	All other goods where the weight of any single package does not exceed 35 cwts.	Per ton or part of a ton gross weight	Rs. A. P. 1 4 0
10	Over 35 cwts.	"	7 0 0
11	Goods charged on a measurement basis:— A. Where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 1 anna per package. B. Over 100 c. ft. and up to 200 c. ft. C. Over 200 c. ft.	Per 40 c. ft. or part thereof.	1 0 0 2 8 0 3 12 0

\*Amended vide Notification No. 151, dated the 21st September 1937.

NOTE I.—The floating cranes, 100-ton sheers and 5-ton cranes at the Docks are used for lifts of over 35 cwts. When a crane vessel serves a ship at the Jetties or Docks, where such services are normally required, the rates shown in Section 3 above are charged, but otherwise the minimum charge for the use of a floating crane or the 100-ton sheers is Rs. 50, and for work after 5 p.m. or before 7 a.m. or on a holiday, a fee of Rs. 10 per hour is charged for overtime. An extra charge of Rs. 50 is made for the use of a floating crane above Howrah Bridge or below the Garden Reach Jetties.

NOTE II.—Where no basis for freight charge is laid down the landing-charge and all other charges payable to the Commissioners are recovered on weight or measurement basis at the Commissioners' option.

NOTE III.—Double the schedule charges for landing, rent and removal are charged subject to the provisions of Section 4(d):—

(a) on all matches not removed from the Commissioners' premises on the next working day after the day of landing.

†(b) (i) On each consignment having a flashing point of not less than 70° F. and below 200° F. landing, rent and removal charges at double rates if the weight of the consignment does not exceed one ton.

(ii) On each consignment having a flashing point of not less than 70° F. and below 200° F. landing, rent and removal charges at double the schedule rates if it is not removed from the Commissioners' premises on the next working day after the day of landing or loading, provided that the weight of the consignment exceeds one ton.

(iii) On each consignment of petroleum or its products having a flashing point of less than 70° F. landing, rent and removal charges at double the schedule rates if it is not removed from the Commissioners' premises on the day of landing or unloading, whatever be the weight of the consignment.

(c) on all consignments of fire-works landed or unloaded at the Docks or Jetties under the authority of Notification No. 3 Marine dated the 12th January 1932 which are not removed from the Commissioners' premises on the day of landing or unloading.

† Notification No. 125, dated the 1st May 1934.—It is notified that on and from the 1st April 1934, landing, rent and removal charges will be levied on consignments of petroleum or its products which are landed or unloaded under the provisions of by-law published under Notification No. 17-Mon. dated the 16th May 1933.

*Notification No. 145, dated the 25th March 1936.*

In supersession of Notification No. 129, dated the 19th July 1934, it is hereby notified under the provisions of Section 107 of the Calcutta Port Act and with the approval of the Local Government, that, with effect from the 1st March 1936, the Commissioners may at their option levy on animals or small packages of any description, other than *bona fide* personal baggage, accompanying passengers disembarking from or embarking in any sea going vessel, either an inclusive flat rate of eight annas per animal or small package or the rate which would be payable for passing the same animals, or small packages over the Inland vessels wharves, in lieu of landing or shipping charges, wharf toll, river due, surcharge, differential toll and *ad valorem* toll.

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

With effect from the 1st June 1935, an inclusive flat rate of 8 annas per cage is levied on all cages of birds and Re. 1 per cage on all cages of animals landed from any sea going vessel at the New Horse Jetty, Kidderpore Dock, in lieu of landing charge, river due, surcharge and *ad valorem* toll.

*Notification No. 150, dated the 4th August 1934.*

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

- (a) will be levied when section 6 does not apply for the loading or unloading of carts or lorries and for the loading or unloading of packages weighing over 85 cwt. which are received or despatched by railway wagons, and
- (b) may be levied for the loading or unloading of Port Commissioners' wagons when neither shipping nor landing charges are payable.

**4. Rent.**

- (a) Goods are rent-free for three clear working days after the date of landing, Sundays, Chamber holidays and *dies non* and days on which the Custom House Treasury is closed are not counted as working days. Goods not removed by charged rent from the third day after the day of landing are the schedules below whether the following day is or is not a working day.

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

NOTE II.—The free time for hazardous goods other than matches and sulphur counts from the date of receipt in the Hazardous Godown.

If landed at the Calcutta Jetties or Mullick Ghat Heavy Lift Yard rent is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge rent either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Description of goods.	Basis of charge.	Rent per diem for first 3 days after free time.	Rent per diem thereafter.
<b>Goods of which no package exceeds 25 cwt. in weight.</b>		Rs. A. P.	Rs. A. P.
Cotton piece-goods and all kinds of cotton twist and yarn.	Per bale or case	0 2 0	0 4 0
Sugar, rice, grain, sago flour, tapioca flour and seeds.	See page 136	—	—
Motor cars or aeroplanes not in cases ...	Per car or aeroplane	2 8 0	5 0 0
Horse-boxes ...	Each	1 0 0	2 0 0
Ship's life boats ...	"	0 5 0	0 5 0
All other goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton gross weight.	0 5 0	0 10 0
All other goods on which freight is charged by measurement by the steamer companies and where the measurement of any single package does not exceed 100 c. ft.	Per 40 cubic feet or part thereof.	0 5 0	1 4 0
On any package measuring over 100 c. ft.	"	0 5 0	1 4 0
<b>Goods of which each package exceeds 25 cwt. in weight.</b>			
All goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton.	0 15 0	1 14 0
All goods on which freight is charged by measurement by steamer companies.	Per 40 cubic feet or part thereof.	1 0 0	2 0 0

If landed at the Garden Reach Jetties or at the Docks rent is charged at the following rates, but the Commissioners reserve to themselves the right to charge rent either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Description of goods.	Basis of charge.	Rent per diem after the free time.
<b>Goods of which no package exceeds 25 cwt. in weight.</b>		Rs. A. P.
Cotton piece-goods and all kinds of cotton twist and yarn.	Per bale or case	0 2 0
Sugar, rice, grain, sago flour, tapioca flour and seeds.	See page 136	—
Motor cars and aeroplanes not in cases ...	Per car or aeroplane	2 8 0



Description of goods.	Basis of charge.	Rent per diem after the free time.
<b>Goods of which no package exceeds 35 cwt. in weight.</b>		Rs. A P.
Horse-boxes ... ..	Each	1 0 0
Ship's life-boats ... ..	Each	0 6 0
All other goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton gross weight.	0 5 0
All other goods on which freight is charged by measurement by the steamer companies.	Per 40 cubic feet or part thereof.	0 5 0
<b>Goods of which each package exceeds 35 cwt. in weight.</b>		
All goods on which freight is charged by weight by the steamer companies.	Per ton or part of a ton.	0 15 0
All goods on which freight is charged by measurement by the steamer companies.	Per 40 cubic feet or part thereof.	1 0 0

Note.—At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning rent charges is 2 tons and not 35 cwt.

(b) On all sugar delivery of which is not taken within five clear working days from the date of landing, rent will be charged from the fourth day after the vessel began to discharge at the rate of Rs. 1 per ton per month or part of a month for the first month; at the rate of Rs. 1-8-0 per ton per month or part of a month for the second month, and thereafter at the rate of Rs. 2 per ton per month or part of a month. Parts of a ton are reckoned as a ton.

(c) On rice, grain, sago flour, tapioca flour and seeds, delivery of which is not taken within three clear working days from the date of landing, rent is charged at the rate of 2 annas per ton per week or part of a week for the first four weeks; at the rate of 4 annas per ton per week or part of a week for the fifth, sixth, seventh and eighth weeks; and at the rate of 8 annas per ton per week or part of a week thereafter. Parts of a ton are reckoned as a ton.

(d) On damaged goods including wines for which a claim is brought against the ship, rent is not charged until the fifth clear working day after landing, provided notice of survey is given to the Dock or Jetty Superintendent, as the case may be, within 48 hours after the goods have been landed by the ship.

(e) On transshipment goods, to which fourteen days free time is allowed from the date of landing, rent after the free time is charged throughout at the rate fixed in the schedule for the first three days' storage after the free time.

(f) On unmanifested cargo, rent is not charged until ten clear working days after delivery of the outturn report to the vessel's agents, and then only at the rates notified for the first three days after the free time.

(g) On goods for despatch by railway or removal to the warehouses, rent is charged up to the date of acceptance of complete papers, any period intervening between the submission of papers and their acceptance being charged for at the rate fixed in the schedule for the first three days' storage after the free time. In the case of bag imports the date of acceptance is to be taken as the date of registration for despatch.

(h) For rent on non-shipment traffic booked by rail to the docks including Kantapur and the Tea Warehouse, see Section 27.

#### 5. Removal charge.

A removal charge equal to 75% of the landing-charge is levied on all import goods removed by the Commissioners from one point to another in the Jetty enclosure, or from one point to another within the Dock area, and also on all imports returned from the Calcutta Jetty or Dock or Garden Reach Jetty gates.

NOTE I.—The removal charge on sugar is levied if the goods incur rent, whether the bags are actually removed or not.

NOTE II.—The removal charge on wines is not levied unless rent has been incurred.

NOTE III.—The removal charge on rice and other grain traffic is levied only if the bags are actually removed by the Commissioners.

#### 6. Loading charge.

A charge of one-third of the landing-charge is made:—

(a) for loading goods at a Heavy Lift Yard,

(b) for loading carts or lorries,

(c) for loading packages weighing over 35 cwt. at the Calcutta Jetties or Kidderpore Docks into railway wagons,

(d) for loading packages weighing over 2 tons at the Garden Reach Jetties and King George's Docks into railway wagons.

#### 7. Goods landed and re-shipped to boats.

(a) Goods landed by the Commissioners on to a quay and re-shipped direct into boats are charged the ordinary landing-charge.

(b) Goods landed by the Commissioners on to a quay and re-shipped are charged double the landing-charge if orders for re-shipment are not given at the time of landing, and rent is charged in accordance with Section 4 after four clear working days' free time.

#### 8. Miscellaneous charges.

(a) Goods hoisted by the Commissioners' cranes from the hold of an ocean-going steamer on to the deck or direct into boats are charged one-third of the landing-charge provided the weight of each package is not more than 35 cwt. at the Calcutta Jetties or Kidderpore Docks and not more than 2 tons at the Garden Reach Jetties or King George's Dock. If the weight is more than 35 cwt. at the Calcutta Jetties or the Kidderpore Docks and more than 2 tons at the Garden Reach Jetties or King George's Dock the full landing-charge is levied.

(b) A fee of Rs. 1 is charged for issuing a duplicate gate pass or for a certificate of receipt, and a fee of Rs. 2 is charged for issuing a landing certificate, or transferring charges from one vessel to another.

#### 9. Petroleum.

NOTE.—A surcharge of 50% of the wharfrage or landing charge is payable on all kinds of petroleum or its products discharged from a sea-going vessel within the limits of the Port.

River due is also payable as laid down in Sections 1 and 17.

See also Section 3 Note III (b).

A. The undernoted charges are levied at Budge Budge Petroleum Wharf:—

(i) Wharfrage or landing charge—

Wharfrage is payable at the following rates:—

on dangerous petroleum ... 1½ pies per gallon.

on non-dangerous petroleum and its products ... 10 annas per ton of 230 gallons.

NOTE.—Wharfrage is charged on petroleum discharged in bulk from a vessel not being a sea-going vessel at the rate of 24 pies per gallon on dangerous petroleum and at the rate of 15 annas per ton of 230 gallons on non-dangerous petroleum and its products.

(ii) In addition to wharfrage, the following charges are made when handling is done by the Commissioners:—

Stevedoring	Cases	...	4 pies per case.
	Barrels or drums	...	2 annas per barrel or drum.
Landing	Cases	...	If the distance carried does not exceed 500 feet—6 pies per case.
		...	If the distance carried exceeds 500 feet, for every 500 feet, or part thereof over and above the first 500 feet—an extra 3 pies per case.
	Barrels or drums	...	If the distance carried does not exceed 500 feet—3 annas per barrel or drum.
		...	If the distance carried exceeds 500 feet, for every 500 feet, or part thereof over and above the first 500 feet—an extra 1 anna per barrel or drum.

Stevedoring or landing at night	...	50 per cent. extra.
Repairing or refilling cases	...	4 pies per tin.
Repairing and/or refilling barrels or drums	...	4 annas per barrel or drum.
Conveying empty cases	...	6 annas per 100 cases.
Storage	...	A charge at the rate of Rs. 3 per 100 sq. feet per week or part of a week reckoned on the maximum space occupied during the week is levied for the storage of non-dangerous petroleum and its products in cases, drums, barrels, or other receptacles in the Commissioners' storage shed at Budge Budge.

\* The charges will be levied for similar services, when petroleum is landed at the Docks.

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

River due, wharfrage and surcharges will also be levied at the same rates as those payable at the time on non-dangerous petroleum and its products discharged in bulk from any sea-going vessel at the Petroleum Wharf, Budge Budge. (As per Notifications Nos. 124 & 131 dated 5th February 1934 and 4th September 1934 respectively.)

Notification No. 147, dated the 16th February 1937. With reference to Notifications Nos. 124 dated the 5th February 1934 and 131 dated the 4th September 1934, it is hereby notified for general information, under the provisions of the Calcutta Port Act III (B.C.) of 1890 and with the approval of the local Government, that with effect from the 1st January 1937, in the case of non-dangerous petroleum and its products discharged in bulk from any sea-going vessel lying in Kidderpore or King George's Docks and subsequently despatched by foreign railway, a refund will be allowed of 2½ pie 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 Delhi, the whole of the differential toll will be refunded.

10. **Moyapur Depot.**

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

11. **Warehouse charges.**

*Fairlie Warehouse*—For non duty-paid or for duty-paid imported goods:

	Rent per mensem or part thereof.
	Rs. A. P.
Cotton Piece-goods and all kinds of Cotton twist and yarn	... 0 12 0 per package.
Cement...	... 0 4 0 per cask.
All other goods—	

(i) if the landing-charge is levied by weight ... 1 0 0 per ton or part of a ton.

(ii) if the landing-charge is levied by measurement ... 0 0 8 per cubic foot.

If notice is given to the Commissioners to remove goods to the Fairlie Warehouse within three clear working days of the date of landing, rent is charged from the date the vessel, from which the goods were landed leaves the berth after completing her discharge and is payable monthly in advance. Otherwise, the ordinary Jetty rent charges given in section 4 are payable up to the date the notice is given, and the Fairlie Warehouse rates are charged from that date.

*Garden Reach "A" Warehouse*—For duty-paid imported goods:—

	Rent per mensem or part thereof
	Rs. A. P.
Cotton Piece-goods and all kinds of Cotton twist and yarn	... 0 6 0 per package.
Cement...	... 0 2 0 per cask.
All other goods—	

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

(ii) If the landing-charge is levied by measurement ... 0 0 4 per cubic foot.

If notice is given to the Commissioners to remove goods to the Garden Reach "A" Warehouse within three days of the date of landing,

rent is charged from the date the vessel, from which the goods were landed, leaves the berth after completing her discharge and is payable monthly in advance. Otherwise, the ordinary Dock rent charges given in Section 4 are payable up to the date the notice is given, and the Garden Reach "A" Warehouse rates are charged from that date.

*Canning, Clive and Strand Warehouses*—

Compartment are let on monthly tenancy leases at the following rates of rent:—

Ground floor	...	Rs. 360 per 2,250 sq. ft. per mensem.
First	...	300 " " " " "
Second	...	250 " " " " "

*Garden Reach "A" Warehouse*—

Compartment are let on monthly tenancy leases at the following rates of rent:—

Ground floor	...	Rs. 100 per 1,000 sq. ft. per mensem.
First	...	85 " " " " "
Second	...	70 " " " " "
Third	...	60 " " " " "

*Bulge Budge Petroleum Warehouse*—See Section 9.

## CHARGES ON GOODS—GENERAL.

12. **Charges for Travelling Cranes.**

	Rs. A.
On lifts not exceeding 2 tons	... 1 0 per ton or part of a ton
On lifts exceeding 2 tons but not exceeding 4 tons	... 1 8 do.
On lifts exceeding 4 tons but not exceeding 10 tons	... 2 0 do.
On lifts exceeding 10 tons up to the crane's capacity	... 4 0 do.

The minimum charge, exclusive of haulage, is Rs. 10 per day or part of a day and the maximum charge is similarly Rs. 40.

An extra charge of Rs. 25 to cover haulage is made for the use of a travelling crane outside the Kidderpore Dock area.

13. **Weight or Measurement charge.**

A charge of 8 annas per wagon is made for passing railway wagons over a weighbridge.

In cases where weights or measurements are not shown on invoices or freight bills or where it is necessary for the Commissioners' staff to weigh or measure goods in order to assess landing or shipping charges, or for any other purpose, a charge equal to one-third of the landing or shipping charge may be levied.

When freight is charged on weight or measurement basis and the Commissioners elect not to recover their charges on the same basis, no weight or measurement charge is levied if it is necessary for the Commissioners to weigh or measure the package.

#### 14. Freight charges.

(a) On goods, other than those referred to in paragraphs (b), (c) and (d) below, removed in Commissioners' wagons at owners risk between any point in the Dock area and any point outside this area or between any point in the Jetty area and any point outside this area, a charge will be made of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option. The Commissioners' risk rate will be Rs. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.

(b) On rice, paddy, gram, maize, dhal, lentils and millet and all the commodities enumerated under the heading "Grain and Pulses" removed between any two points on the Port Trust Railway a charge will be made of 6 annas per ton or part of a ton, or Rs. 2-8-0 per axle at the Commissioners' option, if the removal be at the owners risk, and at 10 annas per ton or part of a ton, or Rs. 3-12-0 per axle at the Commissioners' option, if the removal be at the Commissioners' risk, except when such carriage is covered by the removal charge leviable under Sections 5 or 20 of the Commissioners' Scales of Charges.

(c) On oil cake, jute, cotton, hemp, linseed and all fibres in bales removed from any point North of Howrah Bridge on the Port Trust Railway to any point in the Dock area the freight charge will be made as in paragraph (b) above. Linseed when despatched from the Argentine Steamer ghat to any point in the Dock area will also be charged freight at the rates laid down in section 14(f).

(d) On all commodities transported between any two points on the Port Trust Railway North of Howrah Bridge the freight charge will be made as in paragraph (b) above.

(e) On military traffic the axle rate is always charged.

#### 15. Local Terminal.

A charge of Rs. 5 per axle is levied on all coaching traffic, with the exceptions mentioned in Note 1 of Section 16, received at or despatched from any point on the Commissioners' railway system, and a charge of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option will be levied on all other railway traffic received at or despatched from places east of Tolly's Nullah within the jurisdiction of the Docks, for example, Fort William, Babughat,

etc., when neither Port Trust Railway freight nor removal is payable to the Commissioners.

#### 16. Shunting charge.

At any point served by the Commissioners' railway system west of Tolly's Nullah, including Wangunge, the Hooghly Mill, the Remount Depot, Chetla and all private depots and factories within the jurisdiction of the Docks a charge of Rs. 1-4-0 per axle may be levied by the Commissioners for placing loaded or empty wagons or vehicles when neither removal nor Port Trust Railway freight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles.

*Note I*—For the purposes of section 15 and 16 horse boxes and wagons carrying horses or brake-vans booked to and from the Remount Depot will be charged at Rs. 1-4 per axle.

*Note II*—A shunting charge of Rs. 1-4-0 per axle may be levied on all wagons booked to depots East of Tolly's Nullah rented from the Port Commissioners when neither Port Trust Railway freight nor removal is payable to the Commissioners on the traffic carried in these wagons.

*Notification No. 145, dated the 27th October 1936.*

It is hereby 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 shunting charge of Rs. 2-8-0 per gallon will be levied on all molasses tank wagons in partial suppression of the charges notified under section 16 of the Commissioners' printed scale of charges.

#### 16A. Diversion charge.

A charge of annas 6 per ton or part of a ton in the case of pig iron and of 75% of the shipping charge in all other cases is levied on all goods contained in foreign railway wagons when the wagons are diverted at the request of the shippers or consignees from any point other than a receiving junction with a foreign railway to any other point within the Dock area.

### CHARGES ON GOODS—EXPORTS.

#### 17. River Due on Exports.

On all goods loaded into any sea-going vessel within the limits of the Port, whether the loading is done by the Commissioners or not, river due is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge river due either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

1. Cotton, hemp and any other fibres in bales whether steamer freight is charged by measurement or by weight ... Rs. 1-4-0 per ton or part of a ton.
2. Manganese, Chrome, Peroxide, Kyanite, Sillimanite and Aluminium Silicate ores shipped in bulk ... 10 annas " "

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 board that vessel ... 6 " " "
6. All other export coal ... 8 " " "
7. Pig iron and scrap iron ... Rs. 1 " " "
8. Motor cars or aeroplanes not in cases ... Rs. 15 per car or aeroplane.
9. Ship's life-boats ... Rs. 4 each.
10. Baled jute ... 5 annas per bale.
11. On all petroleum to which the Indian Petroleum Act applies 1 pie per gallon.
12. All other goods on which freight is charged by weight by the steamer companies ... Rs. 1-4-0 per ton or part of a ton.
13. All other goods on which freight is charged by measurement by the steamer companies ... Equal to the shipping charge chargeable for such or similar goods.

- †14 Sugar ... 6 annas per ton or part of a ton.  
 \*15 Molasses in bulk ... 4 " " "

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

Note II.—A surcharge of 12½% of the river due is levied on all exports other than cereals, pulses, seeds, rice, flour, oil, beans, sugar and coal in respect of which a certificate of shipment has been granted by the Coal Grading Board under the provision of Section 6 of the Coal Grading Act 1925. (Amended side Notification No. 122, dated the 17th January 1928.)

Note III.—A rebate of 50% of the river due is allowed on export coal in respect of which a Coal Grading Board's certificate has been submitted.

#### Transshipment Cargo.—

- (1) If landed overside into boats and re-shipped from boats into a second steamer no export river due will be charged.
- (2) If landed from one steamer on to the quay, stored for some time in the Commissioners' premises and then re-shipped into another steamer no export river due will be charged.

- † Fixed toll ... 4 annas per ton or part of a ton.  
 \* { Wharfage ... 2 " " "  
 Ad valorem toll ... 4 annas per Rs. 100. "

#### 18. Shipping charges.

The following charges are ordinarily made for the shipment of goods at the Docks or Jetties, but the Commissioners reserve to

themselves the right to levy shipping charges either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged:—

Schedule No.	Description of Goods.	Basis of Charge.	Rate.
1	Coal ... ..	Per ton or part of a ton.	Rs. A. P. 0 8 0
2	Cotton, hemp, jute and all fibres in bales ...	Per bale.	0 4 0 (See note below)
3	Grain and seeds excluding rice ...	Per ton or part of a ton.	0 8 0
4	Hides and Skins ...	Per cwt. or part of a cwt.	0 1 6
5	Manganese ore and all ores shipped in bulk ...	Per ton or part of a ton.	0 8 0
6	Tea ... ..	Per 100 lbs.	0 1 0
7	Sheep and goats not in cages, ...	Per animal.	0 2 0
8	All other animals not in cages ...	"	2 0 0
9	Horse Boxes ... ..	Each	4 0 0
10	Motor cars or aeroplanes not in cases ...	Per car or aeroplane	10 0 0
11	Ship's life boats ... ..	Each	4 0 0
12	All other goods on which freight is chargeable by weight and when the weight of any single package does not exceed 35 cwt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks ...	Per ton or part of a ton.	0 12 0
13	All other goods on which freight is charged by measurement and when the measurement of any single package does not exceed 100 cubic feet with a minimum charge of 1 anna per package. ...	Per cubic ft.	0 0 5
14	Over 100 c. ft. and up to 200 c. ft. ...	" " "	0 1 0
15	Over 200 c. ft. ... ..	" " "	0 1 6
16	*Sugar ... ..	Per ton or part of a ton.	0 12 0

\*A rebate of 4 annas per ton or part thereof is granted on the shipping charge but the rebate does not affect any other charge based on the shipping charge except as provided for below.

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

**Note 1.**—A rebate of 2 annas per bale is granted on the shipping charge levied under Section 15 above on cotton, hemp, and all fibres in bales, except jute. This rebate does not affect the removal charge, viz. 3 annas per bale, which is based on the shipping charge of 4 annas per bale or any other charge similarly based on the shipping charge; but the payment of a removal charge in the case of cotton, hemp, jute or any fibres in bales except for one week, the payment on the same consignment of rent under Section 19(c) below.

A rebate of 1 anna 6 pies per bale is granted on the shipping charge levied on jute in bales, but this rebate does not affect the removal charge on jute, which is 1 anna 6 pies per bale, or any charge based on the shipping charge.

**Note II.**—On exports transhipped direct from one boat to another or to a ship, one-third of the shipping charge is levied provided no single package weighs over 35 cwt. On packages weighing over 35 cwt. the full shipping charge is levied.

**Note III.**—On exports landed by the Commissioners on to a quay from boats and shipped direct into boat or ship the ordinary shipping charge is levied.

**Note IV.**—On exports landed by the Commissioners on to a quay from boats, stacked in a shed and subsequently shipped by boat or ship double shipping charges and rent charges as laid down in Section 19(c) are levied.

#### 19. Rent.

(a) On goods received for shipment before exports are opened for the vessel by which the goods are to be shipped, rent is charged from the date the goods are received up to the date on which exports are opened at the following rates:—

Manganese ore and all other ores shipped in bulk, scrap iron and pig iron	...	Re. 0-0-6 (or Re. 0-1-0 when stored under cover) per ton or part thereof per month or part of a month, payable on the maximum stock held during the month.
Wheat, seeds, gram, dhali, lentils and peas.	Kantapukur rates of rent	(See Section 27).
Coal	...	See Section 23.
All other goods	...	25 % of shipping charge per week or part of a week.
Ship's life-boats	...	Re. 0-6-0 per day per boat.
Cotton (stored in the open at owner's risk)	...	Re. 0-0-6 per bale per month, or part of a month payable on the maximum stock held during the month.

(b) When goods are booked to a specified shed without a steamer's name being given such goods will be understood as intended for shipment by the first steamer taking exports at that berth. If a steamer is working at the berth when the goods arrive it will be understood

that shipment is intended by that steamer; otherwise by the next following steamer. If not so shipped such goods will be treated as shut out.

#### Shut-out cargo :—

(c) Goods not shipped by the steamer for which they were intended will be charged rent in accordance with the following schedule from the date of receipt of the goods in the transit shed or yard up to the date on which complete documents are submitted for a vessel for which exports are opened and by which the goods are actually shipped:—

Manganese ore and all other ores shipped in bulk, scrap iron	...	As per section 19 (a)
Wheat, seeds, gram, dhali, lentils and peas	...	9 annas per ton per week or part of a week.

All other goods (except coal for which see section 23) ... A rate per week or part of a week equal to the shipping charge.

**Note.**—The Commissioners will be prepared to consider the waiving of rent charges incurred under section 19(c) when cargo is shut out for reasons which in their opinion are unavoidable.

(d) Goods received for shipment but removed from the Commissioners' premises will incur rent charges in accordance with the above schedule from the date of their receipt up to the date of their removal.

#### Put-back cargo :—

(e) Rent at the rate of Rs. 4,500 per mensem is charged for the occupation of a single-storied shed at the Docks or of one floor of a double-storied shed by cargoes of put-back vessels, and the goods remain in charge and at the sole risk of the Agents or Owners of the vessel. The Commissioners have the option of removing to a warehouse or warehouses.

If land is required for the storage of any such cargo in the open, rent is charged at the rate of Rs. 8 per cottah per mensem.

#### 20. Removal and Re-stacking.

(a) On goods removed by the Commissioners from one shed, warehouse or yard to another shed, warehouse or yard within the Dock area, a removal charge equal to 75% of the shipping charge is levied, except that the removal charge on jute is 1½ annas per bale.

Goods, excepting oil cake, removed from the Tea Transit Sheds to points other than shipment sheds within the Dock area are charged freight and not removal charge.

(b) When goods are re-stacked at the shippers request or on his account a re-stacking charge equal to the removal charge is levied.

## 21. Sweepings.

If sweepings collected by shippers in the shipment shed, are not removed within four days after the ship leaves her berth, they are removed by the Commissioners and rent is charged at the rate of 2 annas per bag per week or part of a week plus a removal charge of 1 anna per bag. If after one month from the date the ship leaves her berth, the bags are not claimed, they will be sold by the Commissioners.

## 22. Jute, Hemp, Cotton and Wool—

Burst bales and bales opened for examination:—

(a) Bales *ex Port Commissioners or Foreign Wagons*.—The Commissioners will carry free of charge, to Press Houses situated on the Northern Section of their Railway, examination bales, bales received at the Docks in burst condition and bales that burst after arrival.

(b) Bales *ex boats, carts and lorries*.—Bales that burst after arrival and examination bales, if not removed within four days after official advice has been given, incur rent at the rate of 2 annas per bale per week or part of a week for the first week, 4 annas per bale for the second week, 8 annas per bale for the third week and Re. 1 per bale for the fourth week. If the bales are not removed by the shippers within a month after arrival they will be sold to defray the Commissioners' charges incurred.

## 23. Coal.

In addition to the shipping charge of eight annas per ton (see Section 18), which includes the cost of trimming in the ship's hold, the following charges are levied in certain circumstances:—

AS. P.

On all shipments of bunker coal at the Docks whenever the quantity of bunker coal exceeds one-fifth of the total quantity of coal shipped by the steamer 1 6 per ton or part of a ton.

When coal or coke arrives before the ship is ready to receive it and is dumped ... 3 0 " " " "

NOTE.—This dumping charge will not be re-imposed, whether the coal arrives before the ship is ready or not, until further notice, except in the following cases:—

(i) When coal is dumped after rejection by the Coal Grading Board.

(ii) When delivery of coal is taken by boats, carts, lorries or other vehicles for local use.

(iii) When coal is shipped from a rented private depot.

RENT.—On all coal dumped rent is charged at the rate of one anna per ton or part of a ton per month or part of a month calculated on the maximum stock held during the month.

On coal which after being dumped at one berth is removed to another berth for shipment direct from wagons—

Loading	...	Rs. 0 3 0	per ton or part of a ton.
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Wagon charge	...	" 0 6 0	"
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Removal by coolies from one berth to another	...	" 0 3 0	"
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Squaring up and measuring dumped coal after a vessel has completed loading	...	Actual cost.	
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Labour for tending scales for weighing coal	...	Rs. 2 8 0	per 100 tons.
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Trimming coal shipped overside	...	" 0 2 0	per ton or part of a ton.
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Night work (at the request of the shipper) additional charge	...	" 0 1 0	"
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## Re-landing charges—

Landing (including stevedoring)	...	Actual cost.	
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## Removal from discharged berth.—

Loading	...	Rs. 0 3 0	per ton or part of a ton.
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Wagon charge	...	" 0 6 0	"
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Rent per week or part of a week	...	" 0 4 0	"
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Coal loaded into Boats or Lighters	...	" 0 8 0	"
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## 24. Manganese and all ores shipped in bulk.

In addition to the shipping charge of 8 annas per ton the following charges are levied if incurred:—

Dumping from wagons	...	Re. 0 3 0	per ton or part of a ton.
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Loading into wagons ... Rs. 0 3 0 per ton or part of a ton.

Night work, unless three clear days' notice of the shipment is given ... " 0 1 0

Rent ... " 0 0 6 per month or part of a month payable on the maximum stock held during the month.

When removed in wagons—

Wagon charge ... Re. 0 6 0 per ton or part of a ton, but in the case of manganese ore, iron ore, chrome ore and peroxide ore the charge is 3 annas per ton or part of a ton and in the case of bauxite ore the charge is 2 annas per ton or part of a ton.

## 25. Tea.

Tea Warehouses—Sale Teas :—

(1) Receiving at Warehouse, including wharf toll, per 90 lbs. ... 6 pies.

(2) (a) Rent, including cost of laying down, opening before and closing after broker's inspection, will be charged for the first month or part thereof, at ... 3 annas per 90 lbs.

After first month per week or part of a week ... 9 pies per 90 lbs.

In the event of congestion in the Warehouses, the rent on sold teas may be increased by the Commissioners, after 7 days' notice, to 4 annas per week or part of a week per package from the expiration of the 24th day from the date of sale.

(b) A removal charge equal to 75% of the shipping charge will be levied on all tea removed from a warehouse or Tea Transit Shed to a Shipment Shed.

When the removal charge is levied no loading charge [Sec. 25(14)] will be levied.

## (3) Delivery charge from Warehouse.—

Teas not intended for shipment at the Docks or Garden Reach Jetties :—

On packages each weighing 20 lbs. net or over ... 6 pies per package.

On consignments consisting of packages each weighing less than 20 lbs. net ... 6 pies per 20 lbs. or part of 20 lbs. net.

(No extra charge is made in the case of shipment teas, the service being covered by the shipping charge.)

(4) For transfer from one warehouse to another, the ordinary removal charge is made (See Section 20).

Kidderpore Docks and Auxiliary Sheds—Direct Shipment Teas.

(5) (a) Rent, removal, and shipping charges are levied at the rates quoted for exports in general.

(b) On tea not booked to a specified shipment shed and unloaded at Kantapukur, rent will be charged at the rate of 6 pies per 100 lbs. per week or part thereof.

Miscellaneous charges—

(6) Cross cutting chests on one side, per package 6 pies.

(7) " " " " both sides " " 1 anna.

(8) Re-opening for inspection and closing, per package ... 6 pies.

(9) Assorting and re-stacking, per package ... 2 pies.

(10) Bulking and re-packing full chests into full chests or half chests into half chests, per 3 chests ... 1 rupee.

(11) Bulking and re-packing full into half chests, per 2 chests ... 1 rupee.

(12) Gross weighing, per package ... 3 pies.

(13) Nett weighing, including opening, re-soldering and closing, per package ... 2½ annas.

(14) Loading into wagons from Tea Transit Shed for direct shipment, per package ... 2 pies.

(15) Charge for permitting public to re-pack with their labour when space is available, per package ... 2 annas.

(16) Lead for repairs ... Actual cost.

N.B.—Charges for bulking and re-packing are calculated on the original number of chests, and in the case of all charges, fractions of an unit are charged for as an unit.



**26. Unloading charge.**

A charge of one-third of the shipping charge is made for unloading carts or lorries and for unloading packages weighing over 35 cwt. from railway wagons.

**27. Grains, seeds, pulses and other inward Rail-borne traffic.**

All grains, seeds and pulses booked to the Docks are unloaded at Kantapukur unless booked to a particular shipment shed. Rent is charged from the date on which the goods are unloaded at the following rates.—

From 1st to 4th week -/3/- as. per ton or part thereof per week or part of a week.

From 5th to 8th week -/5/- as. per ton or part thereof per week or part of a week.

From 9th and subsequent weeks -/7/- as. per ton or part thereof per week or part of a week.

Shed accommodation at Kantapukur can be leased from the Commissioners at the rate of Rs. 60 per 1,000 sq. ft. per month but the goods remain at the sole risk of the tenant.

Goods for shipment whether from a rented or general shed are charged removal charge *plus* shipping charge.

**Note I**—All non-shipment goods booked by rail to the Docks, including Kantapukur and the Tea Warehouses, which are stored in the Commissioners' custody pending delivery are charged wharfage at the rate of 3 pies per maund or from midnight of the date on which the goods are made available for delivery, provided no other storage charge under the Scales of Charges framed by the Commissioners under the authority of the Calcutta Port Act is levied on such goods.

**Note II**—When freight is levied by weight, wharfage will be levied on such weight upon the carrying capacity of such vehicle.

**Note III**—Sundays and other holidays are treated as *dies non* in calculating wharfage. In all other respects the general rules regarding wharfage in force over the Eastern Section of the Eastern Bengal Railway are applied.

**28. Hides and Skins.**

The rates of rent at the Hide Depôts are :—

Godown accommodation Rs. 50 per 1,000 sq. ft. per mensem.

Verandahs ... Rs. 30 per 1,000 " "

Compound space ... Rs. 4 per cottah per mensem.

Goods sent from the Hide Depôts for shipment pay removal charge *plus* shipping charge.

**CHARGES ON VESSELS.****\*20. Pilotage.**

Inward and outward pilotage—for charges see Appendix I.

**\*30. Hospital Dues.**

On all sea-going vessels entering the Port 3 pies per ton† (on net registered tonnage.) Hospital dues may be compounded for one year from the date of first entry by paying at once on the first entry of the vessel into the Port three times the rate fixed for each entry.

**\*31. Deratisation Fees.**

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

	Fee for the grant of a deratting certificate.	Fee for the grant of a deratting exemption certificate.
For a vessel with a capacity of 50,000 c. ft. and under ...	Rs. 140	Rs. 50
For a vessel with a capacity of between 50,001 and 100,000 c. ft. ...	175	60
For a vessel with a capacity of between 100,001 and 200,000 c. ft. ...	220	70
For a vessel with a capacity of between 200,001 and 300,000 c. ft. ...	275	80
For a vessel with a capacity of between 300,001 and 400,000 c. ft. ...	330	90
For every 100,000 c. ft. over 400,000 c. ft. fumigated ...	60 extra	10 extra.
For the issue of a certificate on a Sunday or a ch. and holiday ...	40 "	40 "
For the issue of a certificate between 6 P.M. and 6 A.M. ...	40 "	40 "

**32. Port Dues.**

Port Dues are charged at the following rates on net registered tonnage.—

Dhooines and country vessels employed in the coasting trade payable not more than once Re. in 60 days ... 0-2-0 per ton.

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

Vessels entering and leaving in ballast and not carrying passengers ... 0-1-6 " "

\* These charges are recovered by the Commissioners on behalf of Government.

† Vide Notification No. 659 P. II., dated the 20th March 1926 as amended by Notification No. 2778 P. II., dated the 25th November 1921.

Other sea-going vessels of 20-tons and upwards  
payable by mail-steamers and coasting vessels Rs.  
not more than once in 60 days ... 0-4-0 per ton.

Tugs and river steamers, payable once between  
the 1st January and the 30th June and once  
between the 1st July and the 31st December,  
in each year ... 0-4-0 " "

### 33. Assistant Harbour Masters' Fees.

On all vessels not exceeding 5,000 tons gross.

	Rs.
(a) Hauling to or from moorings, each operation ...	40
(b) Hauling to or from swinging moorings, each operation ...	38
(c) Re-mooring, each operation ...	40
(d) Hauling in or out of dry docks other than those belonging to the Commissioners, each operation ...	96
(e) Transporting or removing from one part of the Port to another ...	36

For vessels over 5,000 tons gross, a further charge is made for each of the above operations of Rs. 2 for every 500 tons or part thereof by which the gross tonnage exceeds 5,000.

(f) An extra charge of Rs. 32 will be made when an Assistant Harbour Master is employed on Sundays, Chamber and 6 A.M. of the following day.

(g) An extra charge of Rs. 20 known as "detention charge" is levied if a vessel is not ready to move when boarded by the Assistant Harbour Master, or if the Assistant Harbour Master is required to remain on board after completion of transporting.

### 34. Mooring Hire.

All vessels up to 999 tons gross per day or part of a day	Rs.
" " from 1,000 to 1,999 tons gross " " " "	15
" " " 2,000 to 2,999 " " " "	18
" " " 3,000 to 3,999 " " " "	21
" " " 4,000 to 4,999 " " " "	24
" " " 5,000 to 5,999 " " " "	27
" " " 6,000 to 6,999 " " " "	30
" " " " " " " "	33

Rs.  
All vessels from 7,000 to 7,999 tons gross per day or part of  
a day ... 36

" " " 8,000 to 8,999 " " " " ... 39  
" " " 9,000 to 9,999 " " " " ... 42  
" " of 10,000 tons gross or over " " " " ... 45

Reserved moorings per month ... 600  
Occupation of swinging moorings per diem ... 3

For the use of moorings at Budge Budge  
by flats, for the first 24 hours ... 15

For each succeeding 24 hours or part of  
24 hours ... 3

For the use of moorings by launches, house-boats, etc.— per vessel.

Swinging moorings per diem ... 3

Fixed moorings hired by the month  
if the vessel is not more than 70  
feet over all, per vessel ... Rs. 52 8 0 per mensem.

If vessel is more than 70 feet over  
all, per vessel ... " 60 0 0 " "

### 35. Dry-Dock charges.

(1) For the first 24 hours:—

For vessels not exceeding 2,000 tons  
gross ... 9½ annas per ton.

For vessels from 2,000 to 3,000 tons  
gross ... Rs. 1,218-12-0 (the charge  
for a vessel of 2,000 tons)  
plus Rs. 9-6-0 for every  
50 tons or part of 50 tons  
above 2,000.

For vessels from 3,000 tons upwards Rs. 1,406-4-0 (the charge  
for a vessel of 3,000 tons)  
plus Rs. 7-8-0 for every  
50 tons or part of 50 tons  
above 3,000.

From the 2nd to 8th day inclusive for every six  
hours or part thereof ... Rs. A. P.  
100 0 0

From the 9th day and thereafter, for every six hours or part thereof	Rs. A. P.
...	150 0 0

*Note.*—In no case shall the daily charge for the use of any of the Commissioners' dry docks for the present and subsequent days exceed the charge payable for the first twenty-four hours except that the Commissioners may, if they wish make a charge of Rs. 1,000 per diem for the twenty-first and subsequent days.

When a ship requires a special deposition of blocks, for the complete operation of laying and replacing	Rs. A. P.
...	750 0 0

For re-locking within the period for which the vessel has been regulated or re-regulated, for each operation	Rs. A. P.
...	250 0 0

*Note.*—Re-locking 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 stags 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' captain for the handling of a ship's propellers or for other work required by the ship.

### 30. Towing charges.

For the services of a tug :—	Rs.
Between Garden Reach and the Howrah Bridge—100 per tug.	

*Note.*—The charge for a tug to assist an incoming vessel to turn in Garden Reach may be reduced by the Commissioners from Rs. 100 to Rs. 80 if the vessel requiring assistance is fitted with a towing ship hook of suitable design.

Within the Docks	Rs. 60 per tug per operation.
Above the Howrah Bridge or below Garden Reach but within Port limits	Rs. 200 per tug.

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

Rs. 25 " "

Outside Port limits—

Turning of outward-bound ocean-going steamers in Ulbaria Reach or between the southern limits of the Port of Calcutta and a line drawn due west from Mayapur Semaphore

Rs. 200 " "

For other purposes per 12 hours or part thereof counting from the time the tug leaves her moorings or place of call to the time of her return

Rs.  
... 600 per tug.

For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of such journey

Rs.  
... 1-2-0 per gross registered ton with a minimum charge of Rs. 1,200.

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

Rs. 30

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

### 37. Salvage charges.

In addition of 20% to any charges incurred under Section 36 or 41 will be made when vessels' equipment, or plant belonging to the Commissioners are used for salvage operations. The actual cost of replacing any equipment lost and of repairing any damage done to the Commissioners' property during salvage operations is payable by the Owners or Agents on whose behalf the vessels' equipment or plant are employed.

### 38. Jetty or Dock Berth Hire.

Every vessel, whether working or not while alongside a Jetty or her loading or unloading berth in the Docks, is charged Rs. 70 per day or part of it, in addition to mooring hire, except at a coaling jetty, either in the Docks or elsewhere, where the charge is only Rs. 30 per day or part of it inclusive of mooring hire.

*Note I.*—A vessel occupying a jetty or dock berth for the embarkation or disembarkation of passengers only, in addition to mooring hire is charged Rs. 200 for the first 24 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof.

*Note II.*—A vessel occupying a vacant jetty or dock berth, other than a coaling jetty, as a laying up berth, without utilizing it for the purpose of loading or discharging, is charged mooring hire only instead of jetty or dock berth hire.

*Note III.*—Vessels while loading or discharging alongside a landing-stage at Bulge Bridge will be required to pay berth hire at the rate of Rs. 30 per day or part of a day, in addition to mooring hire except that sea-going vessels of less than 100 tons net register will only be required to pay combined berth hire and mooring hire at the rate of Rs. 5 per 12 hours or part thereof.

*Note IV.*—When a vessel is removed from a jetty or from a berth in the docks to another jetty or berth, berth hire in addition to mooring hire will only be charged for one jetty or berth in respect of the day on which such move takes place. Berth hire will be charged for the jetty or berth at which the greater time is spent on the day of such move.

**39. Night Work.**

A vessel working at the Docks or Jetties between the hours of 6 P.M. on one day and 6 A.M. on the following day shall be charged Rs. 2-8-0 per crane or derrick per hour.

NOTE.—The charges in this section will be levied unless the order for night work is cancelled before 4-30 P.M.

**\*40. Holiday Fees.**

- (a) An ocean-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 ocean-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 ocean-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 Reach 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 fee is charged for the loading or unloading of a vessel, other than an ocean-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 operation ... (See Notification No. 143 next page.)
- (d) Services of a dress diver with apparatus ... Rs. A. P.  
     " skin divers, per man ... 50 0 0 per tide.  
     " " " " ... 10 0 0 " "
- (e) Shackle hire, for the first 30 consecutive days ... 0 4 0 " shackle per diem.  
     " " thereafter ... 0 2 0 " "
- (f) Hire of cable chain ... 4 0 0 per diem for each length of 30 fathoms.

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

† Amended vide Notification No. 149, dated the 1st September 1937.

				Rs. A. P.
(g) Anchor hire	...	...	2 0 0	per anchor per diem.
(h) Salvage on anchors and chains	...	...	4 0 0	per cwt. or part of a cwt.
(i) Hire of hawser boat	...	...	20 0 0	per diem.
(j) Hire of heave-up boat	...	...	40 0 0	" "
(k) Hire of anchor vessel	...	...	100 0 0	" "
(l) Hire of launch	...	...	30 0 0	" "
(m) Salvage of logs	...	...	5 0 0	per log.
(n) Supply of filtered-water to vessels in King George's Dock	...	...	5 0 0	" 1,000 gallons or part thereof as registered on the Commissioners' meters.

In the case of item (c) an extra charge of Rs. 10 is levied if the apparatus is used on a Sunday or a Chamber holiday or after sunset.

In the case of items (e), (d), (i), (j), (k), (l) and (m) double charges are levied if services are required outside Port limits.

In the case of items (i), (j) and (k) Sunday or Holiday work is charged for at double rates and night work is charged for at two and a half times the ordinary rate.

**NOTIFICATION NO. 143, DATED THE 8TH JANUARY 1936.**

It is hereby notified under the provisions of the Calcutta Port Act, and with the approval of the Local Government, that with effect from the 1st January 1936, the following scale of fees will be charged for the use of the Commissioners' fumigating apparatus:—

For a capacity of—		Rs.
50,000 a. 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 a. ft. or part thereof in excess of 400,000 a. ft.	...	Rs. 44 extra.

This notification supercedes clause (c) of section 41 of the Commissioners' Scales of Charges and all relative clauses.

## 42. Charges on Boats and Flats.

## (a) Registration Fees :—

For registering, branding and issuing certificate.—

	Rs.	A.	P.
(i) if already licensed—			
Class I boats ...	5	0	0
Class II boats ...	0	2	0
	per ton subject to a maximum of Rs. 5.		
Cargo flats ...	4	0	0
Passenger boats of the dinghy, bholia or green boat class ...	1	0	0
Other passenger boats ...	5	0	0

(ii) If not already licensed, half the licensed fee—see below.

## (b) Licensing Fees :—

For surveying, painting numbers and issuing license.—

(i) Class I boats not exceeding 40 tons	0	4	0	per ton.
Class I boats over 40 tons but not exceeding 70 tons	0	5	0	" "
Class I boats over 70 tons	0	6	0	" "
Subject in every case to a maximum of	32	0	0	" "
(ii) Class II boats	0	4	0	" "
(iii) Cargo flats	8	0	0	each.
(iv) Passenger boats—for every passenger which the vessel is licensed to carry subject in the case of dinghy, bholia or green boats to a maximum of Rs. 7.8.0 per vessel and in the case of all other passenger boats to a maximum of Rs. 32 per vessel	0	3	0	per passenger.

(v) Combined cargo and passenger boats—the cargo or passenger rate whichever is the greater subject to a maximum of Rs. 32 per vessel.

Rs. A. P.

## (c) Miscellaneous Charges :—

(i) Manjhees' license ...	0	4	0	each.
(ii) License plate for passenger boats	0	8	0	"
(iii) Endorsement of change of ownership on certificate of registry and license ...	2	0	0	"
(iv) Issue of duplicate license	1	0	0	"
(v) Issue of duplicate certificate of registry	2	0	0	"
(vi) Extension of certificate—One-sixth of the annual license fee per month or part of a month.				

NOTE.—For method of calculation of tonnage, see Port Rules.

## (d) Dock Toll on boats and flats :—

- (i) A charge of one anna per ton or part of a ton calculated on the registered tonnage (subject to a minimum charge of Rs. 2) is levied on all boats entering the Docks.
- (ii) A fixed charge of Rs. 1 per thousand maunds or part of a thousand maunds or carrying capacity is levied on all flats licensed as such by the Commissioners' Boat Surveyor which enter King George's Dock.

## APPENDIX I.

Gross Tonnage.

**GROSS TONNAGE.**

the following notification No. 182-M,  
of India in the Department of Commerce :

[illegible]

**NOTE.**—Fracture of an tooth count, in case teeth.

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

Rs. A. P.

Lead-money payable to licensed leadsmen for leaving the lead inward or outward	...	...	...	16 0 0
Compensation for pilot of outward-bound vessel being carried away to sea, per diem, to pilots of whatever rank	...	...	...	10 0 0
Retention of pilot by vessel waiting for cargo or for orders; vessel paid to pilot a rate per diem equivalent to pay of rank of the officer.	...	...	...	13 0 0
Use of moorings at Diamond Harbour, November to May, per diem	...	...	...	2 0 0
Ditto                      ditto                      June to October, per diem	...	...	...	4 0 0
Salvage on anchors, chains and cables picked up by Government boat, per cent	...	...	...	3 8 0

Stations used to indicate places to or from which vessels navigating the Hooghly were piloted or where steam was employed.

*Pilotage outward from within the port of Calcutta, Garden Reach.*

Twelfth.	PLACES.	Distance from Fort William.	Miles between station.
1	2	3	4
$\frac{1}{2}$	To below Budge-Budge boundary pillars	13-6	10-7
$\frac{1}{2}$	Do. Hog River shakak	23-6	19-0
$\frac{1}{2}$	Do. Anchoring Creek shakak	33-2	26
$\frac{1}{2}$	Do. Diamond Harbour Telegraph Station	33-4	102
$\frac{1}{2}$	Do. Balak Tidal Semaphore	62-0	86
$\frac{1}{2}$	Do. Mal Point Telegraph Station, east	61-0	96
$\frac{1}{2}$	Do. Kankhal Light-house, west	71-1	99
$\frac{1}{2}$	Do. Sangor Light-house, east	81-0	99
$\frac{1}{2}$	Upper Gupar Light-vested or line east & west of J. Inoy, Western Channel	90-1	91
$\frac{1}{2}$	Do. Lower Middle Ground buoy or L buoy, Western Channel	99-3	92
$\frac{1}{2}$	Do. Intermediate Light-vested	107-6	83
$\frac{1}{2}$	Do. Lower Reef buoy	116-8	82

\* A vessel applying for a particular pilot and all foreign vessels, are bound to take a Government landsman whenever one is available (*vide* Government of Bengal's order No. 423, dated 31st July 1856, and No. 21, dated 24th January, 1862).

† The vessel is also to bear expenses of pilot, and the cost of sending him back to the station (Vide Government letter No. 4571, dated 28th October, 1864).

<sup>1</sup> Detention money is not incurred by any vessel whose progress is stopped by bad weather accidents, or any cause incidental to the navigation of the vessel. Detention money is incurred only when the detention is for the convenience of the master or owners of the vessel. (*Vide* Government order No. 405, dated 23rd December, 1861).

Port Office, General Order No. 841, dated the 14th February 1881.

By Order of the Government of Bengal.

From the 1st April 1981 leadsmen shall be appointed to all ships alike, as they are available, and lead-money at the rate of Rs. 16 instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadsmen is appointed.

*Pilotage inward to within the port of Calcutta.*

Twelfths.	PLACES.	Distance from Fort William.	Mileage from each station.
1	2	3	4
$\frac{1}{12}$	From below Badge-Badge boundary pillars ...	13-6	107
$\frac{1}{6}$	Do. Hog River obelisk ...	23-6	100
$\frac{1}{3}$	Do. Anchoring Creek obelisk ...	33-2	96
$\frac{1}{2}$	Do. Diamond Harbour Telegraph Station ...	43-4	102
$\frac{2}{3}$	Do. Belari Tidal Semaphore ...	52-0	86
$\frac{5}{6}$	Do. Mud Point Telegraph Station, east ...	61-6	96
$\frac{11}{12}$	Do. Kankali Light-house, west ...	71-1	95
$\frac{12}{12}$	Do. Sanger Light-house, east ...	81-0	92
$\frac{1}{12}$	Do. Upper Gaspar Light-vessel or line east and west of J buoy, Western Channel ...	90-1	91
$\frac{1}{6}$	Do. Lower Middle Ground buoy or L buoy, Western Channel ...	99-3	92
$\frac{1}{3}$	Do. Intermediate light-vessel ...	107-6	83
$\frac{1}{2}$ or full pilotage.	Do. Lower Reef buoy ...	115-8	82

**\*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 Hugli Pilotage waters where a vessel is permitted to be under weigh at night by the pilotage rules :-

(1) Vessels of 2,000 tons gross and under ...

(2) Vessels of over 2,000 tons gross ... Rs. 18 0 0

(3) Vessels of over 5,000 tons gross ... ,, 31 8 0

(4) Vessels of over 10,000 tons gross ... ,, 54 0 0

\* Came into force from the 1st March 1929, vide Government of Bengal Marine Department Notification No. 18-Marine dated the 27th February 1929 and were amended with effect from the 1st April 1932, vide Government of India, Commerce Department Notification No. 270-1-C, 119 31 dated the 12th March 1932.

**Appendix II.**

**Schedule A.—Wharf Toll.**

1. (1) Animals:—	As.
Boats of burden and wild animals ...	4 each.
Sheep, goats, calves and other small animals ...	1 „
Birds in crates and baskets ...	3 per crate or basket.
(2) Bamboos, fishing rods or poles ...	1 per 25
(3) Bicycles, rickshaws, palkees & perambulators ...	4 each.
(4) Bricks ...	4 per 750
(5) Cocoanuts and cocoanut shells ...	4 „ 500
(6) Empties:—	
Barrels and casks ...	1 per 4
Buckets, canisters, cases, chests, drums, cast iron pans and similar small receptacles ...	1 per 25
(7) Furniture ...	1 „ 2 coolie loads or 1 anna per package.
(8) Gunny bags:—	
Hessians, baled ...	4 per 2 bales.
Other bags, baled ...	4 „ 3 „
Loose bags ...	4 „ 600 pieces.
(9) Horn ...	4 „ 500 „
(10) Jute:—	
Bales ...	4 „ 5 bales.
Drums ...	4 „ 20 drums.
Bags or bundles... ..	4 „ 10 bags or bundles
(11) Mats, Durma ...	4 „ 500 pieces.
„ Hoglah ...	4 „ 1,000 „
(12) Oil, Kerosene ...	2 „ 5 cases or 10 tins.
(13) Piece-goods and twists, silk, cotton or woolen, in bales or cases ...	1 „ bale or case.
(14) Straw ...	1 „ kahun.

- |  | As.            |
|--|----------------|
| (15) Tea ... ..  | 1 per 5 chests |
| (16) Tiles, country, large, flat ... ..  | 4 " 250        |
| " " cylindrical ... ..   | 4 " 2,000      |
| " " of all other descriptions ... ..   | 4 " 500        |
| " " marble ... ..  | 4 " 50         |
| (17) Vehicles other than those mentioned in item (3) ... ..  | 4 each.        |
| (18) All other goods at the rate of 4 as. per ton or 50 cubic feet according to the Commissioners' option. When neither weight nor volume is readily ascertainable, the Commissioners may at their option reckon 20 cooly loads or one bullock cart load as equal to 1 ton, a two-wheeled bullock cart load as 2 tons, and a lorry as 3 tons or on the registered tonnage of the boat. |                |
| 2. The minimum charge shall be 6 pies and the minimum weight for charge shall be 2½ cwt. or 6 cubic feet.  |                |
| 3. In addition to the foregoing charges, an extra fee amounting to 25 per cent. of the charge in each case will be levied on all goods landed or shipped on Sundays or Chamber holidays.   |                |
| 4. For work done between the hours of 6 P.M., and 6 A.M. an extra charge of Re. 1 per hour will be levied.   |                |

#### Schedule "B".—Rent charges.

- 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.
- 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 hard opposite Seepore College or elsewhere.—  
Bhurs ... .. Re. 1 per day per 'bhur.  
Boats ... .. Rs. 2 " " boat.

- |   |   |
|---|---|
| Dinghees ... ..   | As. 8 per day per dinghee.  |
| Steamers, flats, etc. ... ..  | Up to 100 tons net Rs. 2 per day or part of a day.<br>Between 100 tons and 200 tons net Rs. 4 per day or part of a day.<br>Above 200 tons net Rs. 8 per day or part of a day. |
| 4. Space for keeping bullock or buffalo carts, motor lorries or trailers ... .. | Re. 1 each per night.   |
| 5. Fishing ... ..   | Rs. 4 per season per net.   |
| 6. Floating timber ... ..   | Rs. 2 per 25 pieces per night.  |
| 7. Hawker's license ... ..  | Rs. 3 per mensem.   |
| 8. Goods lying on the wharves after having been salvaged from the river ... ..  | Re. 1 per article per week.   |

#### Schedule "C".—Special charges on coastwise cargo through No. 9 Jetty.

On all coastwise cargo discharged from or loaded into boats through No. 9 Jetty Shed, the toll will be 50% in excess of the toll specified in Schedule A.

Goods will be allowed to remain in the shed free of rent for a period of 48 hours, after the expiration of which rent will be charged at a rate equal to 50% of the toll specified in Schedule "A" per day or part of a day for the first 3 days, and at a rate equal to the toll specified in Schedule "A" per day or part of a day thereafter.

#### Schedule "D" Special charges at Golabaree Ghat, Howrah.

In addition to the ordinary Inland Vessels Wharves' toll mentioned in the schedule, the following charges will be levied on all goods landed from or shipped into boats at Golabaree Ghat, Howrah:—

- |                        |                        |
|------------------------|------------------------|
| Jute in bales ... ..   | 6 annas per 100 bales. |
| All other goods ... .. | 4 " " ton.             |

Note.—No refund of toll paid on goods that have not been shipped or landed will be granted unless the toll receipt has been endorsed by the Inspector on duty.



## Appendix III.

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

## Example of charges payable on Imports.

Charges on a consignment of 1,700 bundles of iron weighing 85 tons 8 cwt. 1 qr. 3 lbs. discharged at the Calcutta Jetties (freight charged by weight).

The following Commissioners' charges were necessarily incurred:—

	Rs.	A.	P.
Landing ... Rs. 1 4 0 per ton or part of it	107	8	0
River due ... " 0 12 0 " "	64	8	0
Differential toll " 0 12 0 " "	64	8	0
Surcharge " 12 8 0 per cent. on river due	8	1	0

Rent was incurred on every bundle as no deliveries were effected within 3 clear days of the date of landing. Out of 1,700 bundles 75 bundles were landed on the 1st, 430 on the 2nd, 960 on the 3rd and 235 on the 4th, delivery was taken on the 8th.

In calculating rent bills in such cases, it is assumed that all the bundles are of the same weight. The total of the rent bill amounted to Rs. 60-15-0 as follows:—

	Rs.	A.	P.
75 bundles weighing 4 tons @ 0 5 0 a day for 3 days ...	3	12	0
75 " " 4 " " 0 10 0 " 1 day ...	2	8	0
430 " " 22 " " 0 5 0 " 3 days ...	20	10	0
960 " " 49 " " 0 5 0 " 2 days ...	30	10	0
235 " " 11 " " 0 5 0 " 1 day ...	3	7	0
	60	15	0

Charges on a consignment of 20 cases measuring altogether 199'-8" discharged at the Calcutta Jetties (freight charged by measurement).

The following Commissioners' charges were necessarily incurred:—

	Rs.	A.	P.
Landing Re. 1 0 0 per 40 c. ft. ...	5	0	0
River due 2 of landing charges ...	3	0	0
Differential toll 2 of landing charges ...	3	0	0
Surcharge 12½% on river due ..	0	6	0

Rent was incurred on every case. Eight cases were landed on the 30th August, four on the 31st and eight on the 1st September, delivery was taken on the 6th September.

Rent bill amounted to Rs. 5-5-0 as follows:—

Quality.	Landed.	No. of days rent incurred.	Rate.	Amount. Rs. A. P.
8	30-8	3	-/ 5/- per day per 40 c. ft. or part	1 14 0
...	...	1	-/10/- " " "	1 4 0
4	31-8	3	-/ 5/- " " "	0 15 0
8	1-9	2	-/ 5/- " " "	1 4 0
				5 5 0

## Appendix IV.

## Marine Dues.

Marine dues which would be paid by a vessel of 8,258 tons gross and 5,280 nett registered tonnage on the following supposition:—

The draft of the vessel on the inward voyage is 25 ft. 4 inches and on the outward voyage 24 ft. 6 inches. The vessel arrives on the 3rd of a month (a 31 days month), moors in the stream and discharges general cargo, proceeds alongside one of the Calcutta Jetties on the 16th to discharge general imports, completes discharge on the 25th, goes into Dry Dock on the 26th and remains there until 30th, moves to her loading berth in the Docks on the 30th and completes loading on the 4th of the next month. She proceeds to sea on the 5th. The following charges would be paid:—

	Rs.	A.	P.
Inward pilotage on a draft of 25'-4" ...	1,010	0	0
Inward landsmoney ...	16	0	0
Hospital dues 3 pies per ton nett ...	82	8	0
Inward night navigation fees ...	54	0	0
Port dues 4 annas per ton nett ...	1,320	0	0

	Rs.	A.	P.
Assistant Harbour Master's fees on 3rd for transporting vessel from Garden Reach, where he takes over from the Pilot, (Rs. 36+14) and placing her in moorings in the stream (Rs. 40+14) ...	104	0	0
Extra fee for Assistant Harbour Master for day and night work on the 3rd (Sunday) two fees (the Assistant Harbour Master having worked say from 5 p.m. to 8 p.m.) ...	64	0	0
Hire of moorings 3rd to 15th, 13 days at Rs. 39 per diem ...	507	0	0
Assistant Harbour Master's fees on 16th for hauling vessel out of moorings (Rs. 40+14), transporting up (Rs. 36+14) and hauling into jetty moorings (Rs. 40+14) ...	158	0	0
Hire of jetty berth 16th to 25th, 10 days at Rs. 70 per diem ...	700	0	0
Hire of jetty moorings 16th to 25th, 10 days at Rs. 39 ...	390	0	0
Extra fee on 16th ...	32	0	0
Night work at Rs. 2-8-0 per crane per hour ...	900	0	0
Heavy lift charges—use of floating crane for overside deliveries ...	97	11	0
Assistant Harbour Master's fees on 26th for hauling out of moorings (Rs. 40+14) transporting to Docks (Rs. 36+14) and hauling into Docks (Rs. 40+14) and subsequently hauling out (Rs. 40+14) and placing in Dry Dock ...	212	0	0
Extra fee on 26th ...	32	0	0
Hire of tug required by vessel for removal from Jetties to Docks ...	100	0	0
Hire of Dry Dock, 5-30 p.m. on 26th to 5-30 a.m. on 30th (3 days 12 hours) ...	3,201	4	0
Hire of a Dock tug on the 30th ...	60	0	0
Assistant Harbour Master's fee for placing in Dock loading berth on 30th (Rs. 40+14) ...	54	0	0
Extra fee for night work on 30th ...	32	0	0

	Rs.	A.	P.
Hire of dock berth from 30th to 4th, 6 days at Rs. 70 per diem ...	420	0	0
Hire of dock mooring on 26th January and from 30th January to 4th February 7 days at Rs. 39 per diem ...	273	0	0
Night work at Docks at Rs. 2-8-0 per crane per hour ...	870	0	0
Holiday fee (the vessel worked on the 2nd which was a holiday) ...	150	0	0
Assistant Harbour Master's fees on 5th for hauling vessel out of Dock berth (Rs. 40+14) and transporting her to Garden Reach (Rs. 36+14) ...	104	0	0
Extra fee for day and night work on the 5th (holiday) two fees (the Assistant Harbour Master having worked say from 4-30 a.m. to 10 a.m.) ...	64	0	0
Detention charge (Assistant Harbour Master was required to remain on board waiting to be relieved by the Pilot after transporting to Garden Reach) ...	20	0	0
MISCELLANEOUS CHARGES—			
Hire of shackles ...	23	0	0
Hire of tubs ...	12	0	0
Electric light ...	20	0	0
Charges on goods against ship's account ...	299	13	0
Outward pilotage on a draft of 24'—6" ...	915	0	0
„ Leads money ...	16	0	0
„ Night navigation fees ...	54	0	0
TOTAL ...	12,367	4	0

THE COMMISSIONERS' DIGEST OF CHARGES.

# DIGEST OF CHARGES ON (N.B.—Charges under Section 14)

Schedule No.	Description of goods.	Basis of charge.	CHARGES RECOVERABLE ON DELIVERY CHALLANS.			
			Landing.	River Dm.	Differen- tial Toll.	Surcharge on River Dm.
			3	4	5	6
1	2		3	4	5	6
1	Cotton piece goods and all kinds of cotton twist and yarn ...	Per bale or case.	Rs. A. P. 0 4 0	Rs. A. P. 0 2 5	Rs. A. P. 0 2 5	Rs. A. P. 0 0 4
2	Sugar, Rice, Grain, Seeds, Sago flour and Tapioca flour ...	Per ton or part of a ton.	1 0 0	0 12 0	0 12 0	...
3	Gold, Silver and Jewellery ...	Per plug.	0 4 0	0 2 5	0 2 5	0 0 3
4	Animals not in cages ...	Each.	2 0 0	1 3 2	1 3 2	0 2 4
5	Horse-boxes ...	Do.	4 0 0	2 6 5	2 6 5	0 4 4
6	Motor cars and Aeroplanes not in cases ...	Per car or aeroplane.	10 0 0	15 0 0	...	1 14 0
7	Molasses in bulk ...	Per ton.	0 12 0	0 12 0	...	0 1 6
8	Petroleum not in bulk (a) ...	Do.	1 4 0	0 0 1d	0 12 0	12½ d col. 4.
9	Ship's life-boats ...	Per boat.	4 0 0	4 0 0	...	0 8 0
10	All goods on which freight is charged by weight by the steamer companies and where the weight of any single package does not exceed 50 cwt. (See note (j)).	Per ton or part of a ton gross weight.	1 4 0	0 12 0	0 12 0	0 1 4 (See note (i)).
11	Over 50 cwt. but not exceeding 30 tons.	Do.	3 12 0	0 12 0	0 12 0	0 1 6
12	Over 30 tons but not exceeding 100 tons.	Do.	10 0 0	0 12 0	0 12 0	0 1 6
13	All goods on which freight is charged by measurement by the steamer companies and where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 1 anna per package.	Per 40 c. ft. or part thereof.	1 0 0	0 9 7	0 9 7	0 1 2½
14	Over 100 c. ft. and up to 200 c. ft.	Do.	2 8 0	1 8 0	1 8 0	0 3 0
15	Over 200 c. ft.	Do.	3 12 0	2 4 0	2 4 0	0 4 0

NOTE (i)—At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning the landing and rent charges is 2 tons and not 35 cwt.  
(ii) No surcharge is leviable on wheat and other cereals, pulses, flour, atta and bean.  
(c) For exemptions see Section 2.  
(d) At Wharfrage. For petroleum and its products landing-charge is equivalent to wharfrage and subject to a surcharge of 50 per cent.

# IMPORT GOODS. (have not been included.)

Basis of charge.	RENT.			Removal.	OVERSIDE.		
	JETTIES.		Docks.		Basis of charge.	River Dm.	Surcharge on over-side River Dm.
	Per diem for first 3 days after free time.	Per diem thereafter.	Per diem after free time.				
7	8	9	10	11	12	13	14
Per bale or case.	Rs. A. P. 0 2 0	Rs. A. P. 0 4 0	Rs. A. P. 0 2 0	Rs. A. P. 0 3 0	Per bale or case.	Rs. A. P. 0 4 0	Rs. A. P. 0 0 6
...	Special rates.	Special rates.	...	0 12 0	Per ton or part of a ton.	1 4 0	...
...	...	...	...	...	Per plug.	0 4 0	0 0 6
...	...	...	...	...	Each.	2 0 0	0 4 0
Each.	1 0 0	2 0 0	1 0 0	3 0 0	Do.	4 0 0	0 8 0
Per car or aeroplane.	2 8 0	5 0 0	2 8 0	7 8 0	Per car or aeroplane.	15 0 0	1 14 0
...	...	...	...	...	Per ton.	1 4 0	0 2 6
Per ton or part of a ton.	0 5 0	0 10 0	0 5 0	0 15 0	Do.	0 0 1d	12½ d col. 13.
Each.	0 6 0	0 6 0	0 6 0	3 0 0	Per boat.	4 0 0	0 8 0
Per ton or part of a ton.	0 5 0	0 10 0	0 5 0	0 15 0	Per ton or part of a ton gross weight.	1 4 0	0 2 6 (See note (ii)).
Do.	0 15 0	1 14 0	0 15 0	2 13 0	Do.	1 4 0	0 2 6
Do.	0 15 0	1 14 0	0 15 0	7 8 0	Do.	1 4 0	0 2 6
Per 40 c. ft. or part thereof.	0 5 0	0 10 0	0 5 0	0 12 0	Per 40 c. ft. or part thereof.	1 0 0	0 2 0
Do.	0 5 0	1 4 0	0 5 0	1 14 0	Do.	2 8 0	0 5 0
Do.	1 0 0	2 0 0	1 0 0	2 13 0	Do.	3 12 0	0 7 6
Do.	0 5 0	1 4 0	0 5 0	1 14 0	Do.	2 8 0	0 5 0
Do.	1 0 0	2 0 0	1 0 0	2 13 0	Do.	3 12 0	0 7 6

(c) For non-dangerous petroleum and its products discharged in bulk at Kidderpore and King George's Dock, see Section 9 B.  
(d) Per gallon.  
(e) See also Section 3, Note 111169.  
† If each package weighs over 35 cwt.

# **Digest of Charges on Export Goods.**

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

Description of goods.	Basis of charge.	Shipping.	Unloading.	Shipment rent per week or part of a week.	Dock Removal.	Basis of charge.	River Due.	Surcharge.
1	2	3	4	5	6	7	8	9
1. Coal ... ..	Per ton or part of a ton.	Rs. A. P. 0 8 0	Rs. A. P. 0 3 0	Rs. A. P. 0 1 0*	Rs. A. P. 0 6 0	Per ton or part of a ton.	Rs. A. P. 0 3 0†	Rs. A. P. 0 1 0
2. Cotton, Hemp, Jute and all fibres in bales ... ..	Per bale ...	0 4 0a	0 1 4	0 1 0b	0 3 0†	Do.	1 4 0c	0 2 6
3. Grain and seeds excluding rice ...	Per ton or part of a ton.	0 8 0	0 2 8	Kantapukur rates of rent Section 27.	0 6 0	Do.	1 4 0	...
4. Hides and Skins ... ..	Per cwt. or part of a cwt.	0 1 6	0 0 6	0 0 4‡	0 1 1‡	Do.	1 4 0	0 2 6
5. Manganese Ore, Chrome Ore and Pernovite Ore shipped in bulk ...	Per ton or part of a ton.	0 8 0	0 3 0	0 0 6*	0 3 0	Do.	0 10 0	...
6. Bauxite Ore ... ..	Do.	0 8 0	0 3 0	0 0 6*	0 2 0	Do.	0 8 0	0 1 0
7. Iron Ore ... ..	Do.	0 8 0	0 3 0	0 0 6*	0 3 0	Do.	0 4 0	0 0 6
8. All other Ores shipped in bulk ...	Do.	0 8 0	0 3 0	0 0 6*	0 6 0	Do.	1 4 0	0 2 6
9. Pig Iron and Scrap Iron ...	Do.	0 12 0	0 4 0	0 0 6*	0 9 0	Do.	1 0 0	0 2 0
10. Tea ... ..	Per 100 lbs.	0 1 0	0 0 4	0 0 3	0 0 9	Do.	1 4 0	...
11. Sheep and Goats (not in cages) ...	Per animal.	0 2 0	...	...	...	Per animal.	0 2 0	0 0 3
12. All other animals not in cages ...	Do.	2 0 0	...	...	...	Do.	2 0 0	0 4 0
13. All other goods on which freight is chargeable by weight and where the weight of any single package does not exceed 35 cwt. at the Calcutta Jetties, or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks.	Per ton or part of a ton.	0 12 0	0 4 0	0 3 0	0 9 0	Per ton or part of a ton.	1 4 0c	0 2 6 [See note (d)]

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14. Over 35 cwt. at the Calcutta Jetties or Kidderpore Docks and 2 tons at the Garden Reach Jetties or King George's Docks but not exceeding 30 tons.	Do.	3 12 0	1 4 0	0 15 0	2 13 0	Do.	1 4 0	0 2 6
15. Over 30 tons but not exceeding 100 tons.	Do.	10 0 0	3 5 4	2 8 0	7 8 0	Do.	1 4 0	0 2 6
16. All other goods on which freight is charged by measurement and where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 0-1-0 per package.	Per c. ft.	0 0 5	0 0 1‡	0 0 1‡	0 0 3‡	Per c. ft.	0 0 5	0 0 ‡
17. Over 100 c. ft. and up to 200 c. ft. ...	Do.	0 1 0	0 0 4	0 0 3	0 0 9	Do.	0 1 0	0 0 1‡
18. Over 200 c. ft. ... ..	Do.	0 1 6	0 0 6	0 0 4‡	0 1 1‡	Do.	0 1 6	0 0 2‡
19. Horse boxes ... ..	Each.	4 0 0	1 5 4	1 0 0	3 0 0	Each.	4 0 0	0 8 0
20. Motor cars or aeroplanes not in cases plans.	Per car or aero- plane.	10 0 0	...	2 8 0	...	Do.	15 0 0	1 14 0
21. Ship's life-boats ... ..	Each.	4 0 0	1 5 4	0 6 0‡	3 0 0	Do.	4 0 0	0 8 0

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NOTE (1).—A rebate of 50% of River Due is allowed on export coal in respect of which a certificate of shipment has been granted by the Coal Grading Board. Such coal is also exempt from surcharge.

(2).—No surcharge is leviable on wheat and other cereals, pulses, rice, flour, atta, bran and sugar.

(3).—Rebate on inland jute, 1 anna 6 pies per bale, and on other fibres, 2 annas per bale.

(4).—Cotton stored in the open at owner's risk 0-6 pies per bale per month or part of a month on the maximum stock held during the month.

(5).—0-5-0 per bale for jute.

(6).—One pie per gallon for petroleum; Surcharge 12½% on River Due.

(7).—Per day.

(8).—Per month or part of a month payable on the maximum stock held during the month.

(9).—0-1-6 per bale for jute.

(10).—River Due on Bunker coal 0-6-0 per ton; Surcharge 0-0-0 per ton.

# TONNAGE SCALE FOR PILOTS, 1937.

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.

Branch Pilots ...	...	5,351 tons and over—any draft.
Master Pilots ...	...	5,101 to 5,350 tons Do.
Senior Mate Pilots ...	...	3,251 to 5,100 " draft 23'-6"
Junior Mate Pilot ...	...	up to 3,250 tons " 23'-6"
Jr. Mate under one year's service ...	...	up to 3,250 tons draft 22'-6"

Mate Pilot will be appointed to vessels of Sr. Mates tonnage when no Senior Mates are available providing the draft does not exceed 22'-6" 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, 1937.

Pilots ...	...	...	...	...	41
Leadsman ...	...	...	...	...	10
					51

# THE COMMERCIAL FLEET OF CALCUTTA. Arrivals in the Port.

Year.	SAILING VESSELS.			STEAMERS.		
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Gross Tonnage.	Average Tonnage.
1913 ...	...	...	...	1,629	279	6,825,505
1914 ...	...	...	...	1,491	255	6,255,371
1915 ...	1	375	375	1,233	250	5,256,585
1916 ...	2	4,015	2,007.5	1,124	96	4,567,504
1917 ...	7	5,433	776.14	927	96	3,596,024
1918 ...	8	8,819	1,102.37	874	156	3,522,836
1919 ...	10	11,506	1,150.6	1,092	258	4,554,857
1920 ...	4	2,600	650	1,395	371	6,192,817
1921 ...	2	1,216	608	1,275	294	5,997,632
1922 ...	6	13,580	2,263.3	1,169	312	5,644,757
1923 ...	...	...	...	1,144	304	5,769,689
1924 ...	...	...	...	1,222	348	6,457,182
1925 ...	3	828	276	1,171	320	6,347,121
1926 ...	...	...	...	1,250	359	6,752,412
1927 ...	...	...	...	1,402	384	7,617,449
1928 ...	...	...	...	1,445	410	7,838,241
1929 ...	...	...	...	1,537	402	8,318,882
1930 ...	...	...	...	1,342	334	7,462,127
1931 ...	...	...	...	1,276	310	7,047,996
1932 ...	...	...	...	1,193	246	6,558,766
1933 ...	...	...	...	1,164	287	6,431,166
1934 ...	...	...	...	1,212	318	6,817,669
1935 ...	...	...	...	1,192	315	6,713,334
1936 ...	...	...	...	1,222	307	6,913,297
1937 ...	...	...	...	1,249	348	7,095,090

EXCHANGE, PRECIOUS METALS, &c.

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1887.

QUOTATIONS RULING ON 24th JAN 1887																		
Date or Mail.	Telegraphic Transfer (Selling rate).		Demand Drafts (Selling rate).		Credits, four months (Buying rate).		Credits, six months (Buying rate).		Document for payment, three months.		Document for acceptance, three months.		Silver per oz. in London.		Reserve Bank of India Rate.	Bank of England, Rate of Discount.	Government Securities, 3 per cent.	Government Securities, 3 per cent.
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	Per cent.	Per cent.	Rs.	Rs.
24 Jan.	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	21½	3	2	90½	89-12-0	
18th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	21	3	2	90½	89-6-0	
12th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	89-4-0	
6th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	88-8-0	
31st Dec.	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	89-0-0	
24th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20	3	2	90½	88-12-0	
18th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	87-8-0	
12th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	87-4-0	
6th "	1	6½	1	6½	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	88-0-0	
31st Mar.	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	87-0-0	
24th "	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	86-8-0	
18th "	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	86-12-0	
12th "	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	86-0-0	
6th April	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	21½	3	2	90½	83-8-0	
31st "	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	83-10-0	
24th "	1	6¾	1	6¾	1	6½	1	6¾	1	6½	1	6¾	20½	3	2	90½	83-4-0	



## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1937.—(Contd.)

DATE OF MAIL	Telegraphic Transfers (Selling rate)	Demand Drafts (Selling rate)	Credits, four months (Buying rate)	Credits, six months (Buying rate)	Discount for payment three months (Buying rate)	Document for acceptance, three months	Document for acceptance, four months	Silver per oz. in London	Reserve Bank of India Rate	Bank of England, Rate of Discount	Government Securities, 3½ per cent	Government Securities, 4 per cent
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
1937.												
20th April	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-0-0
6th May	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87-12-0
13th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	...	3	2	94½	87-10-0
20th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87-10-0
27th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-2-0
3rd June	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-12-0
10th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	89-0-0
17th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
24th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
1st July	H	O	L	I	D	A	Y.					
8th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
15th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
22nd "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
29th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
5th Aug.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
12th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
19th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
26th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1937.—(Contd.)

DATE OF MAIL	Telegraphic Transfers (Selling rate)	Demand Drafts (Selling rate)	Credits, four months (Buying rate)	Credits, six months (Buying rate)	Discount for payment three months (Buying rate)	Document for acceptance, three months	Document for acceptance, four months	Silver per oz. in London	Reserve Bank of India Rate	Bank of England, Rate of Discount	Government Securities, 3½ per cent	Government Securities, 4 per cent
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
1937.												
20th April	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-0-0
6th May	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87-12-0
13th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	...	3	2	94½	87-10-0
20th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87-10-0
27th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-2-0
3rd June	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88-12-0
10th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	89-0-0
17th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
24th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
1st July	H	O	L	I	D	A	Y.					
8th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
15th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
22nd "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
29th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
5th Aug.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	90-0-0
12th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
19th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0
26th "	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	90-0-0

Balance of Sterling by Reserve Bank of India from 1st January to 31st December 1937 at the rates noted below:—

	£
Calcutta	9,491,000
Bombay	12,373,000
Madras	3,631,000
Kanachi	2,091,000
Doshi	1,473,000
Rangoon	4,621,000
TOTAL	33,016,000

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1930.

DATE OF MAIL.	Telegraphic Transfers (Selling rate).	Demand Drafts. (Selling rate).	Credit, four months (Buying rate).	Credit, six months (Buying rate).	Document for payment, three months.	Document for payment, six months.	Silver per oz. in London.	Per cent	Per cent	Reserve Bank of India Rate.	Bank of England, Rate of Discount.	Government Securities, 3½ per cent.	Government Securities, 4 per cent.
1930.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.						
2nd Jan.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	...	3	2	95 $\frac{1}{2}$			
9th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	96 $\frac{1}{2}$			
16th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	96 $\frac{1}{2}$			
23rd "	1 6 $\frac{1}{2}$ to 1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$ to 1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$ to 1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$ to 1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	96 $\frac{1}{2}$			
30th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20	3	2	96 $\frac{1}{2}$			
6th Feb.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	96 $\frac{1}{2}$			
13th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
20th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
27th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98			
5th Mar.	H	O	L	I	D	A	Y.						
12th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
19th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
26th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
2nd April	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$			
9th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98			
16th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
23rd "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
30th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
7th May	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1930.—(Contd.)

DATE OF MAIL.	Telegraphic Transfers (Selling rate).	Demand Drafts. (Selling rate).	Credit, four months (Buying rate).	Credit, six months (Buying rate).	Document for payment, three months.	Document for payment, six months.	Silver per oz. in London.	Per cent	Per cent	Reserve Bank of India Rate.	Bank of England, Rate of Discount.	Government Securities, 3½ per cent.	Government Securities, 4 per cent.
1930.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.						
13th May	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
20th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
27th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
3rd June	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
10th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
17th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
24th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$			
1st July	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	99			
8th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
15th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
22nd "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
29th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
5th Aug.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
12th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
19th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
26th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
2nd Sept.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
9th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
16th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
23rd "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
30th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			
7th Oct.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	99 $\frac{1}{2}$			

EXCHANGE.

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

LONDON, 13th DECEMBER, 1890.—(Contd.)																								
DATE OF MAIL.	Telegraphic Transfers (selling rate),		Demand Drafts (selling rate),		Credits four months (buying rate)		Credits six months (buying rate)		Credits eight months (buying rate)		Document for payment three months		Document for acceptance, three months		Silver per oz. in London		Reserve Bank of India Rate.		Bank of England Rate of Discount		Government Securities, 10 per cent.		Government Securities, 18 per cent.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.		
1890.																								
10th Sept.	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	10 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
17th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	10 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
24th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	10 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
1st Oct.	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	10 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
8th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
15th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
22nd "															20 $\frac{1}{2}$									
29th "	H	O			L	I									A	Y	S.							
5th Nov.	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2			100 $\frac{1}{2}$	99 $\frac{1}{2}$			
12th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	22	3	2			100 $\frac{1}{2}$	99 $\frac{1}{2}$			
19th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	21 $\frac{1}{2}$	3	2			100 $\frac{1}{2}$	99 $\frac{1}{2}$			
26th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	21 $\frac{1}{2}$	3	2			100 $\frac{1}{2}$	99 $\frac{1}{2}$			
3rd Dec.	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	21 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
10th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	21 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
17th "	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	1	6 $\frac{1}{2}$	21 $\frac{1}{2}$	3	2			99 $\frac{1}{2}$	99 $\frac{1}{2}$			
24th "															21 $\frac{1}{2}$	3	2			100 $\frac{1}{2}$	99 $\frac{1}{2}$			
31st "	H	O			L	I									A	Y	S.							
Exchange of Gold and Silver Coins.																								

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

Calcutta	...	...	...	£
Bombay	...	...	...	13,639,000
Madras	...	...	...	14,816,000
Karachi	...	...	...	5,106,000
Delhi	...	...	...	3,459,000
Rangoon	...	...	...	1,870,000
	...	...	...	3,812,000
			<b>TOTAL</b>	<b>42,699,000</b>

*Comparative Statement of the Prices of Rupee Paper ruling in each month in London, Calcutta and Bombay from 1935 to 1937.*

MONTHS.	Highest and Lowest.	LONDON 3½.			CALCUTTA 3½.			BOMBAY 3½.		
		1935.	1936.	1937.	1935.	1936.	1937.	1935.	1936.	1937.
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January	Highest...	72½	71½	74½	98½	96½	100½	98½	96½	100½
	Lowest...	71½	71½	71½	97½	95½	97½	96½	94½	96½
February	Highest...	72½	72½	73	98½	98½	98½	98½	98½	98½
	Lowest...	71½	71½	69	96½	94½	96½	96½	92½	94½
March	Highest...	71½	71½	71	97½	97½	97½	97½	97½	97½
	Lowest...	69	71½	68½	96	95½	94½	96½	94½	96½
April	Highest...	69½	72½	70½	94½	95½	95½	94	98½	95½
	Lowest...	67	71½	68½	93	97	92½	98½	97½	92½
May	Highest...	70	73	71½	95½	99½	95½	95½	96½	94½
	Lowest...	69	72½	69½	92½	98	94	92½	98½	94½
June	Highest...	70	73	71½	95½	98½	95½	95	99½	95½
	Lowest...	70	73	71	94½	98	94½	94	98½	94½
July	Highest...	70½	74	71½	95½	100½	96½	95½	100½	96½
	Lowest...	70½	73	71	94½	99½	94½	94½	99	94½
August	Highest...	70½	74	73	95½	99½	94½	95½	99½	98½
	Lowest...	66½	74	71½	88½	99½	96½	88½	99½	96½
September	Highest...	67½	74	72½	90½	99½	97½	90½	99½	97½
	Lowest...	66	72½	72	87½	96	92½	88	96½	96½
October	Highest...	68	74½	73	93½	100½	98½	93½	100½	98½
	Lowest...	66	73½	72½	88½	99½	97½	87½	99½	97½
November	Highest...	71½	75	73	96½	100½	98½	96½	100½	98½
	Lowest...	68½	74½	73	93½	100	98½	93½	100½	98½
December	Highest...	71½	75	73	96½	100½	98½	96½	100½	98½
	Lowest...	71½	74	72½	95½	99½	97½	95½	99½	97½
During the year	Highest...	72½	75	74½	98½	100½	100½	98½	100½	100½
	Lowest...	66	71½	68½	87½	95½	94½	87½	96½	94½

## GOVERNMENT OF INDIA LOANS.

## (A) RUPEE LOANS.

Amount outstanding.	Interest per cent.	Year of Issue.	Repayable at Government option.	Market quotation on 20th August 1938.	Interest due.
Rs.				Rs.	
<b>Non-Terminal Loans.</b>					
3,23,51,000	3	1896-97	3 months' notices.	89	Jan. 22 & July 29
24,54,05,000	3	1942-43		99	Feb. 1 & Aug. 1
29,85,82,000	3	1894-55		99	June 20 & Dec. 31
5,94,000	3	Do.		99	Do. do.
	3	Do.		99	Do. do.
38,44,83,000	3	Coupon (a) 1893	3 months' notices.	99	May 1 & Nov. 1
2,71,35,000	3	Reduced 1879		99	Jan. 16 & July 16
36,46,05,000	3	1890-61		99	June 20 & Dec. 31
<b>Terminal Loans.</b>					
22,50,00,000	3	1928	1963-65	94½	June 1 & Dec. 1
12,01,28,000	3	1930	1948-52	100½	June 1 & Dec. 1
15,12,85,000	3	1931	1951-51	102½	Mar. 15 & Sept. 15
10,47,24,000	3	1934	1941	103½	March & Sept.
55,04,57,000	3	1935	1947-59	109½	May 15 & Nov. 15
63,30,36,000	4	1935	1949-79	113	Mar. 15 & Sept. 15
14,47,18,000	4	1936	1945	108½	Feb. 1 & Aug. 1
9,05,70,000	4	1938	1955-60	119½	Mar. 15 & Sept. 15
27,79,12,000	5	1938	1939-44	109½	Jan. 1 & Oct. 1
25,18,48,000	5	1939	1940-43	109½	April 15 & Oct. 15
56,74,94,000	5	1919	1945-55	117½	April 1 & Oct. 1
19,15,96,000	5½	1932	1938-40	100½	

(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 20th August 1938.	Interest due.
£				£	
11,230,000	3½	.....	One year's notice.	65½	.....
77,024,185	3½	.....		81½	.....
88,067,884	3½	.....		91½	.....
27,000,000	4	.....		117	.....
10,862,418	4	.....		117	.....
10,000,000	5	1927	1958-68	113	May 15 & Nov. 15
12,000,000	5	1922	1949-47	110	June 15 & Dec. 15
10,000,000	3½	1923	1948-53	107½	Do. do.
10,000,000	3½	1923	1954-59	106½	Do. do.
	3½	1925	1946-52	96½	Feb. 1 to Aug. 15

Total amount of Registered Debt in India and abroad, the five amounts borrowed and paid off; the Cash Indebtedness on the last day of each year, and the interest payable annually in India and England during 20 years from 1917-18 to 1936-37.

## REGISTERED DEBT.

Year.	NET AMOUNT BORROWED IN INDIA.		NET AMOUNT BORROWED IN ENGLAND.		TOTAL BORROWED IN INDIA AND ENGLAND.		CASH INDEBTEDNESS ON THE LAST DAY OF EACH YEAR.		INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND.	
	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.	In India.	In England.
1917-18	Rs.	£	Rs.	£	Rs.	£	Rs.	£	Rs.	£
1918-19	1,210,522	4,62,412,501	17,067,879	390,627,257	18,278,401	407,649,758	10,654,168	5,135,240	1,710,522	8,571,382
1919-20	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1920-21	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1921-22(a)	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1922-23	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1923-24	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1924-25	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1925-26	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1926-27	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1927-28	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1928-29	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1929-30	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1930-31	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1931-32	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1932-33	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1933-34	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1934-35	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1935-36	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382
1936-37	4,52,846,420	34,423,062	19,908,240	394,955,570	20,426,680	395,478,632	1,715,257	5,601,536	1,710,522	8,571,382

(a) From 1922 the figures are for Public Debt and include those for the Government of India. (b) Shows interest on Government Debt and was not taken into account as constituting Registered Debt. (c) Excludes Rs. 65,000 each in raised in the W. & F. Province.

**BILLS ON INDIA AND ON LONDON**  
**PURCHASES AND SALES OF STEELING 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 of Sterling by the Reserve Bank of India			Sales of Sterling by the Reserve Bank of India		
	£	Amount paid Rs.	Average Rate	Amount sold	Sum received in exchange	Average Rate
			s. d.	£	Rs.	s. d.
April 1936 ...	3,770,000	4,77,71,733	1 0 125			
May " ...	1,000,000	1,22,41,370	1 0 125			
June " ...	2,215,000	2,94,09,009	1 0 125			
July " ...	2,555,000	3,38,31,721	1 0 125			
August " ...	1,430,000	1,89,35,172	1 0 125			
September " ...	3,065,000	4,75,05,517	1 0 125			
October " ...	5,000,000	6,62,00,800	1 0 125	NH	NH	NH
November " ...	4,000,000	5,19,05,517	1 0 125			
December " ...	8,314,000	11,00,11,234	1 0 125			
January 1937 ...	9,598,000	12,68,00,127	1 0 125			
February " ...	8,130,000	10,76,40,115	1 0 125			
March " ...	4,150,000	5,50,12,517	1 0 125			
Total, 1936-37	51,232,000	70,96,97,077	1 0 125			
1935-36 ...	31,435,000	45,28,10,475	1 0 125	†	†	†
1934-35 ...	37,542,000	49,81,01,000	1 0 099	†	†	†
1933-34 ...	45,158,000	59,87,30,000	1 0 011	†	†	†
1932-33 ...	35,733,000	47,25,25,000	1 0 106	†	†	†
1931-32 ...	49,019,000	59,89,06,000	1 0 123	14,045,000	18,97,75,000	1 2 77
1930-31 ...	5,705,000	7,25,75,000	1 0 811	5,731,000	7,71,07,000	1 2 77
1929-30 ...	15,315,000	20,50,12,000	1 0 907	†	†	†
1928-29 ...	30,810,000	41,02,18,000	1 0 02	†	†	†
1927-28 ...	38,235,000	50,77,30,000	1 0 00	†	†	†

\* Figures prior to 1935-36 represent Sterling transfers on London sold in India.  
† No sale.  
‡ Figures prior to 1935-36 represent Sterling purchased in India by Government.

**GOLD—EXCHANGE.***Table of Gold for 25 years, from 1913 to 1937.*

Year.	World's Production. <sup>1</sup>		NET INDIAN IMPORTS. (PRIVATE AND GOVERNMENT). (FINANCIAL YEAR).		Rate, gold sale in India. Rupees, Calcutta.		Average demand change.		Average receipts in sterling for gold and Telegraphic (Financial Year).	
	Quantity Tons.	Value. \$	Quantity. oz.	Value. Rupees.	s. d.	s. d.	s. d.	s. d.	£	
1913	22,556,947	466,284,303	3,749,437	23,32,38,000	1 4 ½	1 4 ½	1 4 ½	1 4 ½	31,200,827	
1914	21,652,883	447,008,337	1,177,083	7,64,74,155	1 3 ½	1 3 ½	1 3 ½	1 3 ½	7,748,111	
1915	22,846,008	472,283,884	—201,147	—1,10,91,105	1 3 ½	1 3 ½	1 3 ½	1 3 ½	20,354,617	
1916	22,082,542	455,455,070	2,265,400	13,23,53,400	1 4 ½	1 4 ½	1 4 ½	1 4 ½	32,008,005	
1917	20,546,043	420,502,147	4,207,000	25,17,85,905	1 4 ½	1 4 ½	1 4 ½	1 4 ½	34,880,081	
1918	18,588,127	384,251,378	—655,649	—5,56,38,180	1 5	1 5	1 5 ½	1 5 ½	29,946,314	
1919	17,339,079	358,443,791	5,006,706	32,00,63,540	2 4 ½	1 8 ½	1 8 ½	1 8 ½	(a) 31,220,210	
1920	16,146,830	333,784,924	829,557	2,10,82,410	(b)	0 ½	(b)	0 ½	(b)	
1921	15,907,692	330,702,190	—250,356	—2,86,44,427	(b)	1 4 ½	(b)	1 4 ½	(b)	
1922	15,496,809	320,349,102	5,858,298	41,19,08,546	(b)	1 3 ½	(b)	1 3 ½	2,570,026	
1923	17,845,340	368,806,048	4,310,356	29,18,64,015	1 4 ½	1 3 ½	1 3 ½	1 3 ½	8,738,705	
1924	18,619,481	384,899,678	11,965,221	73,92,65,806	1 5 ½	1 5 ½	1 5 ½	1 5 ½	7,579,162	
1925	18,673,178	384,009,021	6,135,581	34,85,45,874	(b)	1 6 ½	(b)	1 6 ½	(b)	
1926	19,117,508	396,198,084	3,385,529	19,40,05,448	(b)	1 5 ½	(b)	1 5 ½	(b)	
1927	19,058,736	393,079,054	3,181,750	18,09,99,956	(b)	1 5 ½	(b)	1 5 ½	(b)	
1928	18,885,849	390,386,574	3,785,441	21,19,98,089	(b)	1 6	(b)	1 6	(b)	
1929	19,007,492	397,153,303	2,023,562	14,22,08,306	(b)	5 ½	(b)	5 ½	(b)	
1930	20,903,736	432,118,038	2,242,553	12,75,18,115	(b)	1 5 ½	(b)	1 5 ½	(b)	
1931	22,284,200	460,660,627	—7,730,682	—57,08,29,791	(b)	1 5 ½	(b)	1 5 ½	(b)	
1932	24,098,076	498,163,970	—8,353,829	—65,92,27,956	(b)	1 6 ½	(b)	1 6 ½	(b)	
1933	25,400,295	525,070,547	—6,695,295	—57,05,35,961	(b)	1 6 ½	(b)	1 6 ½	(b)	
1934	27,372,374	568,033,090	—5,694,320	—62,53,74,607	(b)	1 6 ½	(b)	1 6 ½	(b)	
1935	29,999,245	1,049,973,580	—4,019,292	—37,35,59,955	(b)	1 6 ½	(b)	1 6 ½	(b)	
1936	32,960,158†	1,123,605,529†	—3,010,035	—27,84,61,129	(b)	1 6 ½	(b)	1 6 ½	(b)	
1937	Not yet available.	—	—1,767,310*	—16,25,35,985*	(b)	1 6 ½	(b)	1 6 ½	(b)	

† Subject to revision.  
‡ Compiled from the Report of the Director of the Mint, U. S. A. Revised from 1913 data to revision of data on gold production by Russia including Siberia. Per rate, £1 = 24.69¢.

(a) Approximate.  
(b) The sale of Government gold.  
\* From 1st April, 1937, the statistics of the foreign exchange trade of British India include the sale of British India with Burma and exclude the direct trade of Burma with other foreign countries.



THE SILVER TRADE.

*Table of Silver for 20 years from 1918-19 to 1937-38.*

Year	Women's Proportions: 1910-1920		Income: 1910-1920		Exports: 1910-1920		Net India Earnings: (Private & Government).		Average price of Standard Guilder per 100 rupees	
	Quantity.	Value, g	Quantity.	Value, Rs.	Quantity.	Value, Rs.	Quantity.	Value, Rs.		
1915-16	373,159,421	200,692,235	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1916-17	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1917-18	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1918-19	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1919-20	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1920-21	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1921-22	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1922-23	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1923-24	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1924-25	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1925-26	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1926-27	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1927-28	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1928-29	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1929-30	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1930-31	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1931-32	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1932-33	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1933-34	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1934-35	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1935-36	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1936-37	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1937-38	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1938-39	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1939-40	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1940-41	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1941-42	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1942-43	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1943-44	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1944-45	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1945-46	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1946-47	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1947-48	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1948-49	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1949-50	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1950-51	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1951-52	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1952-53	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1953-54	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1954-55	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1955-56	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1956-57	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1957-58	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1958-59	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1959-60	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1960-61	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1961-62	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1962-63	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1963-64	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1964-65	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1965-66	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1966-67	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1967-68	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1968-69	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1969-70	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1970-71	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1971-72	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1972-73	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1973-74	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1974-75	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1975-76	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1976-77	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1977-78	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1978-79	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1979-80	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1980-81	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1981-82	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1982-83	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1983-84	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1984-85	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1985-86	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1986-87	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1987-88	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1988-89	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1989-90	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1990-91	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1991-92	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1992-93	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1993-94	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1994-95	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1995-96	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1996-97	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1997-98	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1998-99	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157	758,145	307,638,017	45,593,153	57.7	
1999-00	370,020,261	201,888,625	31,417,941	40,609,441	4,710,157					

\*Compiled from the Report of the Director of Mint, U. S. A. £ 1 = \$ 4.86.

Rx (tens of rupees).  
+ Subject to revision.

\* subject to revision, 937. the statistics of the

of Burma with other I

*Quantity and value of Silver Coins and Bullion imported, re-exported from, British India, from and to Foreign ports; also of the silver received into the Indian Mint, since Febuary in the Indian Mints, and Price of Silver in*

Year.	Income and Expenditure.			Receipts from the Mint.		Value of Gold and Silver Coins.	
	Imputed.	Expended.	Net Imports.	From Government.	Total.	Rs.	Rs.
1918-19	4,71,357	4,65,051	6,306	42,351	1,38,004	1,80,355	1,80,355
1919-20	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1920-21	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1921-22	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1922-23	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1923-24	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1924-25	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1925-26	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1926-27	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1927-28	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1928-29	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1929-30	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1930-31	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1931-32	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1932-33	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1933-34	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1934-35	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1935-36	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1936-37	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1937-38	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1938-39	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1939-40	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1940-41	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1941-42	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1942-43	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1943-44	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1944-45	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1945-46	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1946-47	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1947-48	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1948-49	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1949-50	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1950-51	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1951-52	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1952-53	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1953-54	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1954-55	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1955-56	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1956-57	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1957-58	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1958-59	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1959-60	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1960-61	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1961-62	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1962-63	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1963-64	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1964-65	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1965-66	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1966-67	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1967-68	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1968-69	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1969-70	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1970-71	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1971-72	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1972-73	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1973-74	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1974-75	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1975-76	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1976-77	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1977-78	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1978-79	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1979-80	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1980-81	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1981-82	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1982-83	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1983-84	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1984-85	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1985-86	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1986-87	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1987-88	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1988-89	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1989-90	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1990-91	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1991-92	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1992-93	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1993-94	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1994-95	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1995-96	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1996-97	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1997-98	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1998-99	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
1999-00	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2000-01	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2001-02	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2002-03	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2003-04	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2004-05	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2005-06	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2006-07	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2007-08	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2008-09	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2009-10	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2010-11	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2011-12	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2012-13	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2013-14	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2014-15	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2015-16	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2016-17	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2017-18	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2018-19	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2019-20	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2020-21	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2021-22	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2022-23	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2023-24	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2024-25	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2025-26	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2026-27	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2027-28	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2028-29	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2029-30	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2030-31	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2031-32	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2032-33	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2033-34	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2034-35	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2035-36	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2036-37	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2037-38	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2038-39	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2039-40	4,71,357	4,70,281	976	42,351	1,38,004	1,80,355	1,80,355
2040-41	4,71,357	4,70,281	976	42,351	1,38,004	1,80	

Rx. (tons of rice.) † For calendar year.

Mint from the Calcutta Mint for sale.  
in Government & Re size coins.

of Udaipur Darbar (Merwar) Sarupbahi Rs.

(d) Represents the value of Sarupihiti coins.  
 \* Subject to revision.  
 † From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of British India with other foreign countries.





## TRADE OF BENGAL &c.

(Statements of both Foreign and Coasting Trade of the Bengal Presidency and its chief port Calcutta have been excluded owing to the discontinuance of the publication by the Government of the "Annual Statement of the Sea-Borne Trade and Navigation of the Bengal Presidency.")

**INDIGO.**  
Statement showing the cultivation and production of Indigo in each Presidency and Province in India, and price in the Calcutta Market, during the years from 1917-18 to 1936-37.

Year.	BENGAL.		BIHAR AND ORISSA.		PUNJAB.		UNITED PROV. OF AGRH AND ORISSA.		MADRAS.		BOMBAY AND SINDH (including Kaira and Sindh).		TOTAL.		Price per P. and of Bengal and Export to India to five.	
	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Area. acres.	Yield cwts.	Highest Rs.	Lowest Rs.
1917-18	7,000	300	89,700	10,200	50,700	16,500	190,200	17,400	324,400	80,600	11,000	1,800	716,000	127,000	500	4 400 0
1918-19	10,100	800	64,200	6,300	17,000	5,200	49,100	8,300	144,400	33,100	7,200	1,100	392,000	48,900	400	0 275 0
1919-20	11,700	900	67,100	8,200	22,000	4,900	48,800	4,500	101,300	23,600	7,400	1,200	248,300	43,300	370	0 300 0†
1920-21	13,700	700	44,400	8,000	27,000	4,700	45,500	4,300	112,100	27,800	7,300	1,200	245,800	45,700	370	0 345 0†
1921-22	10,000	600	39,900	6,400	33,000	6,300	41,000	5,900	107,300	48,000	8,400	1,500	234,800	67,300	370	0 275 0†
1922-23	7,300	300	35,400	4,100	50,300	9,300	39,100	4,000	141,300	32,000	11,000	1,900	284,400	62,100	295	0 220 0†
1923-24	900	(b)	24,300	4,300	56,400	6,700	20,600	2,200	39,400	20,600	7,700	1,100	179,800	34,800	170	0 130 0
1924-25	100	(b)	16,100	1,100	6,400	1,000	12,500	1,400	70,200	17,100	6,000	1,100	111,900	21,700	255 0†	
1925-26	(d)	(d)	18,000	2,700	20,500	4,400	14,800	1,600	77,600	19,100	3,300	400	135,300	28,200	(3 B 3 per cent (e) 3 3 0 new post rate 3 3 0 (f))	
1926-27	(d)	(d)	13,100	1,600	23,300	4,500	12,100	1,400	53,600	11,100	2,700	400	104,800	10,000	3 3 0 B grade	
1927-28	(d)	(d)	12,600	1,400	5,800	1,000	7,300	800	32,900	7,400	2,000	300	60,600	10,900	3 0 0 to 3 4 0 per unit.	
1928-29	(d)	(d)	5,900	700	19,300	2,700	5,700	600	48,600	10,900	1,500	200	91,000	13,100	(3 3 0 per unit (e) 3 3 0 new post rate 3 3 0 (f))	
1929-30	(d)	(d)	5,900	1,200	9,800	1,200	4,000	400	22,800	11,500	500	100	70,000	14,400	3 12 0 to 3 0 0 per unit (d)	
1930-31	(d)	(d)	4,800	800	9,000	1,600	5,000	400	45,900	10,200	100	(b)	65,300	13,000	3 0 0 per unit.	
1931-32	(d)	(d)	4,000	600	9,000	1,200	2,200	200	37,200	7,800	100	(b)	52,500	9,900	3 0 0 to 3 0 0 per unit.	
1932-33	(d)	(d)	3,000	400	9,400	1,800	1,100	100	46,100	8,900	200	(b)	50,800	11,100	3 0 0 to 3 0 0 per unit.	
1933-34	(d)	(d)	500	100	9,600	2,100	1,700	200	20,100	5,100	(a)	(b)	41,000	7,500	1 0 0 to 2 0 0 per unit.	
1934-35	(d)	(d)	1,000	200	3,000	500	1,300	200	51,000	9,300	200	(b)	59,600	10,200	1 0 0 to 2 0 0 per unit.	
1935-36	(d)	(d)	1,200	200	9,900	2,000	1,900	200	26,400	4,400	...	...	39,400	6,800	1 0 0 to 2 0 0 per unit.	
1936-37	(d)	(d)	1,400	300	9,100	1,900	2,200	300	30,100	4,700	200	(b)	43,000	7,200	1 0 0 to 2 0 0 per unit.	

(a) Below 100 acres.

(b) Less than 50 cwts.

(c) The figures in this col. are taken from the Prices Current of the Bengal Chamber of Commerce.

(d) No cultivation.

(e) From 18th December 1925 to 28th January 1926.

(f) From 29th January 1926.

\* Subject to revision.

† Relates to the quality "ordinary to middling".

Quotations for "middling to fine" quality: not available.

2 Relates to price for two months July and August 1921. Quotations for other months not available.

(g) On 1st February 1929 only.

(h) On 14th and 21st February 1930 only.

**THE INDIGO TRADE.**  
*Statement showing the quantity and value of Indigo exported from Bengal Presidency to each Foreign country from 1935-36 to 1937-38.*

*Statement showing the quantity and value of Indigo exported from Bengal Presidency to each Foreign country from 1933-35 to 1937-38.*

Countries to which exported.	Quantity in cwt.		Value in Rupees.	
	1933-36	1936-37.	1937-38.	1937-38.
Other Western	...	...	...	...
Other North American States in America	...	...	...	...
Sri Lanka	49	...	75	12,940
Germany	...	...	...	...
France	...	...	...	...
Italy	...	...	...	...
Japan	...	...	...	...
Taiwan (China)	...	...	...	...
Tunis	...	...	...	...
Turkey in Europe	...	...	...	...
Other European countries	...	...	...	...
Russia (including Outer)	...	...	...	...
Other European countries	...	...	...	...
United States—Atlantic ports	...	...	...	...
United States—Pacific ports	...	...	...	...
United States—Long-shore	...	...	...	...
China (ex. Hong-kong and Mexico)	...	...	...	...
Other British possessions	...	...	...	...
Other foreign countries	...	...	...	...
TOTAL	104	50	108	21,257

CULTIVATION AND PRODUCTION OF JUTE.  
*C. Munro* and production of Jute in hales (400 lbs.) for 80 years from

and production of *Jute* in bales (400 lbs.) for 30 years from 1919 to 1938.

[illegible]

: Revised.

(a) Includes Tripura State from 1925.  
(b) Dominions of the Government of India from 1925 into British India.

(c) Excluding the figures for Nepal.

(c) Includes Nepal.

(c) Includes Nepal.

(c) Includes Nepal.

# THE JUTE TRADE.

Statement showing the quantity and value of JUTE (Raw) exported from Bengal Presidency to each foreign country from 1935-36 to 1937-38.

Exported to—	Quantity in tons.			Value in Rs. (lakhs)		
	1935-36.	1936-37.	1937-38	1935-36.	1936-37.	1937-38.
United Kingdom ... ..	165,320	188,508	144,643	2,91'83	3,47'89	2,80'44
Netherlands ... ..	19,187	19,169	18,380	33'30	34'05	36'71
France ... ..	75,183	85,539	64,935	1,37'43	1,57'83	1,34'96
Belgium ... ..	55,776	69,557	54,079	99'87	1,23'92	1,04'03
Germany ... ..	151,307	133,495	142,802	2,71'96	2,34'64	2,85'56
Russia ... ..	15,109	16,102	25,472	27'61	28'43	50'50
Italy ... ..	49,020	75,551	73,736	89'33	1,40'03	1,62'97
Sweden ... ..	6,450	5,069	6,464	11'02	10'46	12'00
Spain ... ..	50,837	17,075	4,650	88'11	29'32	8'64
United States ... ..	78,494	88,205	99,143	1,38'48	1,59'16	1,84'71
Brazil ... ..	19,831	21,163	23,531	37'91	42'07	55'98
Argentine Republic ... ..	6,967	9,612	10,476	10'13	14'01	15'49
Japan ... ..	23,538	35,418	15,023	39'60	57'95	28'26
China ... ..	9,621	9,408	15,311	14'63	14'15	27'33
Poland ... ..	7,069	10,109	7,689	11'86	17'88	16'13
Other Countries ... ..	34,955	34,138	37,509	61'21	61'90	75'86
<b>TOTAL</b> ... ..	<b>700,570</b>	<b>819,000</b>	<b>740,932</b>	<b>13,67'40</b>	<b>14,53'94</b>	<b>14,09'17</b>

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## THE JUTE TRADE—(Contd.)

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Statement showing the total clearances of Jute, Jute Rejects and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1933-34 to 1937-38.

Year, ship to tons.	JUTE—(A bale=400 lbs.)				
	London.	Danube.	Other ports in U. K.	Continental ports.	Total Foreign.
1934 ... ..	Bales. 0,892	Bales. 892,307	Bales. 13,418	Bales. 2,499,305	Bales. 3,385,292
1935 ... ..	Bales. 9,669	Bales. 891,229	Bales. 14,699	Bales. 2,915,292	Bales. 3,821,051
1936 ... ..	Bales. 6,34	Bales. 895,600	Bales. 17,016	Bales. 2,286,343	Bales. 3,119,710
1937 ... ..	Bales. 6,400	Bales. 1,032,466	Bales. 17,646	Bales. 2,622,500	Bales. 3,683,073
1938 ... ..	Bales. 14,268	Bales. 679,016	Bales. 13,903	Bales. 2,107,111	Bales. 2,814,288
<b>REJECTS—(A bale=400 lbs.)</b>					
1934 ... ..	Bales. 34,654	Bales. 13,336	Bales. 18,545	Bales. 21,729	Bales. 86,869
1935 ... ..	Bales. 13,191	Bales. 2,820	Bales. 8,762	Bales. 11,882	Bales. 31,759
1936 ... ..	Bales. 4,884	Bales. 3,061	Bales. 3,035	Bales. 6,221	Bales. 11,882
1937 ... ..	Bales. 3,106	Bales. 3,035	Bales. 6,221	Bales. 11,882	Bales. 21,729
1938 ... ..	Bales. 3,106	Bales. 3,035	Bales. 6,221	Bales. 11,882	Bales. 21,729
<b>CUTTINGS—(A bale=400 lbs.)</b>					
1934 ... ..	Bales. 46,102	Bales. 60,892	Bales. 76,621	Bales. 124,475	Bales. 268,090
1935 ... ..	Bales. 47,364	Bales. 62,732	Bales. 82,064	Bales. 108,574	Bales. 298,732
1936 ... ..	Bales. 49,348	Bales. 64,533	Bales. 84,533	Bales. 111,027	Bales. 310,441
1937 ... ..	Bales. 73,610	Bales. 86,084	Bales. 108,574	Bales. 134,475	Bales. 392,732
1938 ... ..	Bales. 66,294	Bales. 84,533	Bales. 108,574	Bales. 134,475	Bales. 392,732

## THE JUTE TRADE—(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1933-34 to 1937-38.

Years, July to June.	JUTE—(A BALE=400 lbs.)					
	Europe.	America.	All Other ports.	Australia.	China and Japan ports.	Total all countries.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1933-34 ... ..	3,385,392	350,913	53	5,670	141,184	3,923,112
1934-35 ... ..	3,531,051	379,403	2,609	7,131	164,370	4,084,564
1935-36 ... ..	3,110,710	497,095	7,269	7,992	204,633	3,838,710
1936-37 ... ..	3,683,078	644,494	277	7,420	203,300	4,538,565
1937-38 ... ..	2,814,938	434,563	160	9,665	135,414	3,392,680

## REJECTIONS—(A BALE=400 lbs.)

Years, July to June.	Europe.	America.	All Other ports.	Australia.	China and Japan ports.	Total all countries.
1933-34 ... ..	52,800	11,214	25	...	...	64,139
1934-35 ... ..	31,739	6,505	429	...	...	38,193
1935-36 ... ..	11,582	6,508	1,484	...	...	19,614
1936-37 ... ..	8,105	3,696	1,754	...	...	13,615
1937-38 ... ..	6,231	679	2,000	...	...	8,910

## CUTTINGS—(A BALE=400 lbs.)

Years, July to June.	Europe.	America.	All Other ports.	Australia.	China and Japan ports.	Total all countries.
1933-34 ... ..	115,594	98,371	23,079	...	...	236,944
1934-35 ... ..	124,475	66,107	38,552	...	...	229,134
1935-36 ... ..	115,680	121,112	47,366	...	...	284,158
1936-37 ... ..	138,574	201,624	52,040	...	...	412,138
1937-38 ... ..	111,037	155,528	40,200	...	...	306,765

## THE JUTE TRADE—(Contd.)

Statement of clearances of Jute, Jute Rejections and Cuttings from the ports of Calcutta and Chittagong in bales (a bale=400 lbs.) during 26 years, from 1913-1914 to 1937-38.

Years, July to June.	Jute.	Rejections.	Cuttings.	TOTAL BALES.
	Bales.	Bales.	Bales.	
1913-14 ... ..	3,637,755	117,224	437,730	4,192,718
1914-15 ... ..	2,606,700	77,278	283,084	2,967,062
1915-16 ... ..	2,747,016	82,504	277,242	3,106,762
1916-17 ... ..	2,494,110	88,926	227,391	2,810,427
1917-18 ... ..	Not available.			
1918-19* ... ..	946,002	59,671	40,546	1,046,219
1919-20 ... ..	2,924,099	134,151	300,901	3,359,151
1920-21 ... ..	2,008,777	61,350	272,876	2,343,003
1921-22 ... ..	2,607,564	157,105	203,284	2,967,953
1922-23 ... ..	2,550,145	153,425	197,993	2,901,563
1923-24 ... ..	3,327,417	171,399	272,422	3,771,238
1924-25 ... ..	3,438,852	180,915	202,285	3,822,052
1925-26 ... ..	3,095,075	191,722	229,995	3,516,792
1926-27 ... ..	3,969,509	206,439	273,078	4,449,026
1927-28 ... ..	4,451,041	160,619	274,920	4,886,580
1928-29 ... ..	4,428,885	139,512	259,718	4,828,115
1929-30 ... ..	3,955,072	210,619	280,791	4,446,482
1930-31 ... ..	3,126,263	98,722	201,440	3,426,425
1931-32 ... ..	2,827,765	75,185	150,720	3,053,670
1932-33 ... ..	3,399,469	36,889	142,787	3,579,139
1933-34 ... ..	3,923,112	64,129	238,244	4,225,485
1934-35 ... ..	4,084,654	38,173	229,194	4,352,021
1935-36 ... ..	3,836,719	19,664	284,158	4,140,541
1936-37 ... ..	4,538,479	13,675	412,138	4,964,292
1937-38 ... ..	3,392,640	8,910	306,504	3,708,054

\* From 1st January to 30th June 1919.

# TEA CULTIVATION IN INDIA

Statement showing the progress of *Tea Cultivation in the Teagrowing Districts during 20 years from 1917 to 1936.*

Years.	Assam		Bihar and Orissa		Bengal		United Provinces		Punjab		Madras		Coorg		Tamil Nadu		Mysores		Cochin		TOTAL INDIA	
	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.
1917	2,769	240,764	140,026	2,178	167,713	7,854	7,488	38,600	...	...	...	...	...	...	...	...	...	...	...	...	667,088	678,833
1918	2,810	241,754	161,197	2,178	179,168	7,687	7,698	38,828	...	...	...	...	...	...	...	...	...	...	...	...	678,833	691,108
1919	1,700	250,184	127,715	2,113	183,108	7,778	9,764	39,725	...	...	...	...	...	...	...	...	...	...	...	...	704,609	709,006
1920	2,060	260,022	164,139	2,068	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	709,006	708,109
1921	(a)	298,065	148,635	2,160	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	708,109	711,209
1922	(a)	296,346	146,701	2,116	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	711,209	714,710
1923	(a)	296,371	144,691	2,068	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	714,710	717,209
1924	(a)	296,371	144,691	2,068	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	717,209	720,710
1925	(a)	296,371	144,691	2,068	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	720,710	724,211
1926	(a)	296,371	144,691	2,068	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	724,211	727,712
1927	(a)	277,083	148,901	2,116	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	727,712	731,213
1928	(a)	284,719	147,069	3,821	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	731,213	734,714
1929	(a)	284,719	147,069	3,821	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	734,714	738,215
1930	(a)	285,832	147,069	3,821	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	738,215	741,716
1931	(a)	286,477	144,636	3,869	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	741,716	745,217
1932	(a)	286,888	144,636	3,824	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	745,217	748,718
1933	(a)	293,259	141,086	3,884	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	748,718	752,219
1934	(a)	293,259	141,086	4,003	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	752,219	755,720
1935*	(a)	291,088	142,108	3,983	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	755,720	759,221
1936†	(a)	296,375	142,638	3,983	191,753	6,656	9,737	41,997	...	...	...	...	...	...	...	...	...	...	...	...	759,221	762,722

\* Revised figures.

† Discontinued.

TEA PRODUCTION IN INDIA.  
Statement showing the progress of *Tea Production in the Teagrowing Districts during 20 years from 1917 to 1936.*

Years.	Assam		Bihar and Orissa		Bengal		United Provinces		Punjab		Madras		Coorg		Tamil Nadu		Mysores		Cochin		TOTAL INDIA	
	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.	Area.	Yield.
1917	100,624	161,475,015	81,438,398	309,398	91,852,506	2,900,087	1,090,919	10,363,919	...	...	...	...	...	...	...	...	...	...	...	...	371,296,328	385,498,975
1918	110,345	171,685,720	81,984,443	324,834	91,852,506	2,900,087	1,090,919	10,363,919	...	...	...	...	...	...	...	...	...	...	...	...	385,498,975	399,010,815
1919	138,405	165,992,010	75,770,893	412,511	99,911,408	2,128,834	1,731,218	10,409,308	...	...	...	...	...	...	...	...	...	...	...	...	399,010,815	412,511,408
1920	134,122	164,181,696	80,182,495	384,414	71,696,567	1,491,887	1,093,447	12,265,750	...	...	...	...	...	...	...	...	...	...	...	...	412,511,408	426,026,771
1921	(a)	131,189	736	60,999,088	172,653	9,987,771,876	1,000,289	1,093,447	12,265,750	...	...	...	...	...	...	...	...	...	...	...	426,026,771	439,543,906
1922	(a)	137,261,699	62,900,658	900,163	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	439,543,906	452,060,815
1923	(a)	160,231,815	71,731,658	216,423	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	452,060,815	464,577,722
1924	(a)	163,781,942	71,731,658	213,213	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	464,577,722	477,094,639
1925	(a)	165,731,900	71,731,658	213,213	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	477,094,639	489,611,556
1926	(a)	167,671,435	71,731,658	213,213	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	489,611,556	502,128,473
1927	(a)	168,530,276	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	502,128,473	514,645,390
1928	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	514,645,390	527,162,307
1929	(a)	178,073,899	71,106,275	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	527,162,307	539,680,224
1930	(a)	178,073,899	71,106,275	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	539,680,224	552,197,141
1931	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	552,197,141	564,714,058
1932	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	564,714,058	577,231,975
1933	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	577,231,975	589,748,892
1934	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	589,748,892	602,265,809
1935	(a)	184,104,297	72,857,455	206,051	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	602,265,809	614,782,726
1936†	(a)	190,498,472	62,851,801	1,124,822	8,771,854,933	1,442,331	1,448,118	14,200,826	...	...	...	...	...	...	...	...	...	...	...	...	614,782,726	627,300,645

\* Subject to revision.

† Discontinued.

(a) Includes Tripura State.

# TEA EXPORTS FROM BENGAL.

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1935-36 to 1937-38.

Exported to—	Quantity in lbs.				Value in Rs. (lakhs).			
	1935-36.	1936-37.	1937-38.	1938-39.	1935-36.	1936-37.	1937-38.	1938-39.
United Kingdom	259,623,295	219,953,698	240,873,572	15,013,61	13,28,94	17,11,61	17,11,61	56,37
Canada	13,724,047	14,927,647	15,014,714	6,914	70,92	70,92	70,92	43,51
Iran	1,773,975	10,957,595	4,453,479	13,89	92,25	92,25	92,25	34,96
U. S. A.	6,298,659	7,752,456	5,904,203	31,00	41,70	41,70	41,70	22,31
Burma	...	...	7,586,035	...	...	...	...	21,80
Indian Free States	3,055,352	2,141,188	3,498,338	17,09	9,92	5,23	5,23	6,35
Australia	1,865,027	1,053,632	894,331	9,92	5,23	5,23	5,23	5,82
Russia	...	...	646,821	7,51	13,23	13,23	13,23	5,20
Africa	976,454	1,667,295	646,821	7,51	13,23	13,23	13,23	5,20
Turkey	2,344,658	1,055,805	881,027	11,92	6,20	6,20	6,20	5,10
Other Native States in Arabia	90,650	336,082	628,612	57	2,93	2,93	2,93	4,43
" Adatic	312,509	314,780	484,076	1,79	2,93	2,93	2,93	2,90
Other Native States in Arabia	743,263	403,397	371,081	3,90	2,93	2,93	2,93	2,90
Aden	584,044	545,433	367,177	3,13	2,93	2,93	2,93	2,90
Iran	632,636	440,546	30,205	4,40	3,15	3,15	3,15	1,53
Bahrain Islands	319,321	329,545	10,665	1,58	1,58	1,58	1,58	8,93
Other Countries	1,267,737	840,519	1,432,262	6,90	6,90	6,90	6,90	6,90
TOTAL	2,596,623,295	2,199,953,698	2,408,873,572	15,013,61	13,28,94	17,11,61	17,11,61	56,37

# TEA EXPORTS FROM INDIA.

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1913-1914 to 1937-38.

YEAR.	QUANTITY IN LBS.						TOTAL.
	Bengal.	Bombay.	Madras.	Sind.	Burma.	Other.	
1913-14	205,374,503	2,004,197	20,917,080	20,908	7,830	288,925,598	547,995
1914-15	35,809	...	211,065	...	1,028	300,185,324	2,797
1915-16	274,001,324	4,020,140	21,618,735	38,318	2,907	348,110	260
1916-17	105,824	11,105,087	281,720	6,000	338,379,063	191,159	...
1917-18	301,275,583	...	25,770,616	64,150	34,323	291,102,117	...
1918-19	127,040	...	24,907,906	45,650	3,378	359,175,974	4,328
1919-20	203,452,280	3,721,750	24,907,906	303,045	3,378	359,175,974	4,328
1920-21	240,691	9,054,340	24,907,906	303,045	3,378	359,175,974	4,328
1921-22	324,824,260	...	24,907,906	303,045	3,378	359,175,974	4,328
1922-23	279,709,308	14,290,643	27,005,941	2,538,873	940	323,646,105	...
1923-24	50,482	6,443	20,453,234	1,108,451	8,107	379,161,333	...
1924-25	341,146,420	7,445,141	20,453,234	1,108,451	8,107	379,161,333	...
1925-26	1,600	2,820	3,000,303	1,274,708	228,615	315,621,249	...
1926-27	228,111	...	3,000,303	1,274,708	228,615	315,621,249	...
1927-28	200,004,948	...	3,000,303	1,274,708	228,615	315,621,249	...
1928-29	283,729,032	2,320,782	27,233,355	292,453	6,006	315,621,249	...
1929-30	253,015,223	3,900,203	30,386,551	194,801	9,895	287,515,703	...
1930-31	280,737	...	30,386,551	194,801	9,895	287,515,703	...
1931-32	290,028,370	3,318,870	38,569,737	95,009	5,181	338,500,236	...
1932-33	255,141	...	38,569,737	95,009	5,181	338,500,236	...
1933-34	299,088,673	2,674,728	37,486,634	62,644	6,232	339,237,811	...
1934-35	270,103,777	2,681,165	290,882	40,597	1,937	339,237,811	...
1935-36	620,788	42,745,780	386,902	65	21,833	345,045,597	...
1936-37	203,908,747	1,392,777	43,672,209	18,141	52,084	350,068,265	...
1937-38	358,130	603,464	392,195	15,211	52,084	350,068,265	...
1938-39	314,625,746	40,384,505	390,000	13,022	14,770	350,163,073	...
1939-40	585,569	407,928	40,195,433	13,022	14,770	350,163,073	...
1940-41	309,531,420	...	40,195,433	13,022	14,770	350,163,073	...
1941-42	313,710	...	40,195,433	13,022	14,770	350,163,073	...
1942-43	325,897,203	654,178	40,195,433	13,022	14,770	350,163,073	...
1943-44	405,244	...	40,195,433	13,022	14,770	350,163,073	...
1944-45	306,208,091	455,372	45,574,502	10,517	14,890	355,200,772	...
1945-46	138,040	128	45,574,502	10,517	14,890	355,200,772	...
1946-47	294,686,022	228,285	45,801,455	11,975	15,293	360,910,120	...
1947-48	638,174	161,497	54,830,734	5,489	8,140	378,835,566	...
1948-49	323,824,706	161,497	54,830,734	5,489	8,140	378,835,566	...
1949-50	270,829,026	184,530	46,708,654	2,606	8,305	317,816,111	...
1950-51	276,492,977	160,747	45,128,633	66,572	24,409	324,833,138	...
1951-52	276,492,977	160,747	45,128,633	66,572	24,409	324,833,138	...
1952-53	262,240,378	56,443	50,370,183	...	...	312,705,916	...
1953-54	255,750,900	56,144	45,000,357	10,268	...	301,837,530	...
1954-55	283,222,263	24,276	...	...	...	324,712,316	...

\*Revised.

†Subject to revision.

TEA MOVEMENTS IN LONDON.  
Comparative Statement of Movements of Tea (Black and Green) in London during the calendar years 1936 and 1937.

Year.	From.				To.				Total.
	India.	Ceylon.	China, etc.	Tank.	India.	Ceylon.	China, etc.	Tank.	
January ... 1936	...	...	...	...	...	...	...	...	...
February ... 1937	...	...	...	...	...	...	...	...	...
March ... 1936	...	...	...	...	...	...	...	...	...
April ... 1937	...	...	...	...	...	...	...	...	...
May ... 1936	...	...	...	...	...	...	...	...	...
June ... 1937	...	...	...	...	...	...	...	...	...
July ... 1936	...	...	...	...	...	...	...	...	...
August ... 1937	...	...	...	...	...	...	...	...	...
September ... 1936	...	...	...	...	...	...	...	...	...
October ... 1937	...	...	...	...	...	...	...	...	...
November ... 1936	...	...	...	...	...	...	...	...	...
December ... 1937	...	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...	...

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# 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 price per chest.			Gross proceeds.		
		Rs. As. P.			Rs. As. P.		
1912 ...	19,900	2,970	10	10	5,91,16,564	8	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	4,008	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* ...	...	.....			.....		
TOTAL	...	...	...	...	...	...	...

\* Sale of Provision (Benares) Opium has ceased with effect from the beginning of the year 1936.



THE SALT TRADE.

Statement showing the quantity (in thousands of 82½ lbs.) of salt imported into Bengal, and the annual average price, during 25 years from 1912-1914 to 1937-38.

Year.	From United King- dom.	From Germany.	From other Euro- pean Countries.	From Aden.	From Red Sea Ports.	From other Coun- tries.	From Bombay and Sind.	From other Indian Ports.	Total Imports.	Annual average Cal- cutta prices per 100 Mbs. excluding duties.
1912-13	...	...	...	...	...	...	...	...	...	...
1913-14	...	...	...	...	...	...	...	...	...	...
1914-15	...	...	...	...	...	...	...	...	...	...
1915-16	...	...	...	...	...	...	...	...	...	...
1916-17	...	...	...	...	...	...	...	...	...	...
1917-18	...	...	...	...	...	...	...	...	...	...
1918-19	...	...	...	...	...	...	...	...	...	...
1919-20	...	...	...	...	...	...	...	...	...	...
1920-21	...	...	...	...	...	...	...	...	...	...
1921-22	...	...	...	...	...	...	...	...	...	...
1922-23	...	...	...	...	...	...	...	...	...	...
1923-24	...	...	...	...	...	...	...	...	...	...
1924-25	...	...	...	...	...	...	...	...	...	...
1925-26	...	...	...	...	...	...	...	...	...	...
1926-27	...	...	...	...	...	...	...	...	...	...
1927-28	...	...	...	...	...	...	...	...	...	...
1928-29	...	...	...	...	...	...	...	...	...	...
1929-30	...	...	...	...	...	...	...	...	...	...
1930-31	...	...	...	...	...	...	...	...	...	...
1931-32	...	...	...	...	...	...	...	...	...	...
1932-33	...	...	...	...	...	...	...	...	...	...
1933-34	...	...	...	...	...	...	...	...	...	...
1934-35	...	...	...	...	...	...	...	...	...	...
1935-36	...	...	...	...	...	...	...	...	...	...
1936-37	...	...	...	...	...	...	...	...	...	...
1937-38	...	...	...	...	...	...	...	...	...	...

N.B.—Figures for Chlorine Port are included from 1935-36.

\* Minor salt and which were in previous and present years in quantities of less than 100 tons.

† Represents a small quantity of salt imported from the United Kingdom.

WHEAT AND LINSEED, 1937 and 1938.

WHEAT.		1937.				1938.			
		May.	June.	July.	August.	May.	June.	July.	August.
Expt.	(a) Payment 4 M/S	a.	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½	1 6½
	(b) Payment 3 M/S	a.	1 10	1 10	1 10	1 6½	1 6½	1 6½	1 6½
Re	Calcutta, per B. Md. Club No. 2 (ready) ... Rs. (including bag)	3-15-0	3-13-0	4-2-0	4-4-0	13-4-0	13-4-6	13-9-0	13-10-0
	Current rate per Md. by Rail, Calcutta to Howrah Rs. p. Ton, Steamers, Calcutta to London ... £	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3
Ingt	(a) (a) (a) (a) (a) (a) (a) (a) (a) (a)	1-13-0	1-12-0	1-13-0	1-13-0	1-10-0	1-10-0	1-10-0	1-10-0
	Supply Charges (hoisting) per ton. Calcutta. (Average)	1-12-0	1-14-0	1-14-0	1-12-0	1-5-0	1-5-0	1-5-0	1-5-0
Expts	... Tons.	...	...	...	...	...	...	...	...
	Bengal	...	...	...	...	...	...	...	...
Exports	... Tons.	...	...	...	...	...	...	...	...
	Bombay	...	...	...	...	...	...	...	...
Imports	... Tons.	...	...	...	...	...	...	...	...
	Sind	...	...	...	...	...	...	...	...
Imports	... Tons.	...	...	...	...	...	...	...	...
	Madras, etc.	...	...	...	...	...	...	...	...
Imports	... Tons.	...	...	...	...	...	...	...	...
	Burma	...	...	...	...	...	...	...	...
TOTAL		...	...	...	...	...	...	...	...

(a) Subject to rebate of 10% not exceeding 5s. per ton.  
 † (With new single bag, delivery at Kanchipuram.)  
 N.B.—The above rates are quoted for nearest to 15th of each month.

## RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per *maund*, for Wheat and Linseed from Calcutta to Howrah for 20 years from 1918 to 1937.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1918	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1919(a)	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0	0 7 0
1920	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1921(b)	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11
1922	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1923	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1924	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1925	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1926	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1927	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1928	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1929	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1930	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1931	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1932	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1933	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1934	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1935	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1936	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3
1937	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3

(a) Including surcharge.

(b) Excluding surcharge which is Rs. 1/24 per *maund* in case of linseed only.

## RATES OF FREIGHT IN THE PORT OF CALCUTTA—1937.

STAPLES.	1st QUARTER. 2nd QUARTER.			
	LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... .. per ton	1 16 3	1 16 3	1 16 3	1 16 3
Rice and Wheat ... .. "	1 13 9	1 13 9	1 13 9	1 13 9
Linseed ... .. "	1 12 6	1 12 6	1 12 6	1 12 6
Peppercorn ... .. "	1 15 3	1 15 0	1 15 0	1 15 0
Flaxseed ... .. "	2 1 3	2 0 0	2 0 0	2 0 0
Poppyseed ... .. "	2 1 3	2 1 3	2 1 3	2 1 3
Tea ... .. "	2 2 6	2 2 6	2 2 6	2 2 6
Cotton ... .. "	2 2 6	2 2 6	2 2 6	2 2 6
Catch ... .. "	2 6 3	2 6 3	2 6 3	2 6 3
Hides ... .. "	2 5 0	2 5 0	2 5 0	2 5 0
Ten ... .. "	2 8 9	2 8 9	2 8 9	2 8 9
Shellac ... .. "	1 15 0	1 13 9	1 13 9	1 13 9
Silk ... .. "	2 6 3	2 6 3	2 6 3	2 6 3
Tale ... .. "	2 2 6	2 2 6	2 2 6	2 2 6
Castor oil ... .. "	2 6 3	2 6 3	2 6 3	2 6 3
Turnerie ... .. "	2 6 3	2 6 3	2 6 3	2 6 3
Gummi ... .. "	2 6 3	2 6 3	2 6 3	2 6 3

STAPLES.	3rd QUARTER. 4th QUARTER.			
	LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... .. per ton	2 1 3	1 16 3	2 6 3	2 6 3
Rice and Wheat ... .. "	1 18 9	1 13 9	2 11 3	2 11 3
Linseed ... .. "	2 0 0	1 12 6	2 7 6	2 7 6
Peppercorn ... .. "	2 0 0	1 15 0	2 12 6	2 12 6
Flaxseed ... .. "	2 3 9	2 0 0	2 17 6	2 17 6
Poppyseed ... .. "	2 7 6	2 2 6	2 12 6	2 12 6
Tea ... .. "	2 7 6	2 2 6	2 12 6	2 12 6
Cotton ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Catch ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Hides ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Ten ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Shellac ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Silk ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Tale ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Castor oil ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Turnerie ... .. "	2 12 6	2 6 3	2 17 6	2 17 6
Gummi ... .. "	2 12 6	2 6 3	2 17 6	2 17 6

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

# RATES OF FREIGHT IN THE PORT OF CALCUTTA—1936.

STAPLES.	1st QUARTER.		2nd QUARTER.	
	TO LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	1 12 6	1 12 6	1 12 6	1 12 6
Rice and Wheat ...	1 10 0	1 10 0	1 10 0	1 10 0
Linseed ...	1 8 0	1 8 0	1 8 0	1 8 0
Rapeseed ...	1 11 3	1 11 3	1 11 3	1 11 3
Thinned ...	1 10 3	1 10 3	1 10 3	1 10 3
Poppyseed ...	1 10 3	1 10 3	1 10 3	1 10 3
Mustard ...	1 17 6	1 17 6	1 17 6	1 17 6
Cotton ...	1 17 6	1 17 6	1 17 6	1 17 6
Cutch ...	2 1 3	2 1 3	2 1 3	2 1 3
Hides ...	2 1 3	2 1 3	2 1 3	2 1 3
Tea ...	2 5 0	2 5 0	2 5 0	2 5 0
Shellac ...	2 5 0	2 5 0	2 5 0	2 5 0
Silk ...	2 12 6	2 12 6	2 12 6	2 12 6
Talc ...	2 1 3	2 1 3	2 1 3	2 1 3
Castor Oil ...	1 10 0	1 10 0	1 10 0	1 10 0
Turneric ...	1 17 6	1 17 6	1 17 6	1 17 6
Gummi ...	2 1 3	2 1 3	2 1 3	2 1 3

STAPLES.	3rd QUARTER.		4th QUARTER.	
	TO LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	1 12 6	1 12 6	1 12 6	1 12 6
Rice and Wheat ...	1 10 0	1 10 0	1 10 0	1 10 0
Linseed ...	1 8 0	1 8 0	1 8 0	1 8 0
Rapeseed ...	1 11 3	1 11 3	1 11 3	1 11 3
Thinned ...	1 10 3	1 10 3	1 10 3	1 10 3
Poppyseed ...	1 10 3	1 10 3	1 10 3	1 10 3
Mustard ...	1 17 6	1 17 6	1 17 6	1 17 6
Cotton ...	1 17 6	1 17 6	1 17 6	1 17 6
Cutch ...	2 1 3	2 1 3	2 1 3	2 1 3
Hides ...	2 1 3	2 1 3	2 1 3	2 1 3
Tea ...	2 5 0	2 5 0	2 5 0	2 5 0
Shellac ...	2 5 0	2 5 0	2 5 0	2 5 0
Silk ...	2 12 6	2 12 6	2 12 6	2 12 6
Talc ...	2 1 3	2 1 3	2 1 3	2 1 3
Castor Oil ...	1 10 0	1 10 0	1 10 0	1 10 0
Turneric ...	1 17 6	1 17 6	1 17 6	1 17 6
Gummi ...	2 1 3	2 1 3	2 1 3	2 1 3

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

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Lakhs of Rupees) of total Imports and Exports of Merchandise and Treasure (exclusive of Government Stores and Treasure) from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1933-34 to 1937-38.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)
Imports ...	32,825.33	36,151.12	36,209.31	35,769.91	51,600.00	32,232.33	35,213.33	37,439.17	31,231.11	49,012.22
Exports ...	8,242.42	13,787.87	14,197.97	14,197.97	1,171.12	8,242.42	13,787.87	14,197.97	1,171.12	1,171.12
Total ...	41,067.75	49,938.99	50,407.28	50,967.88	52,771.12	40,474.75	49,001.20	51,637.14	32,402.23	50,183.34
Imports ...	63,310.00	62,500.00	60,814.00	71,500.00	66,100.00	63,310.00	62,500.00	60,814.00	71,500.00	66,100.00
Exports ...	6,000.00	6,172.28	6,300.00	7,370.00	87.86	6,000.00	6,172.28	6,300.00	7,370.00	87.86
Total ...	69,310.00	68,672.28	67,114.00	78,870.00	66,187.86	69,310.00	68,672.28	67,114.00	78,870.00	66,187.86
Imports ...	61,771.01	61,577.79	60,461.19	73,569.91	87,413.33	61,771.01	61,577.79	60,461.19	73,569.91	87,413.33
Exports ...	66,709.91	1,00,465.28	1,05,253.70	1,12,740.00	1,18,740.00	66,709.91	1,00,465.28	1,05,253.70	1,12,740.00	1,18,740.00

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Lakhs of Rupees) of total Imports and Exports of Merchandise and Treasure from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1933-34 to 1937-38.

	BENGAL PRESIDENCY.					CALCUTTA.				
	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.
	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)
Imports ...	47.77	46.04	61.92	71.91	79.15	47.77	46.04	61.92	71.91	79.15
Exports ...	...	...	...	...	12.41	...	...	...	...	12.41
Total ...	47.77	46.04	61.92	71.91	91.56	47.77	46.04	61.92	71.91	91.56
Imports ...	43.26	23.78	17.00	2.55	30.49	43.26	23.78	17.00	2.55	30.49
Exports ...	15	31	50	36	1.52	15	31	50	36	1.52
Total ...	43.41	23.90	17.59	5.91	31.97	43.41	23.90	17.59	5.91	31.97
Imports ...	1,89.78	1,65.74	19.11	...	...	1,89.78	1,65.74	19.11	...	...
Exports ...	2,83.19	1,86.93	37.13	...	...	2,83.19	1,86.93	37.13	...	...
Total ...	2,78.06	2,51.67	1,00.14	...	...	2,78.06	2,51.67	1,00.14	...	...

## 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 1928-29 to 1937-38.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1928-29 ...	305	1,304,674	121	338,914	486	1,692,688	535	1,911,603	75	245,147	610	2,166,830
1929-30 ...	303	1,498,038	162	538,306	465	1,636,334	530	1,900,922	54	188,036	584	2,088,958
1930-31 ...	278	998,230	166	369,141	384	1,367,371	398	1,455,792	67	228,389	465	1,684,182
1931-32 ...	212	805,970	112	460,585	324	1,266,556	363	1,298,450	41	162,239	404	1,460,689
1932-33 ...	180	652,405	110	375,839	290	1,028,244	368	1,307,569	36	131,619	404	1,439,188
1933-34 ...	166	618,570	106	395,046	272	1,011,616	375	1,380,554	25	91,095	400	1,471,649
1934-35 ...	169	619,619	78	273,792	247	893,411	364	1,263,954	32	118,342	396	1,482,296
1935-36 ...	167	567,682	79	272,085	236	829,767	374	1,413,896	46	169,350	420	1,574,146
1936-37 ...	172	598,467	93	336,783	267	935,250	369	1,470,767	37	129,598	406	1,600,365
1937-38 ...	263	1,805,786	215	729,285	508	2,535,071	559	3,114,227	66	187,110	1015	3,301,337

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1928-29 ...	5	860	1	290	6	1,150	5	860	...	...	5	860
1929-30 ...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31 ...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32 ...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33 ...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34 ...	3	470	...	...	3	470	3	470	...	...	3	470
1934-35 ...	3	468	...	...	3	468	3	468	...	...	3	468
1935-36 ...	2	325	...	...	2	325	2	325	...	...	2	325
1936-37 ...	2	284	...	...	2	284	2	284	...	...	2	284
1937-38 ...	90	2,718	1	46	91	2,764	133	3,296	2	187	135	3,483

## SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during ten years from 1928-29 to 1937-38.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1928-29 ...	351	1,277,121	114	360,982	469	1,638,103	533	1,965,130	73	238,087	606	2,143,217
1929-30 ...	391	1,067,818	161	535,263	554	1,603,081	528	1,803,023	52	189,762	580	2,073,785
1930-31 ...	279	976,736	106	369,141	370	1,345,877	395	1,418,698	63	214,284	458	1,662,982
1931-32 ...	307	760,462	110	394,421	317	1,154,883	361	1,211,915	38	148,562	399	1,360,477
1932-33 ...	323	630,251	109	372,104	281	1,002,355	368	1,307,569	32	117,765	400	1,425,374
1933-34 ...	309	630,965	105	379,120	265	1,010,085	374	1,377,322	23	84,225	397	1,461,547
1934-35 ...	303	601,161	77	270,094	249	871,255	364	1,263,054	31	115,225	395	1,439,179
1935-36 ...	332	643,739	79	272,085	231	915,824	374	1,413,829	45	166,308	419	1,570,134
1936-37 ...	306	581,010	92	324,691	358	905,701	398	1,467,887	36	127,409	434	1,595,296
1937-38 ...	478	1,547,814	213	723,749	691	2,271,563	855	2,884,281	50	168,574	905	3,052,855

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1928-29 ...	5	860	1	290	6	1,150	5	860	...	...	5	860
1929-30 ...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31 ...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32 ...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33 ...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34 ...	3	470	...	...	3	470	3	470	...	...	3	470
1934-35 ...	3	468	...	...	3	468	3	468	...	...	3	468
1935-36 ...	2	325	...	...	2	325	2	325	...	...	2	325
1936-37 ...	2	284	...	...	2	284	2	284	...	...	2	284
1937-38 ...	90	2,718	1	46	91	2,764	133	3,296	2	187	135	3,483

# MINERAL PRODUCTION IN BRITISH INDIA.

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1917 to 1936.

Year.	Gold.			Manganese Ore.			Mica.			Potash.			Salt.			Tin Ore.		
	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.
1917	13,212,018	4,777,408	24,307	153,992	147,705	2,145,006	10,881	212,250	282,720	224,423	379	7,000	400,000	4,000	500	100	100	100
1918	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1919	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1920	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1921	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1922	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1923	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1924	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1925	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1926	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1927	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1928	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1929	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1930	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1931	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1932	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1933	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1934	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1935	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100
1936	10,772,018	3,053,522	21,200	117,646	110,726	2,008,546	14,118	275,913	360,850	111,420	1,644	7,000	400,000	4,000	500	100	100	100

Rx. (tons of assay).  
 † Tin concentrates from 1926.  
 ‡ Including Indian States and Adm.  
 (a) Estimated.

# MINERAL PRODUCTION IN BRITISH INDIA.—(contd.)

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1917 to 1936.

Year.	Iron Ore.			Sulphate.			Chromite.			Graphite.			Magnesite.			Jadestone.*			Copper Ore.			Barren, Supphreous and Sulph.		
	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.	Quantity.	Value.	Rx.
1917	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1918	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1919	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1920	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1921	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1922	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1923	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1924	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1925	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1926	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1927	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1928	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1929	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1930	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1931	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1932	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1933	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1934	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1935	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...
1936	418,356	40,841	458,373	819,556	14,255	28,153	61	426	15,195	21,820	3,590	128,917	...	...	...	...	...	...	...	...	...	...	...	...

\* These figures represent exports to sea and land in such official year, if not available.  
 † Figures are in tons of assay.  
 ‡ Figures are in tons of assay.  
 (a) Including figure for Indian States from 1917.  
 (b) Figures are in tons of assay.  
 (c) Report figures.  
 (d) Figures are in tons of assay.  
 (e) Value of export by sea only.

# COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years, from 1918 to 1937.

Year.	Assam.		Bengal.		Bihar.		Orissa.		Punjab.		Central Provinces.		Central India.		Nizam's Territory (Hydrabad).		Baluchistan.		N. W. P. Province.		Bihar, chittan.		Barma.		Tamil.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1918	...	294,484	5,302,285	15,684,686	29,438	481,450	108,675	629,189	11,724	246	43,195	24,288	50,729,493	...	...	...	...	...	...	...	...	...	...	...	...	...
1919	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1920	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1921	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1922	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1923	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1924	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1925	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1926	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1927	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1928	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1929	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1930	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1931	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1932	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1933	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1934	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1935	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1936	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1937	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Figures in italics are Indian Tons.  
(b) Figures in brackets are Indian Tons.

# COAL IMPORTS INTO BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government stock) imported into British India from Foreign countries, showing the share of each Province during 20 years from 1917-18 to 1936-37.

Year.	Coast.				Imported into—				Imported into—				Total.			
	Coast.				Imported into—				Imported into—				Total.			
	Bengal.	Bombay.	Madras.	Sind.	Bengal.	Bombay.	Madras.	Sind.	Bengal.	Bombay.	Madras.	Sind.	Bengal.	Bombay.	Madras.	Sind.
1917-18	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1918-19	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1919-20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1920-21	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1921-22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1922-23	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1923-24	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1924-25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1925-26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1926-27	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1927-28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1928-29	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1929-30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1930-31	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1931-32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1932-33	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1933-34	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1934-35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1935-36	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1936-37	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\* of which 11 and 8 tons are patent fuel for 1921-22 and 1922-23 respectively.

# COAL EXPORTS FROM BRITISH INDIA.

Statement of the quantity of Coal and Coke (exclusive of Government Stores) exported to Foreign countries from British India showing the share of each Province during 20 years from 1917-18 to 1936-37.

Showing the share of each Province during 20 years from 1917-18 to 1936-37.														
Year.	Exported from—(INDIAN MERCHANDISE).						Exported from—(FOREIGN MERCHANDISE).†						Total exports.	
	Bengal.		Bombay.		Madras.		Bengal.		Bombay.		Madras.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1917-18	1254,503	5442	1890	...	...	1255,903	...	121	...	...	900	1,005	257,408	
1918-19	1142,992	389	...	...	...	1143,021	...	...	...	...	...	...	143,712	
1919-20	117	63	...	...	...	117	...	...	...	...	974	...	...	
1920-21	1672,778	16,091	...	...	...	1679,709	...	...	...	...	...	...	681,005	
1921-22	1,135,725	13,530	...	...	13,550	1,149,275	...	...	...	...	...	...	1,145,122	
1922-23	1,138,000	...	...	...	...	1,138,000	...	...	...	...	...	...	144,837	
1923-24	1,111,537	1,680	...	...	1,102	1,113,370	...	30,100	...	...	...	...	140,112	
1924-25	97,011	...	...	...	...	97,011	...	50,780	...	...	...	...	50,920	
1925-26	121,530	...	...	...	...	121,530	...	14,000	...	...	...	...	188,312	
1926-27	128,117	...	...	...	...	128,117	...	50,780	...	...	...	...	294,304	
1927-28	168,774	...	...	...	...	168,774	...	33,800	...	...	...	...	68,570	
1928-29	163,115	...	...	...	...	163,115	...	33,800	...	...	...	...	737,261	
1929-30	151,483	...	...	...	...	151,483	...	47,811	...	...	...	...	492,297	
1930-31	147,931	...	...	...	...	147,931	...	31,784	...	...	...	...	521,801	
1931-32	151,483	...	...	...	...	151,483	...	22,500	...	...	...	...	475,255	
1932-33	145,164	...	...	...	...	145,164	...	228	...	...	...	...	375,274	
1933-34	147,931	...	...	...	...	147,931	...	1,906	...	...	...	...	311,555	
1934-35	147,931	...	...	...	...	147,931	...	1,270	...	...	...	...	300,041	
1935-36	147,931	...	...	...	...	147,931	...	...	...	...	...	...	221,010	
1936-37	147,931	...	...	...	...	147,931	...	...	...	...	...	...	...	

† Coal.

• Coke.

† Coal and Coke.

## TRADE OF BRITISH INDIA.

Table showing the total miles of railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 55 years in Thousands of Rupees, from 1913-14 to 1937-38.

1913-14 to 1957-58.								
Year.	Total miles of railway open for traffic.	MERCHANDISE.		TREASURE.		Net imports of Merchandise.	Net imports of Treasure.	Surplus exports.
		Imports.	Exports. (Foreign and Country).	Imports.	Exports.			
		Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1913-14	34,656	1,83,24.70	2,48,87.58	65,63.09	36,02.04	7,05.20	23,96.74	28,06.25
1914-15	35,285	1,37,92.00	1,81,69.16	45,06.20	27,77.05	2,30.33	18,46.70	61,04.68
1915-16	35,533	1,31,98.62	1,07,46.24	63,47.62	11,85.32	7,42.08	4,42.94	88,62.00
1916-17	36,286	1,49,63.53	2,45,21.71	95,58.18	14,89.74	4,14.16	9,65.08	71,51.57
1917-18	36,343	1,00,05.41	2,42,56.45	92,13.94	28,05.48	5,43.11	20,62.37	36,31.46
1918-19	36,016	1,00,07.24	2,35,88.14	84,84.73	1,29.10	2,08.83	1,46.79	1,18,48.09
1919-20	36,735	2,07,97.24	3,90,00.69	1,22,08.45	1,11,23.32	7,51.35	2,28.50	70,04.14
1920-21	37,029	2,33,38.59	4,14,43.35	1,30,02.82	1,31,14.97	18,99.92	12,16.68	70,04.14
1921-22	37,029	2,60,34.26	3,94,45.35	81,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1922-23	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1923-24	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1924-25	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1925-26	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1926-27	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1927-28	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1928-29	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1929-30	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1930-31	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1931-32	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1932-33	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1933-34	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1934-35	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1935-36	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1936-37	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1937-38	37,018	2,32,70.77	3,48,45.35	91,22.00	1,29,03.27	20,02.57	1,21,05.27	21,30.49
1957-58	37,018	1,74,24.54	1,89,20.25	16,75.01	4,88.83	11,89.00	14,36,07.77	30,11.09

† Net exports.

† Net imports.

(a) Surplus imports

\*\* Subject to revision.

Value of total Indian Imports and Exports of Government Stores and Treasure from and to Foreign countries during 1913-14 to 1937-38.

**Subject to revision.**

*Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each Province and Province in Thousands of Rupees, from 1933-34 to 1937-38.*

(g) From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade between British India and other foreign countries.



# SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of *STEAMERS* entered and cleared with cargoes and in ballast from and to Foreign countries at ports in British India from 1934-35 to 1936-37.

PRESIDENCY.	STEAMERS ENTERED.											
	With cargoes.						In ballast.					
	1934-1935.		1935-1936.		1936-1937.		1934-1935.		1935-1936.		1936-1937.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal ... ..	169	619,619	167	557,682	172	598,467	78	273,792	79	272,085	95	336,783
Bombay ... ..	572	3,635,638	591	3,085,839	568	2,982,628	24	76,843	24	88,476	45	167,572
Madras ... ..	1,042	2,458,786	1,042	2,457,878	1,019	3,551,608	62	316,890	75	283,023	89	291,614
Sind ... ..	243	706,936	233	769,034	259	790,628	29	85,966	42	141,446	54	178,778
Burma ... ..	373	1,100,152	413	1,300,000	429	1,218,142	29	299,576	66	187,198	78	226,674
Orissa* ... ..	...	...	...	...	1	3,647	...	...	...	...	...	...
TOTAL ... ..	2,359	7,901,184	2,456	8,264,163	2,441	8,147,557	283	930,567	286	942,228	355	1,211,421

## STEAMERS CLEARED.

PRESIDENCY.	STEAMERS CLEARED.											
	With cargoes.						In ballast.					
	1934-1935.		1935-1936.		1936-1937.		1934-1935.		1935-1936.		1936-1937.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal ... ..	364	1,323,954	374	1,413,826	390	1,470,765	32	118,342	45	156,308	37	129,598
Bombay ... ..	464	2,769,615	444	2,566,905	438	2,483,445	41	125,192	78	239,159	77	249,648
Madras ... ..	979	2,683,693	983	2,596,526	1,078	2,843,909	47	96,538	66	140,373	27	76,990
Sind ... ..	214	567,292	186	493,120	243	696,869	32	123,316	39	145,867	26	134,172
Burma ... ..	485	1,470,954	490	1,399,908	488	1,384,913	8	34,152	8	27,247	14	48,998
Orissa* ... ..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... ..	2,497	8,149,328	2,477	8,170,188	2,644	8,651,931	159	487,536	220	789,094	190	738,992

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

# 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 1934-35 to 1936-37.

PRESIDENCY.	SAILING VESSELS ENTERED.											
	With cargoes.						In ballast.					
	1934-1935.		1935-1936.		1936-1937.		1934-1935.		1935-1936.		1936-1937.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal ... ..	3	468	2	325	2	284	...	...	...	201	3	437
Bombay ... ..	98	10,499	83	9,162	96	8,921	...	21,165	239	17,321	266	18,033
Madras ... ..	177	12,708	129	16,709	142	11,972	292	19,610	92	8,342	102	7,528
Sind ... ..	184	14,128	237	17,370	231	19,909	126	7,115	36	7,484	28	6,549
Burma ... ..	21	630	6	496	4	247	35	...	...	...	...	...
Orissa* ... ..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... ..	483	38,133	457	38,112	459	41,414	453	38,890	369	33,548	380	32,797

## SAILING VESSELS CLEARED.

PRESIDENCY.	SAILING VESSELS CLEARED.											
	With cargoes.						In ballast.					
	1934-1935.		1935-1936.		1936-1937.		1934-1935.		1935-1936.		1936-1937.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal ... ..	3	468	2	324	2	284	...	...	...	...	1	148
Bombay ... ..	97	9,658	102	9,063	82	7,900	...	49	39	3,618	34	3,203
Madras ... ..	493	33,864	399	26,636	377	24,852	27	2,168	2	...	4	...
Sind ... ..	318	25,486	327	25,831	336	27,667	...	...	...	39	3	43
Burma ... ..	63	8,896	64	11,741	55	10,605	1	96	2	...	...	...
Orissa* ... ..	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... ..	964	77,717	891	77,495	932	81,072	29	2,313	43	3,600	42	3,693

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

**TABULAR HISTORY.**

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**TRADE OF BRITISH INDIA FOR TWENTY YEARS**

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*(Figures given are for the official years  
from 1st April to 31st March.)*



## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Japan .....	56	...	6,110	400	59	11	207	...
Philippines .....	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
British Settlements (including Labuan) .....	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	47	...	...	...	...
China (exclusive of Hongkong and Macao) .....	...	...	...	12	30	...	...	...
Mauritius and Dependencies (except Colony) .....	3,007	...	...	117	...	8	...	...
Papuan Territory .....	...	...	...	...	45	1	...	...
Belgium .....	...	...	...	...	...	...	...	...
Hong Kong .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...
Australian Commonwealth Other British Possessions U. S. A.—Atlantic Coast Other Foreign Countries	...	80	170	...	...	...	...	...
TOTAL	3,313	80	6,311	727	200	120	307	40

## SUGAR

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Poland (including Danzig) .....	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...
Mauritius and Dependencies (except Colony) .....	630,447	1,543,606	603,723	11,487	61,411	31,414	1,309	12,936
British Settlements (including Labuan) .....	1,239,232	1,242,602	982,882	8,835	5,044	2,673	2,018	2,666
Hong Kong .....	48,992	55,505	140,153	2,791	4,739	4,419	2,931	2,596
Ceylon .....	...	...	...	...	...	...	...	...
United Kingdom .....	62,131	11	86	496	1,508	692	538	1,105
Netherlands .....	25,425	116	1,916	1,561	1,491	1,509	69	18
Germany .....	...	...	...	...	...	...	...	...
Australian Commonwealth Other British Possessions U. S. A.—Atlantic Coast China (exclusive of Hongkong and Macao) .....	77	625	25	7	5	1	...	...
France .....	1,722	1,828	3,666	114	2,562	16,205	36	...
Federated Malay States (except Dutch) .....	...	177	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Sumatra .....	...	...	...	...	...	...	...	...
Roumania .....	...	...	...	...	...	...	...	...
India and Dependencies (except Colony) .....	38,339	17,007	60,007	4,198	181	1,914	606	17
Hungary .....	...	...	...	...	...	...	...	...
Other British Possessions (except Labuan) .....	1,724,786	7,561,471	6,285,317	301,100	623,821	371,134	268,131	650,172
Spain .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Spain .....	...	...	...	...	...	...	...	...
Denmark .....	...	...	...	...	...	...	...	...
Czechoslovakia .....	...	...	...	...	...	...	...	...
Japan .....	861,882	9,911	77,124	106	621	181	46	...
Portugal .....	...	...	...	...	...	...	...	...
Other British Possessions (except Labuan) .....	...	...	...	...	...	...	...	...
Siam .....	...	...	...	...	...	...	...	...
Other Foreign Countries Brazil—Sul de Leste Portuguese East Africa	7	11	6	...	...	...	...	...
TOTAL	8,410,356	10,193,007	8,167,256	338,181	717,136	440,320	381,476	631,440

## (B DUTCH STANDARD AND BELOW).

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Japan .....	...	...	...	...	...	...	...	...
Philippines .....	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
British Settlements (including Labuan) .....	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Macao) .....	...	...	...	...	...	...	...	...
Mauritius and Dependencies (except Colony) .....	...	...	...	...	...	...	...	...
Papuan Territory .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Hong Kong .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...
Australian Commonwealth Other British Possessions U. S. A.—Atlantic Coast Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	3,313	80	6,311	727	200	120	307	40

## SUGAR

## (B DUTCH STANDARD AND ABOVE).

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Poland (including Danzig) .....	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...
Mauritius and Dependencies (except Colony) .....	630,447	1,543,606	603,723	11,487	61,411	31,414	1,309	12,936
British Settlements (including Labuan) .....	1,239,232	1,242,602	982,882	8,835	5,044	2,673	2,018	2,666
Hong Kong .....	48,992	55,505	140,153	2,791	4,739	4,419	2,931	2,596
Ceylon .....	...	...	...	...	...	...	...	...
United Kingdom .....	62,131	11	86	496	1,508	692	538	1,105
Netherlands .....	25,425	116	1,916	1,561	1,491	1,509	69	18
Germany .....	...	...	...	...	...	...	...	...
Australian Commonwealth Other British Possessions U. S. A.—Atlantic Coast China (exclusive of Hongkong and Macao) .....	77	625	25	7	5	1	...	...
France .....	1,722	1,828	3,666	114	2,562	16,205	36	...
Federated Malay States (except Dutch) .....	...	177	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Sumatra .....	...	...	...	...	...	...	...	...
Roumania .....	...	...	...	...	...	...	...	...
India and Dependencies (except Colony) .....	38,339	17,007	60,007	4,198	181	1,914	606	17
Hungary .....	...	...	...	...	...	...	...	...
Other British Possessions (except Labuan) .....	1,724,786	7,561,471	6,285,317	301,100	623,821	371,134	268,131	650,172
Spain .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Spain .....	...	...	...	...	...	...	...	...
Denmark .....	...	...	...	...	...	...	...	...
Czechoslovakia .....	...	...	...	...	...	...	...	...
Japan .....	861,882	9,911	77,124	106	621	181	46	...
Portugal .....	...	...	...	...	...	...	...	...
Other British Possessions (except Labuan) .....	...	...	...	...	...	...	...	...
Siam .....	...	...	...	...	...	...	...	...
Other Foreign Countries Brazil—Sul de Leste Portuguese East Africa	7	11	6	...	...	...	...	...
TOTAL	8,410,356	10,193,007	8,167,256	338,181	717,136	440,320	381,476	631,440

## IMPORTS.

N.B.—Figures, from 1920-21, are shown for Sugar D. 3.5, and above, and below D. 3.5, but not below D. 3.5.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
TOTAL.	...	...	...	...	...	...	...	...

## TEA (BLACK &amp; GREEN).

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
TOTAL.	...	...	...	...	...	...	...	...

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
TOTAL.	...	...	...	...	...	...	...	...

## COPPER.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
TOTAL.	...	...	...	...	...	...	...	...

## WROUGHT—(TILES, INGOTS, CAKES, BRICKS AND SLABS).

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
TOTAL.	...	...	...	...	...	...	...	...

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	754	5,437	105,730	66,958	64,436	93,029	71,383	23,146
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
France	1	...	...	8,885	5,606	338	1,221	...
Germany	...	...	...	39	20,485	16,638	79,300	18,107
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Ceylon	4	2	1	30	31	...	6	4
Medicaments Ports	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...
Belgium	...	...	...	1,074	4,144	643	509	4,076
East Africa	...	...	...	...	...	...	...	...
Japan	1,617	7,607	3,170	789	407	...	...	...
Sweden	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
United States of America	32	33	8,658	120,094	4,451	65,002	50,610	28,181
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
TOTAL	2,409	12,999	116,965	231,712	100,109	176,721	173,457	211,111

## COPPER

## WROUGHT—(BRAZERS AND SHEETS).

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	5,438	25,322	61,436	70,108	22,783	35,634	44,465	68,293
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Medicaments Ports	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
East Africa	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
TOTAL	230,685	190,342	211,292	103,534	157,938	141,903	272,853	298,351

## IMPORTS.

## BRASS, BRONZE, ETC.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	631	1,132	145,153	276,014	124,327	186,648	221,320	231,117
Straits Settlements	...	...	...	...	...	...	...	...
Ceylon	6	338	146	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Denmark	...	...	...	3,641	100	178	20	18
Switzerland	...	...	...	630	1,172	552	...	...
Peru	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	1,719	...	146	6
Java	...	...	...	...	...	...	...	...
France	...	...	...	...	310	654	20	...
Germany	...	...	...	...	17,242	30,793	89,421	106,367
United States of America	41	...	...	...	3,943	2	...	...
East Africa (British)	...	...	...	2,468	17,896	9,839	9,510	2,300
Italy (Portuguese)	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	435	27	4
Sweden	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...
Belgium	...	...	...	304	3,284	10,136	1,914	1,009
Cape Colony	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Japan	2,706	3,632	2,642	18,006	...	1,714	160	144
American Commonwealths	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
TOTAL	3,384	5,167	160,862	341,673	178,692	290,430	333,500	412,783

## WROUGHT—(YELLOW METAL FOR SHEATHING).

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	10,001	103,853	168,331	162,857	82,401	42,174	71,234	160,091
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Medicaments Ports	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
East Africa	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
TOTAL	104,966	426,866	427,764	456,312	393,380	308,438	298,411	482,577

### IMPORTS.

## IRON

COuntries whence imported	1911-15. tons	1916-18. tons	1919-20. tons	1921-22. tons	1922-23. tons	1924-25. tons	1925-26. tons
United Kingdom	165	67	4,155	8,858	7,898	8,796	3,984
Ceylon	...	...	...	...	...	...	2,145
Norway	...	...	...	...	...	...	188
Belgium	...	...	...	13,402	3,238	42	817
France	...	...	...	24	24	...	...
Sweden	...	...	...	251	100	...	...
United States of America	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	90	1,172	622	16
China—Hong Kong	...	...	...	...	200	...	27
Germany	...	...	...	...	...	...	...
Kaukasus	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...
Straits Settlements	...	...	...	6	...	60	...
Other Foreign Countries	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
TOTAL	165	67	4,155	8,054	28,003	12,779	3,785

### IMPORTS.

## IRON

COUNTRIES WHERE EXPORTED	1917-18, tons.	1918-19, tons.	1919-20, tons.	1920-21, tons.	1921-22, tons.	1922-23, tons.	1923-24, tons.	1924 tons.
United Kingdom	8,608	1,089	6,195	11,700	7,433	5,619	2,630	3,114
Austria-Hungary	195	44	277	1,321	697	1,078	955	1,096
Ceylon	18	..	243	7	4	2	6	..
Madagascar	..	..	..	..	..	..	..	..
Straits Settlements	222	170	9	40	31	1	3	..
Netherlands	..	..	108	..	..	..	..	..
Norway	..	..	170	9	13	..	..	..
Germany	..	..	..	27	678	1,134	184	41
France	..	..	..	..	70	..	..	..
United States of America	1,002	4,140	5,183	1,163	101	6	..	..
Lebanon	..	..	..	..	..	..	..	..
Belgium	..	..	880	5,202	7,002	14,900	8,351	4,006
Czechoslovakia	..	..	..	..	..	..	..	..
Aden and Dependencies	..	..	..	..	..	..	..	..
East Africa, British	..	..	..	..	..	..	..	..
East Africa, German	..	..	..	..	..	..	..	..
Chile Colony	..	..	..	..	..	..	..	..
Japan	..	102	18	..	..	..	..	..
Korea Colony	..	..	..	..	..	..	..	..
Siam	..	..	..	..	..	..	..	..
Hongkong	..	..	..	..	..	..	..	..
China (exclusive of Hongkong and Peking)	..	97	178	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..
Iran	..	..	..	..	..	..	160	..
Other Foreign Countries	..	..	..	..	..	..	..	..
Other British Possessions	2	..	..	1	..	..	..	..
<b>TOTAL</b>	<b>9,994</b>	<b>6,922</b>	<b>16,477</b>	<b>16,614</b>	<b>16,410</b>	<b>20,010</b>	<b>19,100</b>	<b>9,271</b>

### IMPORTS.

## (P16).

[illegible]

## WEIGHT—BARS AND CHANNELS).

### IMPORTS.

[illegible]

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
United Kingdom ...	1,080	313	405	875	204	446	119
Strait Settlements ...	...	16	...	...	...	...	...
Ceylon ...	6	...	24	5	...	...	...
France ...	...	...	...	...	...	...	1
Austria-Hungary ...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	34	124	120	301
Germany ...	...	...	...	...	8	50	100
Other British Possessions ...	...	...	...	...	...	128	11
Italy ...	2	...	...	...	...	...	...
Sweden ...	...	...	...	66	...	9	...
Norway ...	...	...	...	...	...	...	...
Luxemburg ...	13	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...
United States of America ...	448	486	311	388	3	2	2
Japan ...	5	102	15	...	1	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>2,055</b>	<b>918</b>	<b>755</b>	<b>1,363</b>	<b>340</b>	<b>638</b>	<b>454</b>

## IRON, TRF, BOLT AND ROD.)

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
United Kingdom ...	10	255	102	98	205	445	71
Strait Settlements ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...
Norway ...	...	...	...	...	...	...	...
Luxemburg ...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>2,055</b>	<b>918</b>	<b>755</b>	<b>1,363</b>	<b>340</b>	<b>638</b>	<b>454</b>

## IMPORTS.

## IMPORTS.

## IRON OR STEEL

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
Australian Commonwealth ...	14	20	11	22	5	16	...
Persian Gulf ...	79	51	15	75	...	...	...
United Kingdom ...	24,005	35,027	77,241	112,180	51,009	78,226	105,331
Egypt ...	...	...	...	...	...	...	...
Ceylon ...	22	...	37	34	1	9	...
Other British Possessions ...	...	...	...	...	...	...	...
United States of America ...	23,347	12,605	20,610	24,807	2,442	4,260	8,853
Norway ...	15	...	...	...	10	11	...
Canada ...	103	7	...	104	...	...	...
Netherlands ...	...	...	...	359	...	...	...
Iraq ...	...	...	...	...	677	672	308
Java ...	...	...	...	...	...	213	...
Hong-Kong ...	548	207	...	...	...	687	...
China (exclusive of Hongkong and Manchou) ...	...	...	...	...	...	...	...
Belgium ...	...	...	3,706	10,610	20,505	22,954	38,128
Japan ...	1,708	727	94	443	1,094	...	...
Czechoslovakia ...	...	...	...	...	110	314	...
Strait Settlements ...	721	402	441	137	1	185	...
Austria ...	...	...	...	...	106	177	...
Hungary ...	...	...	...	...	...	...	...
France ...	...	...	1,154	772	1,508	538	1,437
Germany ...	...	...	1,010	14,730	23,505	15,706	24,022
Luxemburg ...	...	...	...	...	16	227	...
Other Foreign Countries ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	140	...
Kenya Colony ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>60,857</b>	<b>49,943</b>	<b>108,207</b>	<b>148,720</b>	<b>85,803</b>	<b>140,348</b>	<b>162,232</b>

## IRON AND PLATES—(INCLUDING TINNED PLATES.)

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
United Kingdom ...	10	255	102	98	205	445	71
Strait Settlements ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...
Sweden ...	...	...	...	...	...	...	...
Norway ...	...	...	...	...	...	...	...
Luxemburg ...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>2,055</b>	<b>918</b>	<b>755</b>	<b>1,363</b>	<b>340</b>	<b>638</b>	<b>454</b>

## IMPORTS.

## IMPORTS.

## IRON OR STEEL

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	1,303	1,533	55,183	59,938	82,275	114,017	155,134
Ceylon ...	...	...	82	11	163	1	3
Austria-Hungary ...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...
Italian East Africa ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Arabia ...	...	202	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
United States of America ...	4,305	620	3,141	6,530	10	26	4,022
Strait Settlements ...	...	...	...	...	...	...	...
Luxemburg ...	...	51	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Hongkong ...	1	56	...	101	278	472	678
Other Foreign Countries ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>5,509</b>	<b>2,474</b>	<b>58,412</b>	<b>66,640</b>	<b>88,343</b>	<b>122,477</b>	<b>165,038</b>

## IRON AND PLATES—PLAIN &amp; CORRUGATED (GALVANIZED).

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.
Germany ...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
Austria-Hungary ...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...
Italian East Africa ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	...	...
Luxemburg ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
Hongkong ...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	<b>5,509</b>	<b>2,474</b>	<b>58,412</b>	<b>66,640</b>	<b>88,343</b>	<b>122,477</b>	<b>165,038</b>

## IMPORTS.



## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Hong-Kong ...	400	...	...	...	...	...	...	...
Spain ...	...	...	...	...	...	...	...	...
United Kingdom ...	12	15,137	7,548	2,370	4,300	6,008	3,130	...
Straits Settlements ...	162	...	35	588	111	...	...	...
France ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...
Peria ...	...	...	...	...	...	...	...	...
Ceylon ...	1,668	2,377	1,870	1,500	2,720	1,883	1,728	...
Iran ...	...	...	...	...	1,927	144	...	...
United States of America ...	377	...	...	100	42	...	...	...
Turkey in Asia—Persian Gulf ...	...	211	...	...	...	...	...	...
Australian Commonwealth ...	...	4,498	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Japan ...	200	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	2,810	6,884	16,762	9,742	5,274	7,300	6,082	5,106

## LEAD.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Hong-Kong ...	...	...	...	...	...	...	...	...
Spain ...	...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...	...
Straits Settlements ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...
Peria ...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...
Iran ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf ...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	187	3,180	3,330	2,108	3,720	2,801	4,107	3,781

## THOUGHT—(Pigs).

## IMPORTS.

## LEAD, (WROUGHT).

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Switzerland ...	...	...	...	...	...	...	...	...
Japan ...	9,912	10,803	800	218	...	...	...	...
United Kingdom ...	2,357	2,601	18,562	21,754	15,072	11,602	12,992	7,018
Zanzibar and Pemba ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
United States of America ...	313	634	2,890	287	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...
Hong-Kong ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	10	...	...	640	1,633	1,954	...
Ceylon ...	...	...	...	...	...	...	...	...
Belgium ...	...	2,005	210	6	82	...	...	...
Italy ...	...	...	...	...	501	6,496	5,887	3,874
Netherlands ...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	1	911	1	...	187	492	53	...
Other British Possessions ...	...	1	...	...	...	...	...	...
TOTAL ...	12,064	18,055	22,508	22,720	16,933	19,919	21,412	12,805

## IRON PIPES &amp; TUBES.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Switzerland ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...	...
Zanzibar and Pemba ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...
Mauritius and Dependencies ...	...	...	...	...	...	...	...	...
Hong-Kong ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
TOTAL ...	13,064	18,055	22,508	22,720	16,933	19,919	21,412	12,805

## IMPORTS.

## LEAD.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Spain ...	...	...	...	...	...	...	...	...
Iran ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...
Peria ...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...
Iran ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf ...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	2,778	4,600	7,698	9,302	6,820	5,976	8,044	6,281

## THOUGHT—OTHER SORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Spain ...	...	...	...	...	...	...	...	...
Iran ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
United Kingdom ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...
Tanganyika Territory ...	...	...	...	...	...	...	...	...
Peria ...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...
Iran ...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	...	...	...
Turkey in Asia—Persian Gulf ...	...	...	...	...	...	...	...	...
Australian Commonwealth ...	...	...	...	...	...	...	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Other Foreign Countries ...	...	...	...	...	...	...	...	...
TOTAL ...	5,118	7,507	7,000	6,981	6,000	6,955	3,748	6,136

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Germany .....	...	...	...	...	...	...	...	...
Java .....	...	...	1,189	519	206	...	84	...
Iraq .....	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	38,444	61,287	36,441	42,157	63,682
China (ex Hongkong and Macao) .....	23,615	26,350	44,298	...	...	...	...	...
Hong Kong .....	100	...	30	61	195	527	340	62
United Kingdom .....	754	1,061	949	2,541	1,638	6,040	900	1,006
Somaland (French) .....	...	...	...	...	...	...	...	...
Peru .....	...	...	...	...	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
Ceylon .....	21	202	9	7	1	...	2	...
East Africa (Italian) .....	1	11	20	26	7	4	1	...
Aden and Dependencies .....	...	...	151	...	...	...	...	...
Persian Gulf .....	...	...	...	...	...	...	...	...
Zanzibar and Pemba .....	...	...	...	19	...	...	...	...
Borneo (Dutch) .....	...	...	...	...	...	...	200	...
Arabia (Makat Territory, &c.) .....	...	...	...	...	...	...	...	...
East Africa—Other Ports .....	...	...	...	...	...	...	...	...
Federated Malay States .....	400	263	100	134	221	...	...	...
East Africa (British) .....	...	...	...	...	...	...	...	...
United States of America .....	...	...	...	...	...	...	...	...
Japan .....	86	190	128	...	282	51	40	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
TOTAL .....	24,977	28,086	46,835	41,783	53,737	43,295	43,800	62,188

## TIN.

## BROUGH—(BLOCK, &amp;c.)

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Germany .....	...	...	...	...	...	...	...	...
Java .....	...	...	...	...	...	...	...	...
Iraq .....	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	...	...	...	...	...
China (ex Hongkong and Macao) .....	...	...	...	...	...	...	...	...
Hong Kong .....	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	...	...	...	...	...
Somaland (French) .....	...	...	...	...	...	...	...	...
Peru .....	...	...	...	...	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
East Africa (Italian) .....	...	...	...	...	...	...	...	...
Aden and Dependencies .....	...	...	...	...	...	...	...	...
Persian Gulf .....	...	...	...	...	...	...	...	...
Zanzibar and Pemba .....	...	...	...	...	...	...	...	...
Borneo (Dutch) .....	...	...	...	...	...	...	...	...
Arabia (Makat Territory, &c.) .....	...	...	...	...	...	...	...	...
East Africa—Other Ports .....	...	...	...	...	...	...	...	...
Federated Malay States .....	...	...	...	...	...	...	...	...
East Africa (British) .....	...	...	...	...	...	...	...	...
United States of America .....	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
TOTAL .....	24,977	28,086	46,835	41,783	53,737	43,295	43,800	62,188

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Germany .....	...	...	...	...	...	...	...	...
United Kingdom .....	132	203	854	131	10	4	10	13
Austria .....	...	...	...	...	...	...	...	...
Hungary .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Holland .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	...	...	...	...	...
China (Hong-Kong Treaty Ports) .....	1	...	...	...	1,074	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...
Zanzibar .....	...	...	...	...	...	...	...	...
Australian Commonwealth .....	...	...	...	...	...	...	...	...
Japan .....	161	501	675	542	141	10	...	...
United States of America .....	126	...	25	108	...	544	137	38
Other Foreign Countries .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
TOTAL .....	470	854	1,478	806	2,616	6,936	3,531	1,602

## TIN.

## BROUGH—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON).

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Germany .....	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	...	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
Hungary .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Holland .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	...	...	...	...	...
China (Hong-Kong Treaty Ports) .....	...	...	...	...	...	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...
Zanzibar .....	...	...	...	...	...	...	...	...
Australian Commonwealth .....	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
United States of America .....	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...
TOTAL .....	470	854	1,478	806	2,616	6,936	3,531	1,602

## IMPORTS.

N.B.—Figures from 1922-23, are for Tin Foils and Other sorts.

## ZINC OR SPELTER

## IMPORTS.

COUNTRY WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Portuguese East Africa	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United Kingdom	50,301	55,502	5,825	23,761	27,341	45,681	52,725	53,112
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	200	115	88	...	183	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Other Foreign Countries	180	60	107	1,088	1,805	4,035	3,275	2,821
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>51,229</b>	<b>56,514</b>	<b>117,020</b>	<b>36,562</b>	<b>47,556</b>	<b>55,511</b>	<b>67,255</b>	<b>70,760</b>

## ZINC OR SPELTER

## IMPORTS.

COUNTRY WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Sweden	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	1,705	380	824	462	10,777	3,011	5,470	1,985
Ceylon	4,003	3,394	10,377	18,777	12,550	9	17,774	3,547
Portuguese East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>17,492</b>	<b>15,110</b>	<b>12,454</b>	<b>29,892</b>	<b>21,827</b>	<b>38,115</b>	<b>64,092</b>	<b>60,115</b>

## ZINC OR SPELTER

## BOUGHT OR MANUFACTURED.

COUNTRY WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Sweden	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>17,492</b>	<b>15,110</b>	<b>12,454</b>	<b>29,892</b>	<b>21,827</b>	<b>38,115</b>	<b>64,092</b>	<b>60,115</b>

## KEROSENE.

## IMPORTS.

COUNTRY WHENCE IMPORTED.	1917-18. Gals.	1918-19. Gals.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.
Egypt	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United States (Atlantic of America) (Pacific)	22,744,311	8,844,455	45,538,914	23,610,845	37,586,573	30,667,206	1,885,496	691
Italy	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>31,383,800</b>	<b>12,754,791</b>	<b>64,131,640</b>	<b>27,192,552</b>	<b>69,497,771</b>	<b>50,112,511</b>	<b>19,654,000</b>	<b>71,001,000</b>

## KEROSENE.

## IMPORTS.

COUNTRY WHENCE IMPORTED.	1917-18. Gals.	1918-19. Gals.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.
Egypt	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United States (Atlantic of America) (Pacific)	22,744,311	8,844,455	45,538,914	23,610,845	37,586,573	30,667,206	1,885,496	691
Italy	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>31,383,800</b>	<b>12,754,791</b>	<b>64,131,640</b>	<b>27,192,552</b>	<b>69,497,771</b>	<b>50,112,511</b>	<b>19,654,000</b>	<b>71,001,000</b>

## IMPORTS.

## IMPORTS.

COUNTRY WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Portuguese East Africa	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>51,229</b>	<b>56,514</b>	<b>117,020</b>	<b>36,562</b>	<b>47,556</b>	<b>55,511</b>	<b>67,255</b>	<b>70,760</b>

## IMPORTS.

## BOUGHT OR MANUFACTURED.

COUNTRY WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
Sweden	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>17,492</b>	<b>15,110</b>	<b>12,454</b>	<b>29,892</b>	<b>21,827</b>	<b>38,115</b>	<b>64,092</b>	<b>60,115</b>

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Kenya-Colony	...	...	...	...	...	7,281	5,880	...
Turkey Asiatic	...	...	...	...	...	284	...	...
Iraq	...	...	...	...	...	82	120	...
United Kingdom	3,657	7,091	6,933	9,900	705,359	106,518	78,035	10,789
Australian Commonwealth	8,102	3,119	3,554	33,678	88,374	23,857	61,074	13,370
Spain	...	...	...	252	...	10	...	...
Mauritius and Dependencies	...	310	...	...	...	10	...	...
United States of America	...	...	...	127	...	511	174	...
Ceylon	818	559	558	1,074	1,628	510	121	...
Russia	...	...	...	...	...	...	...	...
Aden and Dependencies	...	30	345	70	...	23,846	105	...
Germany	...	...	...	236	...	...	...	...
Straits Settlements	505	290	1,122	3,004	1,102	379	492	...
Java	290	175	688	512	106	...	333	...
Persian Gulf	...	10	65	104	...	...	...	...
Sumatra	...	...	...	380	...	7	...	...
Fiji Islands	...	125	...	...	...	...	...	...
Italian East Africa	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
France	...	...	...	109	...	340	...	...
Cape Colony	...	...	...	...	...	...	...	...
Egypt	...	...	...	50	364	10	550	...
Arabia (Native States)	...	150	...	...	...	...	...	...
China—(Hong-Kong)	...	...	...	80	...	400	5	...
Union of South Africa	1,630	17,417	17,057	6,909	330,631	233,729	273,688	201,335
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Other Foreign Countries	78	4,303	647	10,076	83,162	38,161	705	2,734
East Africa (Portuguese)	92	...	1,500	...	...	...	...	...
Philippines	8,457	22,030	8,274	18,430	205,272	34,307	163,272	118,118
Borneo (Dutch)	...	...	...	...	...	...	...	...
Borneo (British)	...	50	...	...	...	...	...	...
Tanzania	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	488	...	...	...
British West Indian Islands	...	...	...	...	...	...	...	...
TOTAL	23,675	66,634	38,190	85,903	1,489,282	881,810	601,688	448,082

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Iraq	...	...	...	...	...	...	...	...
Persia (Iran)	...	5,190	10,310	410	...	...	...	...
East Africa (Italian)	...	...	...	...	...	...	...	...
United Kingdom	...	1	9	...	6,269	12,402	2,923	48
Belgium	...	...	...	...	...	18	...	...
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	405	42	16
China—(Hong-Kong)	...	...	...	...	...	...	...	...
Union of South Africa	...	591	...	...	...	...	...	...
Netherlands	...	2,932	6,995	245	109	7	2	68
Austria-Hungary	...	...	...	...	...	34	...	...
Arabia (Native States)	...	...	...	...	...	...	...	...
Other Native States in Arabia	...	154	72	66	...	15	101	250
East Africa (German)	...	5,500	...	114	133	...	...	...
Turkey in Asia (Persian Gulf)	...	3,218	214	11	130	1	104	...
Aden and Dependencies	...	622	692	4	...	...	...	...
Egypt	...	713	...	...	...	...	...	...
Union of South Africa	...	...	...	...	...	156	9	63
Italy	...	...	...	...	...	182	274	749
Zanzibar and Pemba	...	8,000	14,151	370	160	37	...	...
Kenya-Colony	...	23,836	56,423	2,032	2,707	9,202	5,430	5,634
Other Foreign Countries	...	...	...	...	...	...	...	...
Straits Settlements	...	20	16	1	...	...	...	...
Japan	...	4	4,427	...	...	3	46	...
Tanganyika Territory	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
TOTAL	61,607	93,312	3,303	9,314	24,450	10,708	12,718	20,305

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Kenya-Colony	...	...	...	...	...	...	...	...
Turkey Asiatic	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Persian Gulf	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Fiji Islands	...	...	...	...	...	...	...	...
Italian East Africa	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Arabia (Native States)	...	...	...	...	...	...	...	...
China—(Hong-Kong)	...	...	...	...	...	...	...	...
Union of South Africa	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
East Africa (Portuguese)	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Borneo (Dutch)	...	...	...	...	...	...	...	...
Borneo (British)	...	...	...	...	...	...	...	...
Tanzania	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...
British West Indian Islands	...	...	...	...	...	...	...	...
TOTAL	23,675	66,634	38,190	85,903	1,489,282	881,810	601,688	448,082

## COTTON.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.
Iraq	...	...	...	...	...	...	...	...
Persia (Iran)	...	...	...	...	...	...	...	...
East Africa (Italian)	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
China—(Hong-Kong)	...	...	...	...	...	...	...	...
Union of South Africa	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
Arabia (Native States)	...	...	...	...	...	...	...	...
Other Native States in Arabia	...	...	...	...	...	...	...	...
East Africa (German)	...	...	...	...	...	...	...	...
Turkey in Asia (Persian Gulf)	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Union of South Africa	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...
Kenya-Colony	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
TOTAL	61,607	93,312	3,303	9,314	24,450	10,708	12,718	20,305

## IMPORTS

[illegible]

AND YARN (ALL KINDS).

[illegible]

### IMPORTS.

[illegible]

GOODS, GREY—(UNBLEACHED), ALL KINDS.

[illegible]

## IMPORTS

[illegible]

## Imports

[illegible]

### IMPORTS.

[illegible]

COTTON

SCARFCHIEFS AND SHAWLS IN THE PIECE.

[illegible]

## IMPORTS

## COTTON READER SEWING

[illegible]

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.
Hong-Kong	328,950	385,707	403,888	370,739	376,000	308,870	373,881	531,154
China (exclusive of Hong-Kong and Japan)	1,580,177	884,035	1,880,330	1,332,972	11,78,434	1,443,185	1,102,670	930,210
Straits Settlements	3,414	27,433	419	106,258	711	125	3,830	50
India	...	...	...	...	...	...	...	...
Belgium	174,923	50,180	57,551	23,789	37,347	60,960	36,410	152,161
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Switzerland	1,000	...	...	1,850	160	30,507	13,725	5,731
United Kingdom	...	...	...	1,840	2,559	...	...	...
France	...	...	...	...	1,284	...	...	...
Italy	...	...	...	...	...	...	...	...
Portugal in Europe	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Japan	54,419	100,505	175	73,771	1,071	4,373	38,400	7,428
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,837,092	1,429,930	2,342,587	1,833,075	16,67,700	1,829,248	1,502,201	1,413,012

## SILK

## RAW AND COCOONS.

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1917-18. lbs.	1918-19. lbs.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.
Hong-Kong	18,579	73,585	209,631	161,811	137,151	298,282	172,730	368,001
China (exclusive of Hong-Kong and Japan)	1,08,750	1,694,800	1,776,545	1,711,435	1,604,372	1,623,939	1,506,102	2,563,257
Straits Settlements	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Portugal in Europe	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,284,329	1,768,385	2,806,570	2,131,020	2,175,530	2,809,219	1,522,835	3,185,262

N.B.—Figures from 1923-24, are for "Cocoons."

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
Netherlands	3,311	2,593,002	4,442,470	10	673	2,061,272	4,563	1,300
Hong-Kong	3,285,866	...	...	...	...	...	...	...
China (exclusive of Hong-Kong and Japan)	3,285,866	3,285,797	7,123,228	4,219,698	3,380,531	3,073,887	5,892,031	8,079,000
Straits Settlements	112,421	139,186	87,540	185,123	102,446	129,516	145,224	128,151
India	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Portugal in Europe	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	12,152,797	17,350,150	22,151,699	22,492,274	13,805,656	14,301,111	14,098,690	16,115,149

## SILK

## RECE-GOODS.

COUNTRIES WHERE IMPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
Netherlands	3,311	2,593,002	4,442,470	10	673	2,061,272	4,563	1,300
Hong-Kong	3,285,866	...	...	...	...	...	...	...
China (exclusive of Hong-Kong and Japan)	3,285,866	3,285,797	7,123,228	4,219,698	3,380,531	3,073,887	5,892,031	8,079,000
Straits Settlements	112,421	139,186	87,540	185,123	102,446	129,516	145,224	128,151
India	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Russia in Asia	...	...	...	...	...	...	...	...
Do. in Europe	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Portugal in Europe	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	12,152,797	17,350,150	22,151,699	22,492,274	13,805,656	14,301,111	14,098,690	16,115,149

## IMPORTS.



### IMPORTS.

COUNTRIES WHERE PRODUCED	SILK												
	1911-15, yards	1916-19, yards	1919-20, yards	1920-21, yards	1921-22, yards	1922-23, yards	1923-24, yards	1924-25, yards	1925-26, yards	1926-27, yards	1927-28, yards	1928-29, yards	1929-30, yards
United Kingdom													
Italy	172,000	174,500	222,400	235,700	164,400	141,500	131,600	161,600	157,400	187,500	208,800	213,100	208,500
France	1,050,000	1,058,000	1,200,000	1,208,000	1,190,000	1,180,000	1,170,000	1,160,000	1,150,000	1,140,000	1,130,000	1,120,000	1,110,000
U. S. a. f. Atlantic	...	...	...	4,040	...	...	...	...	...	...	...	...	...
France	4,327	...	1,828	...	611	...	...	...	...	...	...	...	...
Holland	1,700	853,320	811,000	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Manchou)	21,575	5,811	38,808	30,553	...	...	...	...	...	...	...	...	...
Switzerland	229	1,270	35,548	43,125	13,758	31,507	60,761	61,281	59,000	60,000	60,000	60,000	60,000
Belgium	4,626	...	3,741	...	...	...	...	...	...	...	...	...	...
Austrian Commercial	...	...	...	...	...	...	...	...	...	...	...	...	...
Netherlands	3,123	...	...	415,101	71,462	201,003	312,000	312,000	312,000	312,000	312,000	312,000	312,000
Spain	...	...	...	...	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...	...	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...	...	...	...	...	...
Romania	...	...	...	...	...	...	...	...	...	...	...	...	...
Bulgaria	...	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe	...	1,234	7,787	1,000	...	33	...	...	...	927	961	931	9
Do. in Asia	...	...	1,008	...	...	...	...	...	...	...	...	...	...
India	...	...	...	41,888	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	1,146	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	3,778	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...
Venezuela	...	...	...	...	...	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...	...	...	...	...	...

### IMPORTS.

[illegible]

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
Italy	...	...	...	...	...	...	2,251	4,480
Other British Possessions	...	...	...	...	...	...	161	161
United Kingdom	8,472,330	6,093,178	3,073,880	2,547,309	1,463,280	1,281,381	3,245,488	6,012,481
France	8,021	725	614	218,265	191,046	549,374	744,912	1,327,248
Spain	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Germany	2,533	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	624,400	600,890	514,253	624,190	54,000	617,925	502,292	1,010,330
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	5,118	15,327	...	1,433	1,148	689	2,700	7,070
United States and Poss.	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Hanoi)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
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Canada	...	...	...	...	...	...	...	...
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United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
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Canada	...	...	...	...	...	...	...	...
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United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
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United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
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Canada	...	...	...	...	...	...	...	...
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United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
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Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
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United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
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Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
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Japan	...	...	...	...	...	...	...	...
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Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United States and Poss.	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Japan	...	...	...	...				

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	26,522	11,631	48,410	192,833	51,093	114,412	90,917	106,109
France	15	51,313	46,323	30,467	4,084	883	397	221
United States of America	17,000	1,248	607	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...
West Indies (Br.)	...	...	208	510	...	...	...	...
Belgium	...	...	...	10,490	11,059	8,888	3,807	8,191
Strait Settlements	...	...	...	...	...	...	...	...
Netherlands	100	430	514	9,151	5,237	12,285	16,188	42,021
Spain	...	...	...	18,744	7,247	1,846	1,475	42
Japan	37,106	14,827	3,195	...	...	1,015	316	437
Czechoslovakia	...	...	...	...	...	1,077	97	979
Austria	...	...	...	...	...	...	...	...
Italy	77	...	...	711	179	2,724	2,269	15,091
Finland	...	...	...	...	6,458	10,200	4,703	13,800
Germany	...	...	...	13,589	44,764	118,020	90,910	...
France	...	...	...	...	...	...	...	...
China-Tientsin Ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia (Northern)	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Sum	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	189,870	191,602	220,684	557,064	118,285	350,891	298,260	9346

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.
United Kingdom	10,971	56,363	105,210	118,818	97,250	76,679	49,928	44,465
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...
West Indies (Br.)	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
China-Tientsin Ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia (Northern)	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Sum	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	189,870	191,602	220,684	557,064	118,285	350,891	298,260	9346

## PAPER, PRINTING.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1917-18. Gross boxes.	1918-19. Gross boxes.	1919-20. Gross boxes.	1920-21. Gross boxes.	1921-22. Gross boxes.	1922-23. Gross boxes.	1923-24. Gross boxes.	1924-25. Gross boxes.
United Kingdom	6,221	5,805	480	1,581	3,315	25,899	13,689	119
Strait Settlements	67,798	26,094	90,116	55,098	33,488	57,417	81,101	80,709
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...
West Indies (Br.)	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Japan	15,650,242	10,743,400	13,022,027	9,693,320	12,694,000	8,391,278	5,555,382	3,497,169
Czechoslovakia	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
China-Tientsin Ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia (Northern)	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Sum	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	17,258,850	11,119,002	15,015,100	12,898,738	18,699,80	11,889,740	11,245,749	7,900

## MATCHES, SAFETY, AND OTHER STOKS.

COUNTRIES WHENCE IMPORTED.	1917-18. Gross boxes.	1918-19. Gross boxes.	1919-20. Gross boxes.	1920-21. Gross boxes.	1921-22. Gross boxes.	1922-23. Gross boxes.	1923-24. Gross boxes.	1924-25. Gross boxes.
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Batavia	...	...	...	...	...	...	...	...
West Indies (Br.)	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
China-Tientsin Ports	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Russia (Northern)	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Sum	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	17,258,850	11,119,002	15,015,100	12,898,738	18,699,80	11,889,740	11,245,749	7,900

### IMPORTS.

COUNTRY WHENCE EXPORTED.		1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.
Belgium	...	...	...	...	1,000	1,800	...	171	1,074	...
Netherlands	...	...	...	...	4,204	1,853	...	156	8,881	...
Switzerland	...	...	...	...	...	...	4,000	21,000	...	...
Zanzibar and Pemba	...	...	...	...	5,991	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	...
United Kingdom	...	30,592	177,621	110,135	969	647	2,418	530	5,692	...
Hong-Kong	...	64,669	143,280	27,580	17,589	61,002	94,003	23,016	...	...
Colonies of Hongkong and Macao	...	30	5,608	13,279	10	2738	39,570	7,043	...	...
Manikins & Dependences	...	...	...	...	...	...	...	...	...	...
Scientific articles	...	32,078	36,984	38,283	31,353	34,720	42,128	16,641	...	...
Peria	...	6,010	4,219	6,018	4,053	2,768	3,460	4,188	7,428	...
France	...	19,138	34,902	3,783	15,608	29,616	10	411	...	...
Other countries (excluding Gibraltar)	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	1,800	2,312	660	62	...	...
U. S. of America { Atlantic {	...	...	...	...	777	228	3	106	...	...
{ Pacific {	...	...	...	...	36	...	...	...	...	...
Aden & Dependences	...	...	...	...	...	...	...	...	...	...
Japan	...	32,925	56,559	78,238	61,643	9,676	42,085	7,407	...	...
Natal	...	...	...	...	1,060	...	...	...	...	...
Arabia	...	...	...	...	8	37	12	...	...	...
Other British Possessions	...	30	273	14	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...
<b>TOTAL.</b>	...	651,829	341,111	296,918	688,098	333,758	475,110	319,759	255,478	...

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### IMPORTS.

	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	65	591	48	3,005	1,779	1,200	906	...	...	...	...	...	...
...	107	229	2,003	2,248	1,110	...	...	600	...	...	...	...	...
...	400	7,344	1,500	6,755	4,550	...	...	...	...	...	...	...	...
...	490	...	...	...	...	...	...	...	...	...	...	...	...
...	2,189	13,325	1,007	4,515	476	41	2,338	15	21	2,453	...	743	...
...	21,230	175,375	211,021	92,262	40,119	38,556	38,362	...	2,106	20,022	20,022	20,025	...
...	1,667	...	...	...	556	...	...	...	...	...	...	...	...
...	471	656	107	74	638	2,884	...	...	...	...	...	...	...
...	4,400	2,307	2,618	1,631	1,053	...	906	501	...	...	...	...	...
...	10,083	12,465	12,882	16,247	15,556	11,001	10,961	10,961	9,373	8,727	...	...	...
...	17,784	11,162	14,863	10,735	14,108	17,122	14,113	3,819	2,173	2,501	...	691	...
...	...	2,282	...	1,025	1,688	3,025	1,368	1	251	...	...	...	...
...	...	810	22	445	619	10	...	...	...	...	...	...	...
...	7,447	65,891	8,747	14,079	4,828	14,802	20,537	692,671	345,347	390,478	...	271,473	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	40	80	80	10	1,224	1,084	1,776	288	1,189	970	1,114	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	20,665	24,031	24,501	124,344	122,015	108,653	108,653	738,874	580,627	536,236	...	395,038	...

INDIAN PRODUCTS. EXPORTS. MANUFACTURES.

[illegible]

### EXPORTS.

[illegible][illegible]



## EXPORTS

COUNTRIES TO WHICH EXPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1932-33. yards.	1933-34. yards.	1934-35. yards.	1935-36. yards.	1936-37. yards.
Smyrna	...	...	...	...	4,000	...	45	...	7,500	7,500	4,320	28,800	8,000	...	...	...	...	...	...	...
Netherlands	...	...	...	14,722	34,163	10,706	20,467	19,304	1,197	17,770	26,462	27,027	15,380	...	...	...	...	...	15,887	25,000
Fiji Islands	5,668	975	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	162,927	51,054
New Zealand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,100	1,000
Smallland Protectorate	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	10,605,000	1,853,292	17,450,315	14,420,636	17,221,750	10,645,920	16,733,810	1,991,180	17,303,580	15,714	10,776,928	17,244,862	18,439,494	17,481,201	16,945,028	12,923,076	13,291,027	15,292,664	18,430,069	23,111,440
Germany	14,899,135	17,297,228	19,692,441	19,917,029	19,832,967	21,332,426	22,033,640	20,804,221	22,622,662	22,622,662	21,935,201	19,650,000	17,294,208	10,800,136	8,961,233	7,823,065	4,551,556	5,731,230	6,606,081	10,123,133
Swiss Settlements	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Switzerland	2,549,085	2,111,732	2,656,451	2,485,495	2,335,445	2,481,447	2,633,640	2,322,662	2,322,662	2,322,662	2,439,023	3,297,185	2,603,056	2,044,956	3,008,071	1,574,443	2,038,232	1,778,098	1,893,698	1,494,045
Turkey	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Native States in Arabia	3,186,060	1,079,758	3,855,443	917,560	6,392,494	8,230,006	3,506,848	3,210,647	1,843,366	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647	3,210,647
Arabia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Syria	2,461,080	3,007,016	4,154,268	6,023,692	258,100	343,560	2,016,694	830,760	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694	2,016,694
Aden & Dependencies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mekran and Semnani	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey (Levant and Black Sea in Asia)	1,501,229	1,745,501	1,973,945	1,410,872	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iranian Gulf	17,634,417	17,276,717	30,505,690	30,730,656	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gibraltar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
India-China	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Korea Colony	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
U. S. A. - Pacific	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe	41,011,218	21,722,794	28,405,510	16,470,990	2,081,037	1,240,596	1,434,482	1,807,418	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000	2,472,000
Tangutia Territory	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British	1,145,078	2,017,212	122,776	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
German	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
French Somali	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa - Italian	139,901	29,328	47,700	248,805	665,902	333,277	497,701	721,590	805,000	805,000	805,000	805,000	805,000	805,000	805,000	805,000	805,000	805,000	805,000	805,000
Egypt	2,001,072	884,617	1,921,514	477,135	343,132	1,131,722	1,845,418	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011	1,762,011
Siam	1,357,629	342,960	397,590	72,850	65,105	178,740	100,800	461,051	184,446	184,446	184,446	184,446	184,446	184,446	184,446	184,446	184,446	184,446	184,446	184,446
Java	628,862	397,299	329,639	908,290	126,449	961,014	1,705,291	922,251	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291	1,705,291
Siam	1,177,690	334,013	912,047	445,320	1,204,802	1,200,964	1,700,533	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206	1,699,206
Maldives	7,500	19,026	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manilla & Dependencies	814,832	1,180,003	497,874	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690	1,200,001	1,205,690
Australian Commonwealth	127,226	259,098	25,214	30,313	77,075	80,611	18,528	5,553	87,800	87,800	87,800	87,800	87,800	87,800	87,800	87,800	87,800	87,800	87,800	87,800
Natal	1,464,044	4,475,012	251,338	3,067,157	3,630,161	863,988	1,408,598	1,039,245	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598	1,408,598
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Palestine	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Banion	29,205	846,480	38,300	349,305	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan	606,904	7,251	2,840	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hong-Kong	35,834	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Korea and Manchou	62,573	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Colonies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Guiana	120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bahian Islands	3,590,314	1,747,288	2,811,174	1,640,240	1,383,040	1,984,107	1,618,820	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100	2,233,100
Zanzibar and Pemba	594,718	1,250,196	399,456	980,730	3,216,438	1,446,000	1,877,292	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710	2,110,710
Seychelles	129,465	61,860	327,618	362,800	383,900	610,708	518,661	610,708	518,661	610,708	518,661	610,708	518,661	610,708	518,661	610,708	518,661	610,708	518,661	610,708
Federated Malay States	683,654	879,880	316,305	510,807	121,066	702,416	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808	495,808
Tunis	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British Borneo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Indies (French)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
French	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Benjam Island	164,105	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cabier & other Islands	50,830	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gold Coast	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canada - Atlantic Coast	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canada - Pacific	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	110,638,802	92,307,420	119,891,629	96,151,000	135,730,928	124,775,219	125,807,655	136,168,424	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405	128,545,405

\* Shown as Tangutia Territory from 1921-22.



### EXPORTS.

[illegible]

## EXPORTS

	1926-27	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52	1952-53	1953-54	1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	29
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(a) Separately shown from 1104-05.

## EXPORTS

CONTRIBUTED TO WHICH.

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104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557
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MANUFACTURES,—GUNNY BAGS (ALL KINDS)

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157.423.008

MANUFACTURES,—GUNNY CLOTHS (ALL KINDS)

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## NW—(EXCLUDING TASSAR, MUNGA, ERI AND OTHER WILD SILKS)

[illegible]

## MUSEUM OF WASTE AND COCOONS

WHEAT AND CLOVERSEED.									
1930-31. Bu.	1927-28. Bu.	1928-29. Bu.	1929-30. Bu.	1930-31. Bu.	1931-32. Bu.	1932-33. Bu.	1933-34. Bu.	1934-35. Bu.	1935-36. Bu.
10,610	65,411	67,091	62,674	69,240	52,730	58,130	70,185	62,617	68,251
10,710	65,710	67,390	62,974	69,540	53,030	58,430	70,485	62,917	68,551
10,810	66,010	67,690	63,274	69,840	53,330	58,730	70,785	63,217	68,851
10,910	66,310	67,990	63,574	70,140	53,630	59,030	71,085	63,517	69,151
11,010	66,610	68,290	63,874	70,440	53,930	59,330	71,385	63,817	69,451
11,110	66,910	68,590	64,174	70,740	54,230	59,630	71,685	64,117	69,751
11,210	67,210	68,890	64,474	71,040	54,530	59,930	71,985	64,417	70,051
11,310	67,510	69,190	64,774	71,340	54,830	60,230	72,285	64,717	70,351
11,410	67,810	69,490	65,074	71,640	55,130	60,530	72,585	65,017	70,651
11,510	68,110	69,790	65,374	71,940	55,430	60,830	72,885	65,317	70,951
11,610	68,410	70,090	65,674	72,240	55,730	61,130	73,185	65,617	71,251
11,710	68,710	70,390	65,974	72,540	56,030	61,430	73,485	65,917	71,551
11,810	69,010	70,690	66,274	72,840	56,330	61,730	73,785	66,217	71,851
11,910	69,310	70,990	66,574	73,140	56,630	62,030	74,085	66,517	72,151
12,010	69,610	71,290	66,874	73,440	56,930	62,330	74,385	66,817	72,451
12,110	69,910	71,590	67,174	73,740	57,230	62,630	74,685	67,117	72,751
12,210	70,210	71,890	67,474	74,040	57,530	62,930	74,985	67,417	73,051
12,310	70,510	72,190	67,774	74,340	57,830	63,230	75,285	67,717	73,351
12,410	70,810	72,490	68,074	74,640	58,130	63,530	75,585	68,017	73,651
12,510	71,110	72,790	68,374	74,940	58,430	63,830	75,885	68,317	73,951
12,610	71,410	73,090	68,674	75,240	58,730	64,130	76,185	68,617	74,251
12,710	71,710	73,390	68,974	75,540	59,030	64,430	76,485	68,917	74,551
12,810	72,010	73,690	69,274	75,840	59,330	64,730	76,785	69,217	74,851
12,910	72,310	73,990	69,574	76,140	59,630	65,030	77,085	69,517	75,151
13,010	72,610	74,290	69,874	76,440	59,930	65,330	77,385	69,817	75,451
13,110	72,910	74,590	70,174	76,740	60,230	65,630	77,685	70,117	75,751
13,210	73,210	74,890	70,474	77,040	60,530	65,930	77,985	70,417	76,051
13,310	73,510	75,190	70,774	77,340	60,830	66,230	78,285	70,717	76,351
13,410	73,810	75,490	71,074	77,640	61,130	66,530	78,585	71,017	76,651
13,510	74,110	75,790	71,374	77,940	61,430	66,830	78,885	71,317	76,951
13,610	74,410	76,090	71,674	78,240	61,730	67,130	79,185	71,617	77,251
13,710	74,710	76,390	71,974	78,540	62,030	67,430	79,485	71,917	77,551
13,810	75,010	76,690	72,274	78,840	62,330	67,730	79,785	72,217	77,851
13,910	75,310	76,990	72,574	79,140	62,630	68,030	80,085	72,517	78,151
14,010	75,610	77,290	72,874	79,440	62,930	68,330	80,385	72,817	78,451
14,110	75,910	77,590	73,174	79,740	63,230	68,630	80,685	73,117	78,751
14,210	76,210	77,890	73,474	80,040	63,530	68,930	80,985	73,417	79,051
14,310	76,510	78,190	73,774	80,340	63,830	69,230	81,285	73,717	79,351
14,410	76,810	78,490	74,074	80,640	64,130	69,530	81,585	74,017	79,651
14,510	77,110	78,790	74,374	80,940	64,430	69,830	81,885	74,317	79,951
14,610	77,410	79,090	74,674	81,240	64,730	70,130	82,185	74,617	80,251
14,710	77,710	79,390	74,974	81,540	65,030	70,430	82,485	74,917	80,551
14,810	78,010	79,690	75,274	81,840	65,330	70,730	82,785	75,217	80,851
14,910	78,310	79,990	75,574	82,140	65,630	71,030	83,085	75,517	81,151
15,010	78,610	80,290	75,874	82,440	65,930	71,330	83,385	75,817	81,451
15,110	78,910	80,590	76,174	82,740	66,230	71,630	83,685	76,117	81,751
15,210	79,210	80,890	76,474	83,040	66,530	71,930	83,985	76,417	82,051
15,310	79,510	81,190	76,774	83,340	66,830	72,230	84,285	76,717	82,351
15,410	79,810	81,490	77,074	83,640	67,130	72,530	84,585	77,017	82,651
15,510	80,110	81,790	77,374	83,940	67,430	72,830	84,885	77,317	82,951
15,610	80,410	82,090	77,674	84,240	67,730	73,130	85,185	77,617	83,251
15,710	80,710	82,390	77,974	84,540	68,030	73,430	85,485	77,917	83,551
15,810	81,010	82,690	78,274	84,840	68,330	73,730	85,785	78,217	83,851
15,910	81,310	82,990	78,574	85,140	68,630	74,030	86,085	78,517	84,151
16,010	81,610	83,290	78,874	85,440	68,930	74,330	86,385	78,817	84,451
16,110	81,910	83,590	79,174	85,740	69,230	74,630	86,685	79,117	84,751
16,210	82,210	83,890	79,474	86,040	69,530	74,930	86,985	79,417	85,051
16,310	82,510	84,190	79,774	86,340	69,830	75,230	87,285	79,717	85,351
16,410	82,810	84,490	80,074	86,640	70,130	75,530	87,585	80,017	85,651
16,510	83,110	84,790	80,374	86,940	70,430	75,830	87,885	80,317	85,951
16,610	83,410	85,090	80,674	87,240	70,730	76,130	88,185	80,617	86,251
16,710	83,710	85,390	80,974	87,540	71,030	76,430	88,485	80,917	86,551
16,810	84,010	85,690	81,274	87,840	71,330	76,730	88,785	81,217	86,851
16,910	84,310	85,990	81,574	88,140	71,630	77,030	89,085	81,517	87,151
17,010	84,610	86,290	81,874	88,440	71,930	77,330	89,385	81,817	87,451
17,110	84,910	86,590	82,174	88,740	72,230	77,630	89,685	82,117	87,751
17,210	85,210	86,890	82,474	89,040	72,530	77,930	89,985	82,417	88,051
17,310	85,510	87,190	82,774	89,340	72,830	78,230	90,285	82,717	88,351
17,410	85,810	87,490	83,074	89,640	73,130	78,530	90,585	83,017	88,651
17,510	86,110	87,790	83,374	89,940	73,430	78,830	90,885	83,317	88,951
17,610	86,410	88,090	83,674	90,240	73,730	79,130	91,185	83,617	89,251
17,710	86,710	88,390	83,974	90,540	74,030	79,430	91,485	83,917	89,551
17,810	87,010	88,690	84,274	90,840	74,330	79,730	91,785	84,217	89,851
17,910	87,310	88,990	84,574	91,140	74,630	80,030	92,085	84,517	90,151
18,010	87,610	89,290	84,874	91,440	74,930	80,330	92,385	84,817	90,451
18,110	87,910	89,590	85,174	91,740	75,230	80,630	92,685	85,117	90,751
18,210	88,210	89,890	85,474	92,040	75,530	80,930	92,985	85,417	91,051
18,310	88,510	90,190	85,774	92,340	75,830	81,230	93,285	85,717	91,351
18,410	88,810	90,490	86,074	92,640	76,130	81,530	93,585	86,017	91,651
18,510	89,110	90,790	86,374	92,940	76,430	81,830	93,885	86,317	91,951
18,610	89,410	91,090	86,674	93,240	76,730	82,130	94,185	86,617	92,251
18,710	89,710	91,390	86,974	93,540	77,030	82,430	94,485	86,917	92,551
18,810	90,010	91,690	87,274	93,840	77,330	82,730	94,785	87,217	92,851
18,910	90,310	91,990	87,574	94,140	77,630	83,030	95,085	87,517	93,151
19,010	90,610	92,290	87,874	94,440	77,930	83,330	95,385	87,817	93,451
19,110	90,910	92,590	88,174	94,740	78,230	83,630	95,685	88,117	93,751
19,210	91,210	92,890	88,474	95,040	78,530	83,930	95,985	88,417	94,051
19,310	91,510	93,190	88,774	95,340	78,830	84,230	96,285	88,717	94,351
19,410	91,810	93,490	89,074	95,640	79,130	84,530	96,585	89,017	94,651
19,510	92,110	93,790	89,374	95,940	79,430	84,830	96,885	89,317	94,951
19,610	92,410	94,090	89,674	96,240	79,730	85,130	97,185	89,617	95,251
19,710	92,710	94,390	89,974	96,540	80,030	85,430	97,485	89,917	95,551
19,810	93,010	94,690	90,274	96,840	80,330	85,730	97,785	90,217	95,851
19,910	93,310	94,990	90,574	97,140	80,630	86,030	98,085	90,517	96,151
20,010	93,610	95,290	90,874	97,440	80,930	86,330	98,385	90,817	96,451
20,110	93,910	95,590	91,174	97,740	81,230	86,630	98,685	91,117	96,751
20,210	94,210	95,890	91,474	98,040	81,530	86,930	98,985	91,417	97,051
20,310	94,510	96,190	91,774	98,340	81,830	87,230	99,285	91,717	97,351
20,410	94,810	96,490	92,074	98,640	82,130	87,530	99,585	92,017	97,651
20,510	95,110	96,790	92,374	98,940	82,430	87,830	99,885	92,317	97,951
20,610	95,410	97,090	92,674	99,240	82,730	88,130	100,185	92,617	98,251
20,710	95,710	97,390	92,974	99,540	83,030	88,430	100,485	92,917	98,551
20,810	96,010	97,690	93,274	99,840	83,330	88,730	100,785	93,217	98,851
20,910	96,310	97,990	93,574	100,140	83,630	89,030	101,085	93,517	99,151
21,010	96,610	98,290	93,874	100,440	83,930	89,330	101,385	93,817	99,451
21,110	96,910	98,590	94,174	100,740	84,230	89,630	101,685	94,117	99,751
21,210	97,210	98,890	94,474	101,040	84,530	89,930	101,985	94,417	

## Exports

[illegible]

## Exports

	1970-71 1971-72	1972-73 1973-74	1974-75 1975-76	1976-77 1977-78	1978-79 1979-80	1980-81 1981-82	1982-83 1983-84	1984-85 1985-86	1986-87 1987-88	1988-89 1989-90	1990-91 1991-92	1992-93 1993-94	1994-95 1995-96	1996-97 1997-98	1998-99 2000-01	2001-02 2002-03	2003-04 2004-05	2005-06 2006-07	2007-08 2008-09	2009-10 2010-11	2011-12 2012-13	2013-14 2014-15	2015-16 2016-17	2017-18 2018-19	2019-20 2020-21	2021-22 2022-23	2023-24 2024-25	2025-26 2026-27	2027-28 2028-29	2029-30 2030-31	2031-32 2032-33	2033-34 2034-35	2035-36 2036-37	2037-38 2038-39	2039-40 2040-41	2041-42 2042-43	2043-44 2044-45	2045-46 2046-47	2047-48 2048-49	2049-50 2050-51	2051-52 2052-53	2053-54 2054-55	2055-56 2056-57	2057-58 2058-59	2059-60 2060-61	2061-62 2062-63	2063-64 2064-65	2065-66 2066-67	2067-68 2068-69	2069-70 2070-71	2071-72 2072-73	2073-74 2074-75	2075-76 2076-77	2077-78 2078-79	2079-80 2080-81	2081-82 2082-83	2083-84 2084-85	2085-86 2086-87	2087-88 2088-89	2089-90 2090-91	2091-92 2092-93	2093-94 2094-95	2095-96 2096-97	2097-98 2098-99	2099-00 2100-01	2101-02 2102-03	2103-04 2104-05	2105-06 2106-07	2107-08 2108-09	2109-10 2110-11	2111-12 2112-13	2113-14 2114-15	2115-16 2116-17	2117-18 2118-19	2119-20 2120-21	2121-22 2122-23	2123-24 2124-25	2125-26 2126-27	2127-28 2128-29	2129-30 2130-31	2131-32 2132-33	2133-34 2134-35	2135-36 2136-37	2137-38 2138-39	2139-40 2140-41	2141-42 2142-43	2143-44 2144-45	2145-46 2146-47	2147-48 2148-49	2149-50 2150-51	2151-52 2152-53	2153-54 2154-55	2155-56 2156-57	2157-58 2158-59	2159-60 2160-61	2161-62 2162-63	2163-64 2164-65	2165-66 2166-67	2167-68 2168-69	2169-70 2170-71	2171-72 2172-73	2173-74 2174-75	2175-76 2176-77	2177-78 2178-79	2179-80 2180-81	2181-82 2182-83	2183-84 2184-85	2185-86 2186-87	2187-88 2188-89	2189-90 2190-91	2191-92 2192-93	2193-94 2194-95	2195-96 2196-97	2197-98 2198-99	2199-00 2200-01	2201-02 2202-03	2203-04 2204-05	2205-06 2206-07	2207-08 2208-09	2209-10 2210-11	2211-12 2212-13	2213-14 2214-15	2215-16 2216-17	2217-18 2218-19	2219-20 2220-21	2221-22 2222-23	2223-24 2224-25	2225-26 2226-27	2227-28 2228-29	2229-30 2230-31	2231-32 2232-33	2233-34 2234-35	2235-36 2236-37	2237-38 2238-39	2239-40 2240-41	2241-42 2242-43	2243-44 2244-45	2245-46 2246-47	2247-48 2248-49	2249-50 2250-51	2251-52 2252-53	2253-54 2254-55	2255-56 2256-57	2257-58 2258-59	2259-60 2260-61	2261-62 2262-63	2263-64 2264-65	2265-66 2266-67	2267-68 2268-69	2269-70 2270-71	2271-72 2272-73	2273-74 2274-75	2275-76 2276-77	2277-78 2278-79	2279-80 2280-81	2281-82 2282-83	2283-84 2284-85	2285-86 2286-87	2287-88 2288-89	2289-90 2290-91	2291-92 2292-93	2293-94 2294-95	2295-96 2296-97	2297-98 2298-99	2299-00 2300-01	2301-02 2302-03	2303-04 2304-05	2305-06 2306-07	2307-08 2308-09	2309-10 2310-11	2311-12 2312-13	2313-14 2314-15	2315-16 2316-17	2317-18 2318-19	2319-20 2320-21	2321-22 2322-23	2323-24 2324-25	2325-26 2326-27	2327-28 2328-29	2329-30 2330-31	2331-32 2332-33	2333-34 2334-35	2335-36 2336-37	2337-38 2338-39	2339-40 2340-41	2341-42 2342-43	2343-44 2344-45	2345-46 2346-47	2347-48 2348-49	2349-50 2350-51	2351-52 2352-53	2353-54 2354-55	2355-56 2356-57	2357-58 2358-59	2359
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## WOODHAWKS

## Exports

CHARTERED BY AFFRANC		1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.
		TONS.	TONS.	TONS.	TONS.	TONS.	TONS.
Turkey .....	112						
France .....	112						
Italy .....	112						
Spain .....	112						
Germany .....	112						
Sweden .....	112						
Poland .....	112						
Belgium .....	112						
China .....	112						
Japan .....	112						
India .....	112						
South America .....	112						
Other Foreign Countries .....	112						
TOTAL .....	112						

## EXPORTS

[illegible]

## EXPORTS.

COUNTRY TO WHICH EXPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
France	...	...	...	...	...	...	...	...
United Kingdom	...	...	14,370	4,865	1,092	797	1,768	5,221
Peria	...	880	2,472	708	100	320	...	37
Seychelles	...	...	...	...	...	...	...	...
Oceania	822	223	3,818	636	60	2,940	763	131
United States	...	...	288	...	...	518	4,000	10,474
Manillas and Dependencies	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	168	...	250	1,000	...	...
China— Hong-Kong	...	...	10,227	...	...	200	31	...
Tientsin	...	...	...	...	...	...	...	...
Straits Settlements	...	...	30	258	190	16	564	...
Federated Malay States	...	...	...	...	1,848	54	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	685	...	200	350	...	...	200
Other Native States in Arabia	...	...	1,500	...	...	477	...	1,085
Muscat Territory, etc.	...	...	...	...	...	1,335	...	3,106
Australian Commonwealth	...	...	...	3,160	...	266	400	...
Cyprus	...	...	...	...	302	...	...	...
Turkey in Asia { Persian Gulf Red Sea }	...	...	12,210	14,738	...	...	...	...
Iraq	...	...	...	7,492	3,507	2,000	...	450
East Africa— British	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...
Kenya Colony	...	...	974	...	76	2,000	1,836	623
Austria-Hungary	...	...	...	...	...	...	...	...
Spain-Gibraltar	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan	...	...	...	...	220	...	...	100
Natal	...	...	...	...	...	...	...	...
Siam	...	...	...	...	190	1,612	45	...
Cape Colony	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	438	...
Java	...	...	...	...	760	...	...	...
Japan	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Other British Possessions	46	...	...	...	170	67	234	764
Other Foreign Countries	1,110	53	...	...	...	...	...	40
Zanzibar and Pemba	...	...	1,300	100	68	...	...	523
TOTAL	808	2,808	46,180	22,922	14,410	14,300	13,411	6,019

## TEXTILE-GOODS.

## EXPORTS.

COUNTRY TO WHICH EXPORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.
France	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Peria	...	...	...	...	...	...	...	...
Seychelles	...	...	...	...	...	...	...	...
Oceania	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...
Manillas and Dependencies	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
China— Hong-Kong	...	...	...	...	...	...	...	...
Tientsin	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Other Native States in Arabia	...	...	...	...	...	...	...	...
Muscat Territory, etc.	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Cyprus	...	...	...	...	...	...	...	...
Turkey in Asia { Persian Gulf Red Sea }	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
East Africa— British	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...	...
Austria-Hungary	...	...	...	...	...	...	...	...
Spain-Gibraltar	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Other British Possessions	46	...	...	...	170	67	234	764
Other Foreign Countries	1,110	53	...	...	...	...	...	40
Zanzibar and Pemba	...	...	1,300	100	68	...	...	523
TOTAL	808	2,808	46,180	22,922	14,410	14,300	13,411	6,019

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	WHEAT											
	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.
United Kingdom	1,409,245	118,254	61	65,067	29,528	191,277	492,588	732,161	11,288	149,868	251,053	76,418
Manxland Dependencies	...	...	...	1	...	75	1	1	...	...	...	...
France	3,528,162	420,161	...	19,811	...	6,265	65,212	6,322	1,071	13,408	28,409	4,781
Orlean	247	28	...	1	...	37	4	4	22	24	31	75
Aden and Dependencies	...	...	2,783	166	168	160	164	36	143	145	378	231
Palatinate	...	...	...	...	...	...	...	...	...	...	...	...
Strait Settlements	...	2,565	2,539	1,368	114	135	165	173	100	231	249	323
Survey	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...
Perth	221,261	41,472	24,888	629	1,774	257	181	98	679	498	82	...
Cote	...	...	...	...	...	...	...	...	...	1,406	2,050	1,705
Syria	...	...	...	...	...	...	...	...	...	4,694	...	...
Gibraltar	...	...	...	...	...	...	...	...	...	...	...	...
Jama	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...
India and Ceylon	111,400	...	...	...	...	...	...	...	...	...	...	...
Small Island Possessions	...	...	...	...	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...	...	...	...
East India	4,130	4,704	4,772	277	311	220	216	...	...	...	...	...
East Africa	2,209	321	134	...	...	...	...	...	...	...	...	...
East Africa (British)	1,044	132	11	...	...	...	...	...	...	...	...	...
East Africa (German)	10,017	2,032	...	1	...	...	...	...	...	...	...	...
Italy	3,805,802	925,251	...	13,619	16,837	4,530	28,101	218	1,008	629	...	...
Arabia (British Territory and Other States in Arabia)	62,848	21,285	21,285	245	632	1,203	2,104	1,222	1,227	1,147	848	832
Arabia (Other States in Arabia)	138,261	2,564	2,564	248	5,330	2,291	1,021	1,222	1,227	1,147	848	832
Belgium	...	...	...	23,171	6,136	11,615	28,443	117	7,476	19,072	280	6,354
Cape Colony	10,000	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	27,708	13,125	150	38	14	129	200	625	150
Australian Commonwealth	...	...	...	...	...	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...	...	...	...	...	...
Portugal	18,435,478	8,165,417	...	36,350	...	...	...	...	...	...	...	...
Turkey in Asia	18,335	11,475	48,427	1,105	...	...	...	...	...	...	...	...
Turkey in Europe	2,000,000	2,000,000	4,000,000	1,251	...	...	...	...	...	...	...	...
Netherlands	...	...	...	14,911	7,196	200	1,650	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	610,000	69,200	...	...	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...
Kingdom of Greece	...	...	...	...	...	...	...	...	...	...	...	...
Bahamas Islands	66,950	24,212	48,132	1,453	1,520	949	1,162	1,520	1,488	1,735	228	67
West Indies (British)	...	...	...	...	...	...	...	...	...	...	...	...
Siam	282	240	252	8	10	8	10	7	9	12	10	9
China (Hong Kong and Treaty Ports)	8,362	8,165	13,061	622	482	620	620	701	781	376	599	68
Algeria	...	...	...	...	...	...	...	...	...	...	...	...
Japan	70	...	...	...	...	...	...	...	...	...	...	...
Sierra Leone	827,420	...	...	...	...	...	...	...	...	...	...	...
Guinea-Bissau Territory	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	11	21	40	1	...	...	...	...	...	...	...	...
TOTAL	25,962,628	8,223,000	171,821	237,862	80,506	220,191	639,650	111,421	175,910	229,723	114,207	10,471

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	WHEAT											
	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.
United Kingdom	1,409,245	118,254	61	65,067	29,528	191,277	492,588	732,161	11,288	149,868	251,053	76,418
Manxland Dependencies	...	...	...	1	...	75	1	1	...	...	...	...
France	3,528,162	420,161	...	19,811	...	6,265	65,212	6,322	1,071	13,408	28,409	4,781
Orlean	247	28	...	1	...	37	4	4	22	24	31	75
Aden and Dependencies	...	...	2,783	166	168	160	164	36	143	145	378	231
Palatinate	...	...	...	...	...	...	...	...	...	...	...	...
Strait Settlements	...	2,565	2,539	1,368	114	135	165	173	100	231	249	323
Survey	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...
Perth	221,261	41,472	24,888	629	1,774	257	181	98	679	498	82	...
Cote	...	...	...	...	...	...	...	...	...	1,406	2,050	1,705
Syria	...	...	...	...	...	...	...	...	...	4,694	...	...
Gibraltar	...	...	...	...	...	...	...	...	...	...	...	...
Jama	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...
India and Ceylon	111,400	...	...	...	...	...	...	...	...	...	...	...
Small Island Possessions	...	...	...	...	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...	...	...	...
East India	4,130	4,704	4,772	277	311	220	216	...	...	...	...	...
East Africa	2,209	321	134	...	...	...	...	...	...	...	...	...
East Africa (British)	1,044	132	11	...	...	...	...	...	...	...	...	...
East Africa (German)	10,017	2,032	...	1	...	...	...	...	...	...	...	...
Italy	3,805,802	925,251	...	13,619	16,837	4,530	28,101	218	1,008	629	...	...
Arabia (British Territory and Other States in Arabia)	62,848	21,285	21,285	245	632	1,203	2,104	1,222	1,227	1,147	848	832
Arabia (Other States in Arabia)	138,261	2,564	2,564	248	5,330	2,291	1,021	1,222	1,227	1,147	848	832
Belgium	...	...	...	23,171	6,136	11,615	28,443	117	7,476	19,072	280	6,354
Cape Colony	10,000	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	27,708	13,125	150	38	14	129	200	625	150
Australian Commonwealth	...	...	...	...	...	...	...	...	...	...	...	...
Cape of Good Hope	...	...	...	...	...	...	...	...	...	...	...	...
Portugal	18,435,478	8,165,417	...	36,350	...	...	...	...	...	...	...	...
Turkey in Asia	18,335	11,475	48,427	1,105	...	...	...	...	...	...	...	...
Turkey in Europe	2,000,000	2,000,000	4,000,000	1,251	...	...	...	...	...	...	...	...
Netherlands	...	...	...	14,911	7,196	200	1,650	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	610,000	69,200	...	...	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...
Kingdom of Greece	...	...	...	...	...	...	...	...	...	...	...	...
Bahamas Islands	66,950	24,212	48,132	1,453	1,520	949	1,162	1,520	1,488	1,735	228	67
West Indies (British)	...	...	...	...	...	...	...	...	...	...	...	...
Siam	282	240	252	8	10	8	10	7	9	12	10	9
China (Hong Kong and Treaty Ports)	8,362	8,165	13,061	622	482	620	620	701	781	376	599	68
Algeria	...	...	...	...	...	...	...	...	...	...	...	...
Japan	70	...	...	...	...	...	...	...	...	...	...	...
Sierra Leone	827,420	...	...	...	...	...	...	...	...	...	...	...
Guinea-Bissau Territory	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	11	21	40	1	...	...	...	...	...	...	...	...
TOTAL	25,962,628	8,223,000	171,821	237,862	80,506	220,191	639,650	111,421	175,910	229,723	114,207	10,471

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1917-18. CWTs.	1918-19. CWTs.	1919-20. CWTs.	1920-21. CWTs.	1921-22. CWTs.	1922-23. CWTs.	1923-24. CWTs.	1924-25. CWTs.
Ceylon ...	504,201	702,000	676,406	35,258	36,030	37,207	29,374	27,323
United Kingdom ...	...	...	...	...	...	...	...	...
Straits Settlements	59	1,030	13	1	2,381	90	...	...
America (U. S.) ...	73	...	...	...	...	...	...	...
Sumatra ...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...
Maldives ...	...	...	...	...	...	22	10	...
Germany ...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...
West Indies ...	...	...	...	...	...	...	...	...
East Africa (British)	1	458	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...
Italy (including Fiume)	...	...	...	...	...	...	...	...
China-Hong-Kong	...	...	...	...	...	144	...	...
Japan ...	...	...	...	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	12	...
Turkey European	...	...	...	...	...	...	100	...
Turkey in Asia ...	...	...	...	...	...	...	...	...
Other British Possessions	35	4	61	...	3	7	8	...
Other Foreign Countries	98	10	24	1	4	2	...	...
Canada (Atlantic Coast)	...	...	...	...	...	...	...	...
Pacific Coast	...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Cuba ...	...	...	...	...	...	...	...	...
Romania ...	...	...	...	...	...	...	...	...
Greece ...	...	...	...	...	...	...	...	...
TOTAL ...	504,467	703,598	676,508	35,260	39,018	37,328	29,436	27,323

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1917-18. CWTs.	1918-19. CWTs.	1919-20. CWTs.	1920-21. CWTs.	1921-22. CWTs.	1922-23. CWTs.	1923-24. CWTs.	1924-25. CWTs.	1925-26. CWTs.	1926-27. CWTs.
Ceylon ...	35,330	30,169	33,720	42,776	22,374	17,413	20,803	13,672	9,632	13,663
United Kingdom ...	...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...	...
America (U. S.) ...	...	...	...	...	...	...	...	...	...	...
Sumatra ...	...	...	...	...	...	...	...	...	...	...
France ...	...	...	...	...	...	...	...	...	...	...
Maldives ...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...	...	...
West Indies ...	...	...	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...	...	...
Italy (including Fiume)	...	...	...	...	...	...	...	...	...	...
China-Hong-Kong	...	...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...	...	...
Iraq ...	...	...	...	...	...	...	...	...	...	...
Turkey European	...	...	...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...
Canada (Atlantic Coast)	...	...	...	...	...	...	...	...	...	...
Pacific Coast	...	...	...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...
Federated Malay States	...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...
Cuba ...	...	...	...	...	...	...	...	...	...	...
Romania ...	...	...	...	...	...	...	...	...	...	...
Greece ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	36,772	22,701	34,393	51,470	27,612	25,445	70,391	58,844	11,284	14,380

### EXPORTS.

[illegible]

but IN THE HUSK. (ALL KINDS).

[illegible]

## Exports

1920-26. cents.	1927-27. cents.
1,872	2,734
1,599	2,618
5,110	3,455
425,596	422,591
2,380	28,801
1,000	29,800
117	29,800
108,418	161,691
262	21
22,250	53,323
8,402	8,402
2,341	17,211
1,813	3,041
67,500	72,200
41	2
15,700	9,100
155	97
30	70
1,020	111,72
5,262	14,000
71,247	45,558
9,135	16,796
4,812	60
79	11
25,708	86
2,842	86
18,901	20,140
27,819	28,000
12,800	28,000
74,244	75,750
...	...
10,022	32,625
25,448	79,600
110	1,85
...	...
6,397	51
3,075	51
7,765	7,540
7,765	7,765
1,327	1,875
3,082	1,875
11,500	1,118
18,919	1,118
5,421	18,919
17,550	18,919
...	...
20	20
...	...
38	13,000
3,705	13,000
285	1
...	...
137	...
...	...
410	...
...	...

\* Italy (including Rome) from 1893-34.

† Spanish West Africa



## EXPORTS

[illegible]

## Exports

### EXPORTS.

	COVERS TO WHICH REFERENCE IS MADE										COVERS TO WHICH REFERENCE IS MADE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	1910-11. cents.	1911-12. cents.	1912-13. cents.	1913-14. cents.	1914-15. cents.	1915-16. cents.	1916-17. cents.	1917-18. cents.	1918-19. cents.	1919-20. cents.	1920-21. cents.	1921-22. cents.	1922-23. cents.	1923-24. cents.	1924-25. cents.	1925-26. cents.	1926-27. cents.	1927-28. cents.	1928-29. cents.	1929-30. cents.	1930-31. cents.	1931-32. cents.	1932-33. cents.	1933-34. cents.	1934-35. cents.	1935-36. cents.	1936-37. cents.	1937-38. cents.	1938-39. cents.	1939-40. cents.	1940-41. cents.	1941-42. cents.	1942-43. cents.	1943-44. cents.	1944-45. cents.	1945-46. cents.	1946-47. cents.	1947-48. cents.	1948-49. cents.	1949-50. cents.	1950-51. cents.	1951-52. cents.	1952-53. cents.	1953-54. cents.	1954-55. cents.	1955-56. cents.	1956-57. cents.	1957-58. cents.	1958-59. cents.	1959-60. cents.	1960-61. cents.	1961-62. cents.	1962-63. cents.	1963-64. cents.	1964-65. cents.	1965-66. cents.	1966-67. cents.	1967-68. cents.	1968-69. cents.	1969-70. cents.	1970-71. cents.	1971-72. cents.	1972-73. cents.	1973-74. cents.	1974-75. cents.	1975-76. cents.	1976-77. cents.	1977-78. cents.	1978-79. cents.	1979-80. cents.	1980-81. cents.	1981-82. cents.	1982-83. cents.	1983-84. cents.	1984-85. cents.	1985-86. cents.	1986-87. cents.	1987-88. cents.	1988-89. cents.	1989-90. cents.	1990-91. cents.	1991-92. cents.	1992-93. cents.	1993-94. cents.	1994-95. cents.	1995-96. cents.	1996-97. cents.	1997-98. cents.	1998-99. cents.	1999-00. cents.	2000-01. cents.	2001-02. cents.	2002-03. cents.	2003-04. cents.	2004-05. cents.	2005-06. cents.	2006-07. cents.	2007-08. cents.	2008-09. cents.	2009-10. cents.	2010-11. cents.	2011-12. cents.	2012-13. cents.	2013-14. cents.	2014-15. cents.	2015-16. cents.	2016-17. cents.	2017-18. cents.	2018-19. cents.	2019-20. cents.	2020-21. cents.	2021-22. cents.	2022-23. cents.	2023-24. cents.	2024-25. cents.	2025-26. cents.	2026-27. cents.	2027-28. cents.	2028-29. cents.	2029-30. cents.	2030-31. cents.	2031-32. cents.	2032-33. cents.	2033-34. cents.	2034-35. cents.	2035-36. cents.	2036-37. cents.	2037-38. cents.	2038-39. cents.	2039-40. cents.	2040-41. cents.	2041-42. cents.	2042-43. cents.	2043-44. cents.	2044-45. cents.	2045-46. cents.	2046-47. cents.	2047-48. cents.	2048-49. cents.	2049-50. cents.	2050-51. cents.	2051-52. cents.	2052-53. cents.	2053-54. cents.	2054-55. cents.	2055-56. cents.	2056-57. cents.	2057-58. cents.	2058-59. cents.	2059-60. cents.	2060-61. cents.	2061-62. cents.	2062-63. cents.	2063-64. cents.	2064-65. cents.	2065-66. cents.	2066-67. cents.	2067-68. cents.	2068-69. cents.	2069-70. cents.	2070-71. cents.	2071-72. cents.	2072-73. cents.	2073-74. cents.	2074-75. cents.	2075-76. cents.	2076-77. cents.	2077-78. cents.	2078-79. cents.	2079-80. cents.	2080-81. cents.	2081-82. cents.	2082-83. cents.	2083-84. cents.	2084-85. cents.	2085-86. cents.	2086-87. cents.	2087-88. cents.	2088-89. cents.	2089-90. cents.	2090-91. cents.	2091-92. cents.	2092-93. cents.	2093-94. cents.	2094-95. cents.	2095-96. cents.	2096-97. cents.	2097-98. cents.	2098-99. cents.	2099-00. cents.	2100-01. cents.	2101-02. cents.	2102-03. cents.	2103-04. cents.	2104-05. cents.	2105-06. cents.	2106-07. cents.	2107-08. cents.	2108-09. cents.	2109-10. cents.	2110-11. cents.	2111-12. cents.	2112-13. cents.	2113-14. cents.	2114-15. cents.	2115-16. cents.	2116-17. cents.	2117-18. cents.	2118-19. cents.	2119-20. cents.	2120-21. cents.	2121-22. cents.	2122-23. cents.	2123-24. cents.	2124-25. cents.	2125-26. cents.	2126-27. cents.	2127-28. cents.	2128-29. cents.	2129-30. cents.	2130-31. cents.	2131-32. cents.	2132-33. cents.	2133-34. cents.	2134-35. cents.	2135-36. cents.	2136-37. cents.	2137-38. cents.	2138-39. cents.	2139-40. cents.	2140-41. cents.	2141-42. cents.	2142-43. cents.	2143-44. cents.	2144-45. cents.	2145-46. cents.	2146-47. cents.	2147-48. cents.	2148-49. cents.	2149-50. cents.	2150-51. cents.	2151-52. cents.	2152-53. cents.	2153-54. cents.	2154-55. cents.	2155-56. cents.	2156-57. cents.	2157-58. cents.	2158-59. cents.	2159-60. cents.	2160-61. cents.	2161-62. cents.	2162-63. cents.	2163-64. cents.	2164-65. cents.	2165-66. cents.	2166-67. cents.	2167-68. cents.	2168-69. cents.	2169-70. cents.	2170-71. cents.	2171-72. cents.	2172-73. cents.	2173-74. cents.	2174-75. cents.	2175-76. cents.	2176-77. cents.	2177-78. cents.	2178-79. cents.	2179-80. cents.	2180-81. cents.	2181-82. cents.	2182-83. cents.	2183-84. cents.	2184-85. cents.	2185-86. cents.	2186-87. cents.	2187-88. cents.	2188-89. cents.	2189-90. cents.	2190-91. cents.	2191-92. cents.	2192-93. cents.	2193-94. cents.	2194-95. cents.	2195-96. cents.	2196-97. cents.	2197-98. cents.	2198-99. cents.	2199-00. cents.	2200-01. cents.	2201-02. cents.	2202-03. cents.	2203-04. cents.	2204-05. cents.	2205-06. cents.	2206-07. cents.	2207-08. cents.	2208-09. cents.	2209-10. cents.	2210-11. cents.	2211-12. cents.	2212-13. cents.	2213-14. cents.	2214-15. cents.	2215-16. cents.	2216-17. cents.	2217-18. cents.	2218-19. cents.	2219-20. cents.	2220-21. cents.	2221-22. cents.	2222-23. cents.	2223-24. cents.	2224-25. cents.	2225-26. cents.	2226-27. cents.	2227-28. cents.	2228-29. cents.	2229-30. cents.	2230-31. cents.	2231-32. cents.	2232-33. cents.	2233-34. cents.	2234-35. cents.	2235-36. cents.	2236-37. cents.	2237-38. cents.	2238-39. cents.	2239-40. cents.	2240-41. cents.	2241-42. cents.	2242-43. cents.	2243-44. cents.	2244-45. cents.	2245-46. cents.	2246-47. cents.	2247-48. cents.	2248-49. cents.	2249-50. cents.	2250-51. cents.	2251-52. cents.	2252-53. cents.	2253-54. cents.	2254-55. cents.	2255-56. cents.	2256-57. cents.	2257-58. cents.	2258-59. cents.	2259-60. cents.	2260-61. cents.	2261-62. cents.	2262-63. cents.	2263-64. cents.	2264-65. cents.	2265-66. cents.	2266-67. cents.	2267-68. cents.	2268-69. cents.	2269-70. cents.	2270-71. cents.	2271-72. cents.	2272-73. cents.	2273-74. cents.	2274-75. cents.	2275-76. cents.	2276-77. cents.	2277-78. cents.	2278-79. cents.	2279-80. cents.	2280-81. cents.	2281-82. cents.	2282-83. cents.	2283-84. cents.	2284-85. cents.	2285-86. cents.	2286-87. cents.	2287-88. cents.	2288-89. cents.	2289-90. cents.	2290-91. cents.	2291-92. cents.	2292-93. cents.	2293-94. cents.	2294-95. cents.	2295-96. cents.	2296-97. cents.	2297-98. cents.	2298-99. cents.	2299-00. cents.	2300-01. cents.	2301-02. cents.	2302-03. cents.	2303-04. cents.	2304-05. cents.	2305-06. cents.	2306-07. cents.	2307-08. cents.	2308-09. cents.	2309-10. cents.	2310-11. cents.	2311-12. cents.	2312-13. cents.	2313-14. cents.	2314-15. cents.	2315-16. cents.	2316-17. cents.	2317-18. cents.	2318-19. cents.	2319-20. cents.	2320-21. cents.	2321-22. cents.	2322-23. cents.	2323-24. cents.	2324-25. cents.	2325-26. cents.	2326-27. cents.	2327-28. cents.	2328-29. cents.	2329-30. cents.	2330-31. cents.	2331-32. cents.	2332-33. cents.	2333-34. cents.	2334-35. cents.	2335-36. cents.	2336-37. cents.	2337-38. cents.	2338-39. cents.	2339-40. cents.	2340-41. cents.	2341-42. cents.	2342-43. cents.	2343-44. cents.	2344-45. cents.	2345-46. cents.	2346-47. cents.	2347-48. cents.	2348-49. cents.	2349-50. cents.	2350-51. cents.	2351-52. cents.	2352-53. cents.	2353-54. cents.	2354-55. cents.	2355-56. cents.	2356-57. cents.	2357-58. cents.	2358-59. cents.	2359-60. cents.	2360-61. cents.	2361-62. cents.	2362-63. cents.	2363-64. cents.	2364-65. cents.	2365-66. cents.	2366-67. cents.	2367-68. cents.	2368-69. cents.	2369-70. cents.	2370-71. cents.	2371-72. cents.	2372-73. cents.	2373-74. cents.	2374-75. cents.	2375-76. cents.	2376-77. cents.	2377-78. cents.	2378-79. cents.	2379-80. cents.	2380-81. cents.	2381-82. cents.	2382-83. cents.	2383-84. cents.	2384-85. cents.	2385-86. cents.	2386-87. cents.	2387-88. cents.	2388-89. cents.	2389-90. cents.	2390-91. cents.	2391-92. cents.	2392-93. cents.	2393-94. cents.	2394-95. cents.	2395-96. cents.	2396-97. cents.	2397-98. cents.	2398-99. cents.	2399-00. cents.	2400-01. cents.	2401-02. cents.	2402-03. cents.	2403-04. cents.	2404-05. cents.	2405-06. cents.	2406-07. cents.	2407-08. cents.	2408-09. cents.	2409-10. cents.	2410-11. cents.	2411-12. cents.	2412-13. cents.	2413-14. cents.	2414-15. cents.	2415-16. cents.	2416-17. cents.	2417-18. cents.	2418-19. cents.	2419-20. cents.	2420-21. cents.	2421-22. cents.	2422-23. cents.	2423-24. cents.	2424-25. cents.	2425-26. cents.	2426-27. cents.	2427-28. cents.	2428-29. cents.	2429-30. cents.	2430-31. cents.	2431-32. cents.	2432-33. cents.	2433-34. cents.	2434-35. cents.	2435-36. cents.	2436-37. cents.	2437-38. cents.	2438-39. cents.	2439-40. cents.	2440-41. cents.	2441-42. cents.	2442-43. cents.	2443-44. cents.	2444-45. cents.	2445-46. cents.	2446-47. cents.	2447-48. cents.	2448-49. cents.	2449-50. cents.	2450-51. cents.	2451-52. cents.	2452-53. cents.	2453-54. cents.	2454-55. cents.	2455-56. cents.	2456-57. cents.	2457-58. cents.	2458-59. cents.	2459-60. cents.	2460-61. cents.	2461-62. cents.	2462-63. cents.	2463-64. cents.	2464-65. cents.	2465-66. cents.	2466-67. cents.	2467-68. cents.	2468-69. cents.	2469-70. cents.	2470-71. cents.	2471-72. cents.	2472-73. cents.	2473-74. cents.	2474-75. cents.	2475-76. cents.	2476-77. cents.	2477-78. cents.	2478-79. cents.	2479-80. cents.	2480-81. cents.	2481-82. cents.	2482-83. cents.	2483-84. cents.	2484-85. cents.	2485-86. cents.	2486-87. cents.	2487-88. cents.	2488-89. cents.	2489-90. cents.	2490-91. cents.	2491-92. cents.	2492-93. cents.	2493-94. cents.	2494-95. cents.	2495-96. cents.	2496-97. cents.	2497-98. cents.	2498-99. cents.	2499-00. cents.	2500-01. cents.	2501-02. cents.	2502-03. cents.	2503-04. cents.	2504-05. cents.	2505-06. cents.	2506-07. cents.	2507-08. cents.	2508-09. cents.	2509-10. cents.	2510-11. cents.	2511-12. cents.	2512-13. cents.	2513-14. cents.	2514-15. cents.	2515-16. cents.	2516-17. cents.	2517-18. cents.	2518-19. cents.	2519-20. cents.	2520-21. cents.	2521-22. cents.	2522-23. cents.	2523-24. cents.	2524-25. cents.	2525-26. cents.	2526-27. cents.	2527-28. cents.	2528-29. cents.	2529-30. cents.	2530-31. cents.	2531-32. cents.	2532-33. cents.	2533-34. cents.	2534-35. cents.	2535-36. cents.	2536-37. cents.	2537-38. cents.	2538-39. cents.	2539-40. cents.	2540-41. cents.	2541-42. cents.	2542-43. cents.	2543-44. cents.	2544-45. cents.	2545-46. cents.	2546-47. cents.	2547-48. cents.	2548-49. cents.	2549-50. cents.	2550-51. cents.	2551-52. cents.	2552-53. cents.	2553-54. cents.	2554-55. cents.	2555-56. cents.	2556-57. cents.	2557-58. cents.	2558-59. cents.	2559-60. cents.	2560-61. cents.	2561-62. cents.	2562-63. cents.	2563-64. cents.	2564-65. cents.	2565-66. cents.	2566-67. cents.	2567-68. cents.	2568-69. cents.	2569-70. cents.	2570-71. cents.	2571-72. cents.	2572-73. cents.	2573-74. cents.	2574-75. cents.	2575-76. cents.	2576-77. cents.	2577-78. cents.	2578-79. cents.	2579-80. cents.	2580-81. cents.	2581-82. cents.	2582-83. cents.	2583-84. cents.	2584-85. cents.	2585-86. cents.	2586-87. cents.	2587-88. cents.	2588-89. cents.	2589-90. cents.	2590-91. cents.	2591-92. cents.	2592-93. cents.	2593-94. cents.	2594-95. cents.	2595-96. cents.	2596-97. cents.	2597-98. cents.	2598-99. cents.	2599-00. cents.	2600-01. cents.	2601-02. cents.	2602-03. cents.	2603-04. cents.	2604-05. cents.	2605-06. cents.	2606-07. cents.	2607-08. cents.	2608-09. cents.	2609-10. cents.	2610-11. cents.	2611-12. cents.	2612-13. cents.	2613-14. cents.	2614-15. cents.	2615-16. cents.	2616-17. cents.	2617-18. cents.	2618-19. cents.	2619-20. cents.	2620-21. cents.	2621-22. cents.	2622-23. cents.	2623-24. cents.	2624-25. cents.	2625-26. cents.	2626-27. cents.	2627-28. cents.	2628-29. cents.	2629-30. cents.	2630-31. cents.	2631-32. cents.	2632-33. cents.	2633-34. cents.	2634-35. cents.	2635-36. cents.	2636-37. cents.	2637-38. cents.	2638-39. cents.	2639-40. cents.	2640-41. cents.	2641-42. cents.	2642-43. cents.	2643-44. cents.	2644-45. cents.	2645-46. cents.	2646-47. cents.	2647-48. cents.	2648-49. cents.	2649-50. cents.	2650-51. cents.	2651-52. cents.	2652-53. cents.	2653-54. cents.	2654-55. cents.	2655-56. cents.	2656-57. cents.	2657-58. cents.	2658-59. cents.	2659-60. cents.	2660-61. cents.	2661-62. cents.	2662-63. cents.	2663-64. cents.	2664-65. cents.	2665-66. cents.	2666-67. cents.	2667-68. cents.	2668-69. cents.	2669-70. cents.	2670-71. cents.	2671-72. cents.	2672-73. cents.	2673-74. cents.	2674-75. cents.	2675-76. cents.	2676-77. cents.	2677-78. cents.	2678-79. cents.	2679-80. cents.

## EXPORTS



## EXPORTS.

## SUGAR (DUTCH STANDARD AND ABOVE.)

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-35. tons.	1935-36. tons.	1936-37. tons.
Zanzibar and Pemba ...	1,001	662	627	44	40	24	42	89	...	...	...	...	...	...	...	...	...	...	...	...
United Kingdom ...	22	283	2,025	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Iraq ...	...	...	...	...	630	70	40	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	3,670	16,383	7,150	860	62	78	27	...	...	...	...	...	...	...	...	...	...	...	...	...
Mand Territory and Arabia, French Oman (Other Native States)	1,404	2,272	385	28	26	10	28	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	5,145	1,776	2,600	203	184	48	25	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	1,602	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Levant & Black Sea Turkey in Asia Red Sea Persian Gulf	8,417	12,611	4,054	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Europe ...	9,525	41,190	22,402	630	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Maldives ...	84	43	47	4	4	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Persia ...	8,277	71,684	6,696	117	78	40	17	...	...	...	...	...	...	...	...	...	...	...	...	...
Bahrein Islands ...	1,106	1,025	381	23	30	17	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa ...	2,520	267	606	28	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
British German Portuguese Other Ports	332	212	100	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Africa-India ...	91	62	416	7	11	8	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Somaland (British)	2	...	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Somaland (French)	...	...	79	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tanganyika Territory	...	...	...	...	7	6	7	...	...	...	...	...	...	...	...	...	...	...	...	...
Albania ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Anglo-Egyptian Sudan	...	...	...	...	28	55	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sudan Settlements	272	434	748	31	8	7	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Morocco and Dependencies	...	...	...	1	4	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	1,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
French Indo-China	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hong Kong	359	231	981	36	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	79	146	91	8	6	27	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Kenya Colony	...	...	...	28	18	20	20	...	...	...	...	...	...	...	...	...	...	...	...	...
Siam ...	...	...	112	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madagascar	...	...	...	3	2	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	44	61	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gibraltar ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	28	46	62	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fiji Islands	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	41,698	162,238	63,435	5,614	1,200	496	302	384	...	...	...	...	...	...	...	...	...	...	...	...

## TOBACCO

## EXPORTS.

TRADE AND GREEN)

EXPORTS		1927-28		1928-29		1929-30		1930-31		1931-32		1932-33		1933-34		1934-35		1935-36		1936-37		1937-38		1938-39		1939-40		1940-41		1941-42		1942-43		1943-44		1944-45		1945-46		1946-47		1947-48		1948-49		1949-50		1950-51		1951-52		1952-53		1953-54		1954-55		1955-56		1956-57		1957-58		1958-59		1959-60		1960-61		1961-62		1962-63		1963-64		1964-65		1965-66		1966-67		1967-68		1968-69		1969-70		1970-71		1971-72		1972-73		1973-74		1974-75		1975-76		1976-77		1977-78		1978-79		1979-80		1980-81		1981-82		1982-83		1983-84		1984-85		1985-86		1986-87		1987-88		1988-89		1989-90		1990-91		1991-92		1992-93		1993-94		1994-95		1995-96		1996-97		1997-98		1998-99		1999-00		2000-01		2001-02		2002-03		2003-04		2004-05		2005-06		2006-07		2007-08		2008-09		2009-10		2010-11		2011-12		2012-13		2013-14		2014-15		2015-16		2016-17		2017-18		2018-19		2019-20		2020-21		2021-22		2022-23		2023-24		2024-25		2025-26		2026-27		2027-28		2028-29		2029-30		2030-31		2031-32		2032-33		2033-34		2034-35		2035-36		2036-37		2037-38		2038-39		2039-40		2040-41		2041-42		2042-43		2043-44		2044-45		2045-46		2046-47		2047-48		2048-49		2049-50		2050-51		2051-52		2052-53		2053-54		2054-55		2055-56		2056-57		2057-58		2058-59		2059-60		2060-61		2061-62		2062-63		2063-64		2064-65		2065-66		2066-67		2067-68		2068-69		2069-70		2070-71		2071-72		2072-73		2073-74		2074-75		2075-76		2076-77		2077-78		2078-79		2079-80		2080-81		2081-82		2082-83		2083-84		2084-85		2085-86		2086-87		2087-88		2088-89		2089-90		2090-91		2091-92		2092-93		2093-94		2094-95		2095-96		2096-97		2097-98		2098-99		2099-00		2100-01		2101-02		2102-03		2103-04		2104-05		2105-06		2106-07		2107-08		2108-09		2109-10		2110-11		2111-12		2112-13		2113-14		2114-15		2115-16		2116-17		2117-18		2118-19		2119-20		2120-21		2121-22		2122-23		2123-24		2124-25		2125-26		2126-27		2127-28		2128-29		2129-30		2130-31		2131-32		2132-33		2133-34		2134-35		2135-36		2136-37		2137-38		2138-39		2139-40		2140-41		2141-42		2142-43		2143-44		2144-45		2145-46		2146-47		2147-48		2148-49		2149-50		2150-51		2151-52		2152-53		2153-54		2154-55		2155-56		2156-57		2157-58		2158-59		2159-60		2160-61		2161-62		2162-63		2163-64		2164-65		2165-66		2166-67		2167-68		2168-69		2169-70		2170-71		2171-72		2172-73		2173-74		2174-75		2175-76		2176-77		2177-78		2178-79		2179-80		2180-81		2181-82		2182-83		2183-84		2184-85		2185-86		2186-87		2187-88		2188-89		2189-90		2190-91		2191-92		2192-93		2193-94		2194-95		2195-96		2196-97		2197-98		2198-99		2199-00		2200-01		2201-02		2202-03		2203-04		2204-05		2205-06		2206-07		2207-08		2208-09		2209-10		2210-11		2211-12		2212-13		2213-14		2214-15		2215-16		2216-17		2217-18		2218-19		2219-20		2220-21		2221-22		2222-23		2223-24		2224-25		2225-26		2226-27		2227-28		2228-29		2229-30		2230-31		2231-32		2232-33		2233-34		2234-35		2235-36		2236-37		2237-38		2238-39		2239-40		2240-41		2241-42		2242-43		2243-44		2244-45		2245-46		2246-47		2247-48		2248-49		2249-50		2250-51		2251-52		2252-53		2253-54		2254-55		2255-56		2256-57		2257-58		2258-59		2259-60		2260-61		2261-62		2262-63		2263-64		2264-65		2265-66		2266-67		2267-68		2268-69		2269-70		2270-71		2271-72		2272-73		2273-74		2274-75		2275-76		2276-77		2277-78		2278-79		2279-80		2280-81		2281-82		2282-83		2283-84		2284-85		2285-86		2286-87		2287-88		2288-89		2289-90		2290-91		2291-92		2292-93		2293-94		2294-95		2295-96		2296-97		2297-98		2298-99		2299-00		2300-01		2301-02		2302-03		2303-04		2304-05		2305-06		2306-07		2307-08		2308-09		2309-10		2310-11		2311-12		2312-13		2313-14		2314-15		2315-16		2316-17		2317-18		2318-19		2319-20		2320-21		2321-22		2322-23		2323-24		2324-25		2325-26		2326-27		2327-28		2328-29		2329-30		2330-31		2331-32		2332-33		2333-34		2334-35	
Germany	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

**COCOAN**

## EXPORTS

[illegible]

### Exports.

**CINCHONA**

COUNTRIES TO WHICH EXPORTED.	1917-18. Rs.	1918-19. Rs.	1919-20. Rs.	1920-21. Rs.	1921-22. Rs.	1922-23. Rs.	1923-24. Rs.	1924-25. Rs.
United Kingdom	37,336	15,873	116,006	328,172	233,185	15,311	176,440	524,227
Federated Malay States	...	...	...	...	...	...	...	...
Java	...	167	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Ceylon	...	2,895	11,550	...	...	775	91,637	34,895
Other British Possessions	...	...	...	...	...	...	...	...
Other foreign countries	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>60,185</b>	<b>27,658</b>	<b>116,006</b>	<b>328,172</b>	<b>233,185</b>	<b>15,096</b>	<b>268,097</b>	<b>539,292</b>

[illegible]

## EXPORTS

COUNTRIES TO WHICH EXPORTED.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.
	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.	cwt.s.
Turkey	...	...	...	...	58	8	91	71	25	60	148	47	5	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	67	68	20	...	...	...	...	...	...	...	...	...	...	...	...
Tunis	5,510	6,748	1,291	...	1,119	447	709	790	679	319	307	432	945	915	135	...	...	...	...	...
Free Zealand	...	...	...	...	...	42	...	...	12	...	...	...	...	...	...	...	...	...	...	...
United Kingdom	2,591	...	...	703	1,618	649	969	984	111	317	69	73	18	27	...	...	...	...	...	...
France	23,955	7,199	80	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	51	18	11	...	9	...	...	...	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Romania	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (Hong Kong)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
China (Mainland)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Dutch Possessions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	21,002	27,707	55,075	10,350	16,392	4,555	6,700	3,360	2,017	1,598	1,860	886	607	634	769	542	602	54	350	470

## EXPORTS

## HIDESAW

[illegible]

## EXPORTS

\* Figures for 'Union of South Africa' from 1933-34.

### EXPORTS.

COUNTRIES TO WHICH EXPORTED	1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1924-25. cwts.
United Kingdom	408,122	331,927	110,638	110,808	86,812	42,376	16,842	21,400
China— { Hong-Kong { Treaty Ports	...	7,043	44,626	45,046	50,703	45,535	32,419	34,000
U. S. A.— { Atlantic Coast { Pacific Coast	14,865	104,372	29,550	68,670	9,320	2,062	1,500	...
Java	...	79	208	981	738	220	488	...
Straits Settlements	4	3,104	4,161	3,880	8,110	7,204	3,698	5,700
Ceylon	...	8,888	99,204	36,696	44,725	60,947	56,082	64,000
France	...	8,941	4,000	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	50	...	...	...
Mauritius and Dependencies	4,700	...	40,029	107,816	29,884	41,929	30,485	22,000
Federated Malay States	...	...	...	...	...	...	...	...
Australian Commonwealth	5,318	9,535	2,606	1,819	975	1,620	1,440	1,400
West Indies (British)	...	...	...	3,504	600	550	406	1,100
West Indies (French)	...	...	...	...	...	17,922	...	...
Sumatra	...	...	...	...	...	...	...	60,000
Italy	...	...	...	...	...	...	...	...
Cape of Good Hope	...	...	241	...	87	1,042	18	200
Arabia— { Mokat Territory and { Trucial Oman { Other Native States	...	...	107	28	...	...	61	100
Natal	...	...	235	7	48	27	108	800
Japan	20,005	...	1,242	1,140	1,800	...	...	...
Cape Colony	...	...	12,437	100	398	...	1,628	...
East Africa—Italian	...	...	...	...	...	...	...	...
New Zealand	649	1,400	770	260	310	41	80	170
Sandwich Islands	...	...	...	...	...	...	...	...
Zanzibar and Pemba	...	...	13	1	3	12	69	400
Tanganyika Territory	...	...	...	...	...	...	10	1,400
Somaliland (French)	...	...	9,200	...	...	...	...	...
Persia	...	...	60	...	...	...	17	...
Hawaii	...	...	688	...	...	...	612	...
Belgium	...	...	...	...	...	...	...	...
Siam	...	...	274	81	287	440	867	1,800
Maldives	...	2,938	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Re-Union	...	...	...	...	...	...	...	...
Other British Possessions	...	2	35	26	...	20	19	50
Other Foreign Countries	...	1	20	...	...	...	2	100
<b>Total</b>	<b>453,654</b>	<b>478,320</b>	<b>379,976</b>	<b>389,687</b>	<b>234,049</b>	<b>211,937</b>	<b>156,221</b>	<b>163,250</b>

[illegible]

### EXPORTS.

[illegible]



