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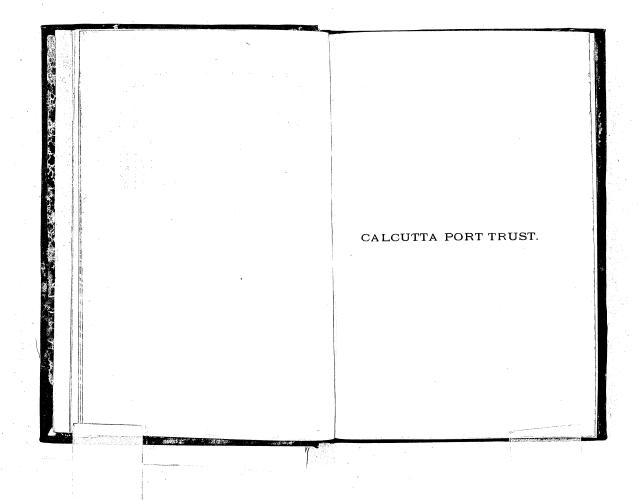
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# CALCUTTA PORT TRUST

#### PORT BOUNDARIES.

#### NOTIFICATION No. 13-MARINE.

#### The 14th February 1929.

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

#### ALTERATION.

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

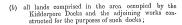
2. The Governor in Council is also pleased to declare in exercise of the power conferred by sub-section (2) of the said section that the precise extent of the limits of the port of Calcutta and of the navigable river and channels leading to the said port in which the said Act is in force, shall be as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

#### PORT OF CALCUTTA.

- On the North.—A line drawn due cast across the river Hoophy from a pillar at the southern boundary of Messrs. D. Waldie and Company's Chemical Works and Distillery at Kommon's the District of Hooghy on the right was the river river to a pillar on the lafe hank of the briver near Panihati in the District of the 24-Parganas.
- On the South.—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge khal to a pillar on the right bank (Howrah side) of the river Hooghly bearing north-west of the first named pillar.

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

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



- (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 FORT OF CALCUTTA.

On the North.—A line drawn access 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.—Λ line drawn cast 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 Cannell is also pleased to appoint the Commissioners for the Port of Calcutat to be Conservators of the Port of Calcutat and of the navigable river and channels leading to that port within the said limits.

# 3 RECEIVERS OF WRECKS.

\*Under the provisions of section 73 of Act VII of 1880, and with the previous subtion of the Governor-General in Council, the Lioutenaut-Governor is pleased to appoint the Commissioners for making improvements in the Port of Calcuta 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 Calcuta, and along the sonface and channels of the Sanderbans as far as the longitude of the Haringbata river in the Backergunge District and along the coast of the Hooghly as far as the estuary of the Subarnarekla river in the Balasero District.

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

The Lieutenant-Governor is pleased to direct that all Reseivers of Wreeds shall, ander section 76 of the Act, give due notice to the public of all wreeks found within their jurisdictions. If the value of the wreek is less than Rs. 100, a notice shall be hung up in the office of the Receiver; if more than Rs. 100, bat less than Rs. 500, an advertisement shall also be inserted in three consecutive issues of the *Calculta Gazetika* (and also in the Bengali and Griya *Gazetle*, 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 *Calculta Researchange Gazetle*.

#### 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 Customo Officers at Panelynara. 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 balls, or kerosene oil in bulk or case, and his port clearance certificate or cocket card at the Custom House, where he will be informed on enquiry of any other steps it will be necessary to take.

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

Notification dated 26th May 1881.
 † Notification No. 101 Marine of 8th Sentember 1908.

# PORT RULES.

No. 7. Mag.-2010. February 1934.-In exercise of the powers conferred by sub-section (J) of section 6 of the Indian Ports Act 1908 (XV of 1908), the Governor in Council is pleased to make the following rules for the Port of Calcutta in supersession of the rules published under this department notification No. 96-Mne., dated the 5th October 1894, as amended by subsequent notifications and the rules for regulating the bunkering of vessels with liquid fuel, published under this department notification No. 42-Mne, dated the 22nd March 1926.-

#### RULES.

#### Part I.

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

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

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

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

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

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

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

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

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

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

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

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

"Cargo boat" shall mean any boat which ordinarily carries all kinds of movable or personal property, including animals. 5

"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 1929. Nothing contained in these rules shall affect the provisions of any by-laws from time to time made by the Commissioners under sections 6 & 13 of the Howm 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 ressels.—Inland steam vessels and small orafi may, subject to the by-laws from time to time made by the Commissioners under solutions 6 and 13 of the Howrah Bridgo Act (IX of 1871) and to the provisions elsewhere appearing in these rules, more 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 sca-going vessels anohored 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 while light so constructed ns 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 preseribed by the Board of Trade Regulations.

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

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

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

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

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

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

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

- (i) Inland steam vessels shall navignto 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 carft 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.

(c) 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 scargoing vessels, which are approaching, have passed clear. Small eraft not mechanically propelled shall proceed with caution and, if necessary, drop their anchor in sufficient time to proven then from entering the channel until any scargoing vessels, which are approaching, have passed and are clear. 7

11. (a) Fishing rules.—Fishing boats shall observe such of the above rules as relate to small eraft. No stake or not or other appliance used for the purpose of attracting or catching fish shall be placed, at any time during the day or night, in the navigable channel of the river between Howrah Bridge and the south end of Uluberia Reach.

(b) Between the south ond of Uluberia Reach and Fultah Point the navigable channel shall be kept clear for the passage of seagoing 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 sca-going vessels moving within the Port.

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

14. Clearance area for occan-going vessels.—The navigable channel between the College Saud Lower Buoy and the Panchpara Flat Upper Booy from low water mark on the north bank to the outer line of mooring buoys on the south bank shall be kopt clear at all times for the manœuviring of sear-going vessels. Small eraft may lie ashore on the North Bank but they shall not place or have any anchors removing tackle in the stream.

15. The river between the north end of the cooly lines of the Fort Gloster Jute Mills on the north and the boundary pillar on the south, shall be kept dear 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 guarter of the ebb.

20. Discretion of Deputy Conservator and Harbour Master.— All vessels within the Port shall take up such herbs as may be appointed for them by the Deputy Conservator or Harbour Master, and shall move from one betth 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 haves pipe, the towing hawser is to be bent on over all in lieu of the chain cable.

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

27. Stern fastenings in time of bores.—All vessels phaced in the moorings on the obb tide shall, when bores are expected during spring tides, have their best havesers passed from each quarter pipe abath the main mask, and if possible made fast to the sternmoorings 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.— Sen-going vessels occupying moorings shall not turn their serves or paddles without giving sufficient warning to boats in the vicinity; they shall not use full power when trying their engines in moorings; no trial under steam shall be made by a vessel lying at the Calcutta or Garden Reach Jettics.

\*20. Ships not to have projections from ships side.—No sea going vessel lying above Garden House shall have any anchor or spar, or other thing projecting from her side in such a way as to cause damage.

\* Amended Vide Notification No. 7 mne., dated the 3rd February 1937.

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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 "sen-going" shall, on arrival in the Port, rig in their jub 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 gards 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 reyal and top-galalat yrafe on deck, and mast-ropes rove in readiness to send the top-galant mast down at short notice if required. Such vessels entering the Port between the above dates, having top-galant mast and yards aloft, may be placed in moorings but their top-galant vards shall be sent down within 24 hours after they are moored.

31. Storm signals.—On the occurrence of signs of an approaching yellow day signal No. X (Great Danger, consisting of two cores, apex to apex, and below them a vertical drum, will be hoisted drung day-tight for the flagstaff on the angestaff or the commissioners' Office, Koliaghat, another similar signal from the flagstaff on the clock twere at the entrances to the Kiddepore Decks, and another on the flagstaff on the Assistant Harbour Matter'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 singler where we signals are displayed, masters and persons in charge of all resease whatever shall medinately take every precaution in their power to make their vessels snig and ascure, by having anyings furced, and the lower and top-sail yard contract-breacd or pointed to the wind, as seems best. Heavy hawsers shall be bent to both bower and chorer neg.

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 make or use naked lights of any description in the hold or between decks, or in any enclosed space containing stores, eargo or inflammable materials or on the upper deck of any vessel within the Port or in any deck 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

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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 toos of registered measurement up to 600 toos, and two additional buckets for every 100 toos, above 600, subject to a maximum number of 50 in any vessel. Onc-hulf of the number of such buckets shall be kept constantly hanging up on the quarter-deek 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 furt their awnings, got 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, whicher on deek 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 traite text. This flag shall be hoisted by order of the Assistant Harbour Masier 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 lst day of April to the 31st day of October inclusive, employ or cause to be employed any European seamen or 11

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

42. Engine power of tags.—No vessel shall be moved within the Port unless the tag or other agency by which such vessel is to be moved shall, in the optimon 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 scarchlights—The use of scarchlights on beard any sca-going vessel of the burden of 200 tons or upwards while in the Port of Calcutts or in any of the navigable channels leading to the Port to which the Indian Ports Act XV of 1908 applies, is sticlely prohibited except in special circumstances and by the direct orders of the Pilot, the Harbour Muster, 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 secryoing vessel shall, without such license as its hereinafter mentioned, be afloat within the Port without having on board acrew of not less than the number set forth in the schedule of crews prescribed in rules 76 and 77.

(b) Power to license smaller crew.—Whenever it shall appear to the Commissioners that any sca-going vessel may, without danger to other vessels, be allow without carrying such erew 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 evaluated; 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 havful for the Commissioners, by a writing nucler 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 possing a copy thereof upon source 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 exempling any vessel from the provisions of rule 45 (a) and from time to time if they think fit to revoke or namend such license: Provided always that every such license, amendment and revocation shall be published in the *Calculta Greatle*, 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 erafs within the Kiddeprore or King George's docks or within the entrances to these docks, shall remove his inland steam vessel or small eraft 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 ongine-room fires and electric light) shall within Port limits be allowed on board any bolk oil scamer or no board any vessel lying alongside any bulk oil scamer 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 enrying in bulk or otherwise more than 500 gallons of dangerous pertoeleum shall proceed above Diamond Harbour unless the Port Commissioners consider that adequate facilities are available for the safe and expeditions discharge of her petroleum. If the facilities for the discharge of a vessel's petroleum are at any time declared by the Port Commissioners to be inadequate the Port Commissioners may in their discretion direct that the vessel be removed with due desputch to Diamond Harbour or elsewhere within the limits of the Port or of the navigable river and channels leading to the Port.

(c) Presshall be paid for the services of Customs Officers and peoms employed between the hours of 6 Pr.M. and 6 A.M. of any day or on ordinary holidays in accordance with the scale of fews psyable. to Preventive Officers for work on boardship and to peoms for work in Customs wharves under the Sea Customs Act, subject to the condition that the hours of night work at whatver hour commenced shall be reakened 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.

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\*49A. No vessel shall at any time discharge any Petrol or Korosene Oil in the Port of Calentta 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 larges between sumrise and sumset 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.

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

- (i) The Master or First Mate of the vessel shall be present on board, and it shall be his duty to see that these rules are complied with and that all reasonable precautions for safety are observed.
- (ii) A ship's officer shall be on watch, and an attendant shall be stationed alongside the flexible connecting pipe.
- (iii) No smoking, cooking, naked lights or forges shall be allowed on the vessel's decks within 20 feet of the flexible and inlet pipe.
- (iv) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping into the river or the dock basin.

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

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

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

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

#### Part III .- Registration of Boats.

51. All boats to be registered.—Every boat plying, whether regularly or occasionally, within, or partly within and partly without, the limits of the Port, shall be registered by the Commissioners

\* Amended, Vide Notification No. 1 Marine, dated the 2nd January 1937.

and shall have her number and tonnage branded on her by the Commissioners' Boat Surveyor.

52. Application for registration .- Every application for the registration of a boat shall be made in writing to the Commissioners' Boat Surveyor and shall contain particulars of the owner's name and address, the name and address of his duly authorised agent in Calcutta, a description of the boat and, in the case of a passenger boat, the number of passengers which it is intended to carry.

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

Details to be entered in the register.	Registered No.
Description of Boat.	Owners No.
Length, breadth, depth as	

required for measurement of tonnage under rules 68 and 69 below.

Draught light.

Tonnage dead weight

Freeboard allowance. Anchors. Cables. Pump. Name and address of owner. Name and address of agent.

License number.

Draught loaded. Tonnage according to measurement rules 68 and 69 below. No, of passengers. No. of crew. No. of oars. Navigation lights.

Date of Registration.

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

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

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

- (a) it is cancelled at the request of the owner.
- (b) the boat remains unlicensed for a period of three years,
- (c) the boat is condemned by the Commissioners' Boat Surveyor as unfit for further service.

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

+(e) the dimensions of the boat are altered.

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

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

#### Licensing of Boats.

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

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

(a) the owner's name and address,

- (b) the name and address of his duly authorised agent in Calcutta,
- (c) a description of the boat and
- (d) the registered number branded on her by the Commissioners' Boat Surveyor.

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

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

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

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

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

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

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

(c) the number of crew required ----

(i) when she is ordinarily under weigh,

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

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

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

- (a) whenever the boat is in the opinion of the Commissioners unfit for the purpose for which it is licensed,
- (b) whenever any breach of the conditions of the license or the port rules has been committed by the owner or his agent or by the manjhi in charge of the boat,

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

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

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

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

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

(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'

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

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

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

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

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

#### Measurement of Boats.

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

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

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

 $Length \times Breadth \times Depth \times K = Tonnage$ .

Where L=length in feet as defined above

B=breadth " D=depth "

K = Constant which shall be as follows :----

Class I (a) For flush decked, square built and open cargo boats and flats, K = 0.009.

(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 aftex exceeds 9 inches, K = :007.

Class II (a) For open country boats known as jolly boats or powcees,  $\mathbf{K} = 009$ .

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

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

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

(e) For open country hoats known as chotes, K = 0063.

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

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

The freeboard shall be obtained from the following table :---

## Freeboard Table.

 $\begin{array}{l} D = 5'6'', \ 6'0'', \ 6'6'', \ 7'0'', \ 7'6'', \ 8'0'', \ 8'6'', \ 9'0'', \ 9'0'', \ 10'0'', \ 10'6'', \ 11'0'', \\ 11'6'', \ 12'0'', \ 12'6'', \ 13'0'', \ 13'6'', \ 14'0''. \end{array}$ 

 $\begin{array}{c} L\!=\!55',\,60',\,65',\,70',\,75',\,80',\,85',\,90',\,95',\,\,100',\,\,105',\,\,110',\,\,115',\,120',\\ 125',\,130',\,135',\,140'. \end{array}$ 

$$\begin{split} F = & 8_3^{\,\, \sigma}, \, 9_2^{\,\, \sigma}, \, 10_2^{\,\, \sigma}, \, 11_2^{\,\, \sigma}, \, 12_2^{\,\, \sigma}, \, 13_2^{\,\, \sigma}, \, 14_2^{\,\, \sigma}, \, 15_2^{\,\, \sigma}, \, 16_2^{\,\, \sigma}, \, 17_2^{\,\, \sigma}, \, 18_2^{\,\, \sigma}, \, 19_2^{\,\, \sigma}, \\ & 21^{\,\, \sigma}, \, 22_2^{\,\, \sigma}, \, 23_2^{\,\, \sigma}, \, 25^{\,\, \sigma}, \, 26_3^{\,\, \sigma}, \, 27_4^{\,\, \sigma}. \end{split}$$

 $\begin{array}{c} F2=11_4^{3''}, 12_4^{3''}, 14'', 15_4^{1''}, 16_4^{3''}, 18'', 19_4^{3''}, 20_4^{3''}, \ 22'', \ 28_4^{4''}, \ 24_4^{3''}, \ 26'', \\ 28'', \ 80'', \ 81_2^{1''}, \ 38_4^{3''}, \ 35_4^{3''}, \ 36_4^{1''}. \end{array}$ 

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 19

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 folor 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 eargo.

71. Obstruction to free navigation.—No hoat shall obstruct the free navigation of the Port or the approaches to wharves, doeks, jetties or landing places nor occupy the portions of the bank set aside for, nor hand 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 sca-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 nearcest Port Police Station and report

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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 Docksthe full crew laid down in the schedule of crew below.
- (b) When waiting empty at moorings laid for sen-going vesselsthe full erew laid down in the schedule of erew 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.
- (c) When laid up-one watchman only.

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

# Schedules of Crew.

### Cargo boats.

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

(1)	Boats of not more than 40 tons		3 dandees.
(2)	Boats of more than 40 tons and not	above	I manjhi.
	60 tons		4 dandees.
(2)	Boots where 60 is a second		1 manjhi.
(0)	Boats above 60 tons and not above 80 tons	·	5 dandees.
(4)	Boats above 80 tons		1 manjhi,
(*)	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

 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.

- (c) 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 eaboose or fire-place which shall be kept on deck or in such other parts of the boat as the Commissioners' Boat Surveyor shall direct.

80. Lost property.—When property belonging to any passonger 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

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good reason, refuse to carry proper hire.						,
82. Rates of hire for passenger vessels plying for exceed those given below :	passeng hire, the	er vesse rates of	ls.—Iu hire cl	th targe	e cas d shal	e of lnot
	Per	head.		Por	boat,	
Trip.	embarking between	Passengers embarking between 6 P. M. and 6 A.M.	begi betw	ins een and	If the v beg betw 6 P.M 6 A	ins cen . and
1	2	3	4		ŧ	
	Δя,	As,	Rs.	٨,	Rs.	٨.
Between Ahiritolla Ghat and Salkia Ghat	ł	1	0	4	0	6
Between Chandpal Ghat and Telkul Ghat or Ramkristopore	ł	1	0	6	0	8
Between Chandpal Ghat and Matia- bruz Bichali Ghat	2	4	1	6	2	0
Between Chandpal Ghat and Rajgunj	2	4	1	6	2	0
Between Chandpal Ghat and Shib- pur Ghat	8	1	0	8	0	12
Between Jugannath Ghat or Armenian Ghat and Howrah shore	1	1	0	6	0	6
Between steamers in moorings and shore	Re. 1 with 4 annas w	h baggage ; ithout bag- h on first vessel ; 1 equently.				
Between flats and shore	4	1				

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

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

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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 Re	each Moorings 5 boats or 1			
flat.					
Outside a vessel in Gard	len Reach Jet	ties Moorings 8 boats or 1			
flat.		-			
First schedule conta	ining notif	fication numbers and			
dates of publics	ation of su	perseded rules.			
Notification num	bers and date.	s 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 24	th 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					

(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.

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

#### FORM A.

PORT OF CALCUTTA.

, Chairman of the Commissioners, do hereby license the (ship) of which

is Master, to remain at her present moorings in the said Port without having on board the crew required by the Rules for the Port of Calcutta, provided always that, on breach of any of the conditions hereunder written, this license shall forthwith absolutely cease and determine.

#### FORM B.

#### PORT OF CALCUTTA.

, 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.

, 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  $45\Lambda$  framed under section 6 (1) Act V of 1908.

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#### APPENDIX.

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

#### [See Port Rule 50.]

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

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

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

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

For internal combustion engine. For steam engine, 1. Fore-peak. 1. Fore-peak. 2. Store room. 2. Store room. Tanks in pairs. Tanks in pairs. 5.5. 6. Motor space. 6. Cofferdam. 7. After-peak. 7. Engine and boiler space. 8, After-peak.

(3) Decks .- Each tank shall be divided into two separate compartments by a centre line oil-tight bulk-head. Gas-tight hatches of not less than 5 feet × 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 forchold 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 engineroom.

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

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

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

Unless a separate power unit is provided for driving the geardriven pump, the pump must be arranged in such a way for easy connection to the main motor engine. The pump nuest be of an approved make, but may be of any capacity and must be provided with a spring loader 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.

(6) Pipes.—Suction pipes shall run along the bottom frames with a separate branch to the after part of each compartments, and the valves controlling each compartment shall be operated from the deek by an extended spindle running up through the deek and deek gland box. The disahrage pulpe shall be fitted on deek and carried be fitted so that the barge can be loaded without the aid of the cargo pump. The barge may, however, be loaded through the thete.

(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 scandings on the transverse system of framing, of the flush deck type, with motor casing and deck house aft. All riveting shall be double. Strukble web frames, side stringers and side keelsous 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 27

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

1. Chain locker or fore-peak.

Hold or store-room.



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 eargo is derived from a boiler on board, a cofferdam must be arranged between Nos. 5 and 6 making seven compartments in all.

(4) Docks.-Gas-kight hatches of not less than 5 feet  $\times 5$  feet shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the forchold or store-room. A manhole of not less than 2 feet 6 inches shall be provided for the chain locker or force-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 mathoic 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 selfpropelled 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 Sth 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 rc-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 :---0.1

<ol> <li>Cylinders of air, atmos-</li></ol>	Each cylinder (i
pheric over 8 feet in length	valve) shall be
and 10 inches in diameter.	strong case.
Cylinders of air stu	0

pherie up to 8 feet in length and 10 inches in diameter.

including the packed in a

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

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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 2 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 21 ewts.

(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 evlinder.

Each evlinder, the valve of which is not completely recessed or capped and which is not fitted with a squared metal shoe or collar at each ond, 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 ewts 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 overside and of taking immediate stops for its recovery, which has been published in three consecutive issues of the Calcutta Gazette in accordance with the 

"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 :-----

- 'I. (a) No ballast or rubbish nor any earge, 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, guay jetty or vessel or in any other manner

(c) In the event of any such cargo, goods, article, substance or thing being cast or thrown or falling into any docks and dock channel or the river from any vessel, the Master or other person for the time being in actual charge of such vessel or her cargo, shall within three hours (excluding hours between 6 P.M. and 10 A.M.) give notice of the occurrence, furnishing full particulars thereof to the Dock or Jetty Superintendent, as the case may be, and take all lawful and proper measures and use every endeavour to have such cargo, goods or other article, substance or thing recovered, taken out of and removed from the docks, dock channel or river, as the case may be, and shall in regard to such recovery, taking out, removal or the measures and endeavours thereto or in the attempt thereof, obey and conform in all respects to any directions received from such

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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 byelaw 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 Calcuita 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 byc-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 1542c and 1542d).



# 32 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

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 Jettics to another part, or in regulating the position for loading and

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 Doek Superin-

6. Projections from any vessel, whilst hauling in or out of Dock or to or from the Jettics, 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

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 33

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 emergeney 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 ;
- (c) 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 erew 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-

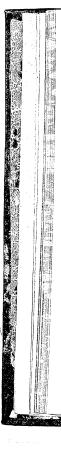
- (a) at the Docks securely fix the gangway supplied by the Commissioners during the whole time the vessel remains alongside the quay, and fix between sunset and sunrise one lantern at each end of a gangway so placed ;
- (b) alongside any of the jettics provide at least one gangway plank, not less than 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 eranes shall be given for the discharge of import cargo.

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

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

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

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

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

Cauro hast - 1		Rs.	$\Lambda s$	. Р.	
Cargo boat or barge up to 15 tons		 1	0	0	
Do. above 15 and up to 25 tons Do. above 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 curgo, and no fires shall be allowed on them between 9 P.M. and 5 A.M.

17A. Goods detained by the Customs Department for special examination under section 32 of the Sca Customs Act 1878 (Act VIII of 1878), shall, during such period of the detention as may be certified by the Collector of Gustoms to be not attributable to any full or negligence on the part of the importer, be exempt from

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

 Vide Notification No. 16-Marino of 3rd February 1919, † Vide Notification No. 37-Marine of 22nd November 10 ‡ Vide Notification No. 27-Marine of 4th April 1917. or 1934.

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

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

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

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

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

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

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

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

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

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

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

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



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

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 storn or head and kept upright. Side and stern ports to be shut in.

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

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

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

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

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

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

35. Masters of vessels shall furnish special notice to the Com-phur, matches, spirits of wine, kerosene oil, turpentine, pitch, tar and

36. No person shall remove from the Dock or Jettics any goods 30. No person snar remove from and Dock or Jethes any gover 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.

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

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

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

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

+40. Deleted

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

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

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

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

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

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

> \* Amended Vide Notification No. 5-Mne. of 17th February 1936. † Vide Notification No. 5-Mnc. of 17th February 1936



47. When goods are to be landed or shipped inward or outward authenticated challans, showing the descriptions and exact quantities of the goods, shall be tendered to the cashier by applicants for the passes. On the data furnished in these challans, the passes will be drawn up and the tolls levied. In the absence of such challans, or where reasonable doubts exist with regard to their genuineness or correctness, the calculation for lovying 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.

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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

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

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

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

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

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

# HOWRAH BRIDGE BYE-LAWS.

No. 8-Mne.- Oth February 1984.-The following bye-laws framed by the Commissioners for the Port of Calculta under Sections of and 13 of the Howrah Bridge Act, 1871 (Bengal Act IX of 1871), for the safe and convenient use of the bridge and approaches thereto, and also for the passage of ships, boats and vessels through the said bridge, in supersession of the by-laws published moder the said orage, in superscenary of the oy-taws purnshed tool, notifications Nos. 33 P. W. D., 86 Mne., 123 Mne, and 72 Mne., dated respectively the 29th January 1876, 4th August and 16th November 1906 and 30th June 1911, which were published in accordance

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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 Mnc., dated the 20th February 1934, shall, so far as the context requires, be deemed to be applicable to these by-laws,

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

- (a) tugs and inland steam vessels when not towing other vessels may drop through the ship opening under steam head to tido :
- (b) river flats may be warped through the ship or the 60 feet opening when the speed of the current at the openings does not exceed 1 knot.

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

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

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

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

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

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



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

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

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

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

# II. Additional 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

(b) overtake and pass another vessel when approaching the

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

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

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 41

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 eranes 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 enpacity of cranes is 2 tons at the Riverside Sheds (Garden Reach) and 35 cwts. elsewhere. The attention of Masters of vessels is invited to the loss in working when the cranes 6



42 are used to lift slings insufficiently loaded, and they are requested to instruct their officers to insist on cranes being given full load of 35 wets, whenever possible. Their attention is also invited to the following Byo-haws framed under Sections 126 and 127 of the Calcutate Port Act III of 1800 B,  $C_{1}$ .—

#### Bye-Laws.

Heavy lifts of over 55 crets shall be declared by masters of vessels, who shall be responsible for accidents arising orving 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 vosight tokens 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 forgoing 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 estend to Rs. 200 for every day after the first during which the breach continues.

## Use of Electric Lights.

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

#### Slinging cargo.

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

#### Heavy Lifts.

11. When heavy packages are to be discharged into the Port formissioners' lightens by the shirp's gear, the Master should advise may be deputed to taily sentermed, norder that a Shed Clerk furnish the Jetty or Dock San pinckages. Masters of vessels must through their Agents will be response of all lifts on board misdednarkal of a successful arising from the discharge statement.

# Arms and ammunition.

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

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#### Wines.

13. Wines can only be landed during the foremoon 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 laaded during the day whilst the shell lockfast is open. The tranding of such packages at night will only be permitted on finishing nights under a written application from the vessel.

#### Receipts for Export cargo.

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

#### Care of gangway.

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 r.M. respectively, on gate passes in form  $\frac{7.6}{Rev.2-16}$  signed by the Preventive Officer on duty and countersigned by the Inspector or Shed Master.

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

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



# Gratuities and treating prohibited.

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

# Warning against thefts.

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

# Bathing prohibited in Docks.

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

Place,	Number and Description.	Position,		
Berth Nos. 1, 3, 5, 7, 9, 11, 24, 25, 26, 27, 29, 14, 2, 4, 6, 8, 10 and 12,	36 Life Buoys and 2 Grappling irons,	2 Buoys at each berth secured, on Shed door and Shed walks quay side, one grapplings iron in Ins- pector's Office, Fast and one in Inverte		
Nos. 15, 16, 17, 18, 19, 20, 22, 23, 28 and Horse Jetty.	20 Life Buoys and 2 Grappling irons.	Inspector's Office, West. 2 Life Buoys at each Berth on Jetty approaches, ono grappling iron at 20 Berth Office and one at the Office of Deputy Dock Superin- tendent, 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

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

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 ashings must be supplied to secure all gangways placed on board

26. Loading gangways in the Coal Berths are not designed for use as accommodation or passenger gangways. A Commander 45

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

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

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

#### Use of water closets on vessel prohibited.

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

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

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

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

#### Fresh water for vessels in Dock.

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

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

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

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



In exercise of the powers conferred by Clauses (c) and (f) if Section 126 of the Calcutta Port Act, 1840, as amended by the Calcutt Port (Amendment) Act PI of 1895, the Commissioners in Meeting hereby make the following bye-laws:—

No person shall wilfully discharge into the river or into, or a 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 Calcule Port Act 1890, the Commissioners in meeting direct that breach of any of the foregoing bye-laws shall be purishable with fine white may ealend to five hundred ruppes, and when the breach is a continuing breach, with a further fine which may eatend to two hundred ruppes 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' as boats and trucks, which are manyhied free of charge, for the removal or King George's Dock), while in the Docks (Kidderpore Docks is not allowed. Vessels alongsidue of private boats for this purper removal of ashes etc. where a quay line is available for place be made on the Shed Master or Shu of ash boats or trucks should asply to the Shed Master or Shed Trucks and in the should apply to the Shed Master or Shed Forman of the nearest 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 alongsib trucks should be reported payrienced in connection with ash hostsor cinders, rubbish etc., to be dumped overboard or on shore.

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

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#### FIRE REGULATIONS.

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

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

- (a) Through the Fire Alarm Pillar situated under the staircase of the Jetty Superintendent's Office near No. 6 Jetty Gate.
- (b) Through the Fire Alarm Pillar situated at the north end of No. 8 Jetty Shed Railway platform.
- (c) By ringing up Fire Brigade (no number necessary) from any of the following offices :---
  - (i) Yard Foreman's Office near No. 7 Jetty Gate.
  - (ii) Hydraulic Engine House behind the north end of No. 5 Jetty Shed.
  - (iii) Assistant Superintendent's Office Near No. 13 Jetty Gate.
  - (iv) Shed Master's Office inside Nos. 8 and 8 Jetty Sheds if these sheds are open.
- (d) By ringing up the Port Commissioner's Fire Float (Tel. No. Calentia 396) if necessary.

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

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

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

No.1 DOCK — The steamer's fire bell should be rung and an officer sent to the Inspector's office either East (batween 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 Guuner (Tel. No. South 688) should be telephoned to.

Duy 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 Ganner (Tel. No. Scuth 638). 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 Calentta Fire Brigade (no number necessary) from the Assistant Superintendent's Office at No. 3 Gate.
- (c) By ringing up the Port Commissioners' Fire-float (Tel. No. Calcutta 396) if necessary,
- (d) By ringing up the Port Commissioners' Dock Fire Brigade Station (Tel. No. South 688).

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

#### NOTIFICATION NO. 52-MARINE.

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

#### BYE-LAW.

The speed of vehicular traffic of every description shall not exceed 

(a) Swing Bridge No. 1, between the Tidal Basin and Kidderpore Dock No. 1 and along the approaches thereto, that is to say, along the stretches of road in both directions between Soorkee Mill level crossing on the east and the junction of Tea Warehouse Road and Garden Reach Road

(b) Swing Bridge No. 2, between Kidderpore Docks No. 1 and 2 and along the approaches of road in both directions between the junction of Eastern Boundary Road and Circular Garden Reach Road on the east and the junction of Dumayne Avenue and Circular Garden Reach Road on

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

### A. CASSELLS.

Secretary to the Government of Bengal.

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

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

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

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

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

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

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

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

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

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

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

\* Vide Notification No. 89-Mne, of Sth September 1920.

The vessels crew shall render overy 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. It, 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 ean 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.

"486. In regulating the admission of ressels into the Dry Doeks preference shall be given to revesols with a gross tonnage of not leas than 1,000 tons, and the Deputy Conservator shall likewise he at biberty, with the approval of the Viee-Chairman, to give priority of the approval of the Viee-Chairman, to give priority of the loses for the least time not exceeding 24 hours, without regard to the order in which such crossels stand on the list. But no vessel to which priority any errounstances, to remain in the Dry Docks boyond the time for which she was regulated. Similarly, priority may be given to exceeding 72 hours, our to 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.

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

Vide Notification No. 93-Marine, dated the 10th June 1921.
 Vide Notification No. 89-Mne., dated the 8th September 1920.

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If such removal be impossible owing to work being in progress the vessel shall pay for every period or parts of a period of 24 hours of occupation of the Dry Dock boyond 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 stops and stone work, nor passed into or out of the Docks otherwise than by the means prepared for that purpose.

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

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

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

# APPENDIX A.

THE DEPUTY CONSERVATOR. PORT OF CALCUTTA.

SIR, I have to request that the undermentioned vessel may be received into a Dry Dock on or about the Name of Vessel Name of Owner

Description of work to be done in Dry Dock-

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

Signature of Applicant.

## APPENDIX B.

#### To The DEPUTY CONSERVATOR. PORT OF CALCUTTA.

#### SIR.

Date

То

 $\frac{1}{W_0}$  have to request that you will arrange to take the undermen-tioned vessel, of which  $\frac{1}{W_0}$  the\*\_\_\_\_\_, into Dry Dock :---

Name of vessel
Length
Beam Depth of hold
Depth of hold
Draft aft
Displacement weight of voscol at don't at a 1
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). Sianature

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.

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#### APPENDIX C.

# THE COMMANDING OFFICER,

To

S. S.

Sır,	ARRANGEMENTS have been made for the admission of the
8 8	Makadaminto here been minto the Kidderpore Dry M. on the day of
You	e attention is invited to No. 4 of the Commissioners' byc- ch 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 readines's on each side, fore and aft, and gantlines rove for mast-head pendants.
- "The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, and the bilges must be perfectly dry, fore and aft and kept so. All side and stern ports to be shut.
- "The ballast tanks must either be pressed full with their doors properly secured or pumped quite dry, and, when possible, with their doors off ready for examination.
- "The vessel's crew shall render every assistance when docking and undocking, and if, in the opinion of the Deputy Conservator, extra hands are required on board, they shall, for that purpose, be provided by the applicant.
- "If so required by the Dock Officers, the awnings shall be furled.
- "The vessel may be inspected by a Dock Officer, and should he find that any of the above mentioned provisions of this byelaw have not been carried out the vessel may be refused admission into the Dry Docks."

The vessel shall undock at\_\_\_\_ \_\_M. on the\_\_

day of \_\_\_\_\_\_ and water will be let into the Dock at \_\_\_\_\_\_ 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

Deputy Conservator.

# 54THE 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 See Bye-law No. 4. be refused admission to the Dry Docks. All side and stern ports to be shut.

3. The trim of a vessel is not to be altered, nor heavy weights See Bye-law No. 12. moved on boardship while in the Dry Docks.

4. Water ballast is not to be run out of a vessel while in the Dry • Votor Demes is now 40 be run out on a vessel winne in an 2-17 Bocks, except when write the sanction has been obtained from the Deputy Consorvator to do so and after the vessel has accepted in writing all risks. The necessary form of ap-plication may be obtained from the officer in charge of the Dry 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 See Bye-law No. 4. out into the Dry Docks without the sanction of the officer in charge of the Docks.

6. Galley refuse, sweepings and rubbish are not to be thrown about the Dock premises, but must be deposited See Section 137, Calcutta Port Act, III of 1890. in the proper receptacle which will be provided by the officer in charge of the Dry Docks.

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

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

#### DIMENSIONS. KIDDERPORE DOCKS

	Extreme length.	Length on bottom.	Breadth at entrance.	Height of sill above bottom of	Depth on sill.	
No. 1 Dry Dock No. 2 Dry Dock	549′0″ 499′6″	538'9" 488'6"	69'6" 69'6"	Dock. 2'0"	25′0° 27′0″	
No. 1 Dry Doek No. 2 Dry Doek	KING Length between caissons. 574'3" 589'3"	GEORGES Breadth at entrance. 80' 80'	Lovel	Bottom of dock, -21.50 -21.50	Level of basin water. +15 +15	

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# DRY-DOCK CHARGES.

(1) For the first 24 hours :--

1' 0.000 tana 0002	93 ann	as pe	er ton.	
For vessels not exceeding 2,000 tons gross For vessels from 2,000 to 3,000 tons gross	Rs. 1,2 (the a ve 2,00 plus for e tons 50 t	ehar ssel o tor Rs. every or p cons a	2-0 ge for of ns) 9-6-0	
For vessels from 3,000 tons upwards	2,000. Rs. 1,406-4-0 (the charge for a vessel of 3,000 tons) plus Rs. 7-8-0 for every 50 tons or part of 50 tons above 3,000. Rs. As. P.			
From the 2nd to 8th day inclusive for every six hours or part thereof	100	0	0	
From the 9th day and thereafter, for every six hours or part thereof	150	0	0	
From the 21st day and thereafter, the Com- missioners may, if they wish, make a charge per diem of	1,000	0	0	
For re-docking within the period for which the vessel has been regulated or re-regu- lated, for each operation	250	0	0	

(2) The above charges include removal of vessels from the Tidal Basin into the Dry Docks, and back, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work or cleaning or painting.

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

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

(5) A charge of Rs. 37-8-0 is made for the use of a Commissioners' capstan for the handling of a ship's propellers or for other work required by the ship.

### 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 *,,* ,, Outside Port Limits :---Rs. \* Turning of outward-bound ocean-going steamers in Ulubaria Reach or between the Southern limits of the Port of Calcutta and a line drawn due West from Moyapur Semaphore 200 0 0 For other purposes per 12 hours or part thereof counting from the time the tug leaves her moorings or place of call to the time of her return 600 0 0 For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part of ... 1-2-0 per gross registered ton with a minimum charge of Rs. 1,200. For towing dhoonies through the Howrah Bridge by means of a launch 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 Authority-Notification No. 50, dated 27th May. 1924, published in the Calcuite Gazette, dated 4th June, 1924, Part II, Page 693.

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TOWING CHARGES

For the service of a tug :---

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#### 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), rand 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 departunent. Notifications No. 78-4Marine, dated the 10th July 1923, as amended by Notifications Nos. 44 Mnc., dated 27th October 1930 and 3 Mne., dated the 13th January 1932.

Note .-- Unless there is anything repagnant in the subject or context .--

- " Explosives ", as defined in section 4 of the Indian Explosives Act. 1884, and as used in these rules-
- (a) means gunpowder, nitroglycerine, dynamite, guncotton, blasting powders, fulminate of mercury or of other metals, coloured frees, 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, meteo<sup>r</sup> matches, Chinese erackers, silbera sparklers, golden sparklers, electric sparklers, magic sparklers, amorces or caps for toy pistois, Patputias Martinicous magic wire and brilliant star matches.

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

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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

- Class 1 .- Gunpowder.
  - 2.-Nitrate mixture.
  - 3.-Nitro-compounds.
  - " 6 .- Ammunition (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 bean 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 of the hold in which the explosive is stored or carried double watertight bulkheads without openings. The floor of the hold shall be of wood and the sides if not of wood shall be covered with leather, cloth 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

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board the batches shall be kept closed except when the operation of loading or discharing 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 Calentia or in the navigable river and channels leading to the port of Calcutta, as defined under Notification No. 13 Mne., 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'-2" in diameter, properly strapped with an iron band in the middle having a ring attached for securing the rope and shall be approximately of the shape of the diagram\* set forth below, viz :---

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

### Explosives that may be landed at Movapore.

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

11(a) The fireworks mentioned in Rule 1 may be brought into the Port of Calcutta and landed on the guays 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 Ulubieria or Diamond Harbour railway station and there loaded into railway wagons for discharge to a magazine declared suitable by the Government of Bergal nucler 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 gunpowler, ammunition and fireworks on heard, a properly constructed powderbaat shall always he in attendance off the magazine for landing and shipping such explosives. No charge will be made for the use of the baat 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 bacar the baat. Every presention 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 magnine powder-beat; but should passing vessels require the use of the beat to pait out or take in ship's explosives, such vessels shall be advantaged by the particular of the explosives, such vessels shall be advantaged by the particular of trade to discharge explosives brought as eago. The landing of trade explosives, whether the station beats or private beats are employed, shall be at the risk and expense of the consigness 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 magnatine.

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-back.

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

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are in access of the quantity prescribed by Rule 1(a), such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Matteabrooj Chat, 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 presembed in Rule I(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, ordens shall be forwarded to the magazine-keeper to place the said explosives in the magazine powder-boat, and to send i off at stelt time as will avoid any detention of the outward-bound vessel. Before taking the explosives on heard, 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 basts as are approved for this partypose by the Boat Surveyor to the Port Commissioners shall be permitted to take on board at the Moyapore Magazine and bring as far as Prinsey's Ohnt, under cover of licenses to be granulal by the Commissioner of Police in such form as may be prescribed by the Local Government, 500 bbs. of trade gunpowder which is the property of dealers and ensigness. (For each boat the dealers shall supply an arned guard, pensioned sepecy, whom the Commissioner of Police. Calenta, will select.)

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

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

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

26. Explosives specified in the first division, Class 6, of the Indian Explosives Rules, 1914, viz, safety cartridges, safety fuzes for blasting, railway fog-signals, and precussion caps which have been brought as part of a general eargo, 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 jettics in accordance with the regulations prescribed in that behalf in the Port Commissioner by-laws.



The term "safety fuze" means a fuze for blacking which bars and does not explode, and which does not contain its own means of ignition, and which is of such strength and construction and contain 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 smallarms of which the case can be extracted from the small-arms afther firing, and which are so closed as to prevent any explosion in one cartridge being communicated to other cartridges. The term also includes ritle-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. Wheever 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).

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

(Vide rule 23 of the rules)

### FREE.

License is hereby granted to Messrs.

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

#### (Reverse.) Conditions,

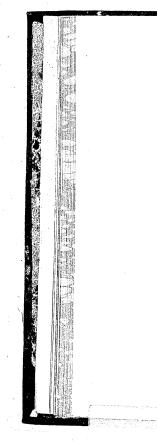
1. The gunpowder shall be packed in accordance with schedule IV of the Indian Explosives Rules, 1914.

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 (XX of 1934), as applied to Carbido of Calcium by the notified of a the Government of India in the Department of Industries and Labour, No. M.-826(1), dated the 15th October 1936, rend 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-metioned 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 Beluchistan and the Sonthal Parganas, but excluding Burma.

2. Suppression and savings.—All notifications and rules issued by the local Governments and all appointments made by them under the Indian Peterloum Act, 1899 (VIII of 1899), as applied to Carbide of Calcium by the notificatian of the Government of India in the Department of Commorce and Industry. No. 101-10, duted the 4th January 1907, are hereby supersched, hut all licences or duplicates granuled or ennewed, all fees imposed or leviel and all powers conformed by or under any notification or rule so superseded, shall so far as they are consistent with these rules, be deemed to have here respectively granted, renewed, impesed, levied or conformed nucle thas er 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" includes an Additional District Magistrate;

(g) "Inspector" means an officer authorised by the Governor General in Council under sub-section (1) of section 13 of the Act;

(h) "Prescribed receptacle" means a receptacle which-

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(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 Conneil under sub-section (I) 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.	Vizagapatam

5. Duty of master or agent in port.—(1) The master or the agent of the owner of every ship arriving at any port and carrying dealare 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 Forf may direct, and, while any carbide remains on board, shall not, except for the purpose of proceeding to say, 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 earbide into port shall be efficiently ventilated from the time the vessel enters the port until all the earbide on board has been discharged or until the ship has left the port. 67

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.

 Defective receptacles—The Collestor of Castoms may require that any receptacle containing earlied which does not satisfy the requirements for 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 consigne.

 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.

 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. Excitizione to lo diported to inspecting efficers.—The master or the agent of the course of any ship in port with activitied on bard shall, when so required by the Collector of Customs or by the Consorvator of the Port or by an Inspector or Sampling efficient, show to such officer all carbide under his control or on board, and shall afford every reasonable facility to canable such officer to inspect such carbide so as to accertain whether these rules are duly observed and to take samples, if such officer sole desires.

11. Landing of carbida.—(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' Hegulations.—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 Fort Commissioners, provided such regulations are not inconsistent with these rules.

### CHAPTER III.

### Transport of Carbide.

14. Transport in quantity not exceeding 6 pounds.—Carbide transported in any quantity not exceeding five pounds shall be packed in preseribed 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, earbide 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 receptede containing it from becoming vet.

(2) Where the earbide is conveyed by rail it shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the railway administration over whose line it is conveyed.

(3) All fires or artificial lights or articles capable of igniting acetylene shall be kept away from carbide stacked as provided in subrule (1).

17. Transport by passenger train.—Where carbide is transported by passenger train.—

- (i) the quantity carried by any one train shall not exceed 500 pounds;
- (ii) the vehicles containing carbide shall be well ventilated and as far as possible water-tight; and
- (iii) no naked lamp or other artificial light capable of igniting inflammable gas shall be taken into a vehicle containing carbide.

18. Transport by mater.—Where earbide 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 shins. 69

 Restriction on delivery and despatch of carbids.—(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 exhible 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 ignice spontaneously.

21. Licence for storage.--(1) No person shall store any carbide except upder 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 twentyeight 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 poundin a suitable unithabited building at least 20 feet away from any other premises: provided that quantities and exceeding 250 pounds may be stored in a place onnected 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 uniuhabited building at least 100 feet away from any other premises.

(2) Not more than fifty tons of carbide shall be stored in any one building.

23 Power to reduce distances. — The distances laid down in subrule (1) of rule 22 may be reduced by the Chief Inspector where screen walls are provided or olice 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 earbide 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 inflummable 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 earbide shall be spraed 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 recentacle. 71

(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 earbide granted under these rules who uses such earbide for the manufacture of acetylene gas.

(2) In this Chapter, apparatus means any appliance for the manufacture of acetylene gas, including all generators and gas-holders and the devices for preventing the passage of oxygen into the acetylene supply pipes, the pipe lines and the other fittings.

30. Construction of apparatus.—(1) The apparatus shall be so constructed that line sludge cannot gain access to any pipes intended for the passage of gas or the circulation of water.

(2) The use of glass in water gauges, sight boxes, etc., shall be avoided, but where glass is absolutely necessary as part of the apparatus it shall be effectively protected against fracture.

(3) The apparatus shall be so constructed that it is not possible, even by incorrect manipulation of cocks, to seal the generating chamber hermetically.

(4) The air-space in a generator shall be as small as is consistent with the proper working of the apparatus.

(5) No metal containing more than 80 per cent. of copper shall be present in any portion of the apparatus excluding the nozzles of the blow pipes.

(6) The various parts of the apparatus shall be of adequate strength to withstand any pressures that may be generated therein.

(7) The size of the pipes earrying 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.

7233. 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 there-from shall not be capable of generating more gas.

(2) The apparatus shall give no tarry or other heavy condensation products from the decomposition of the carbide.

36. Residue .--- (1) An open tank shall be provided in the open air for the reception of all residue from the 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 73

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 license, shall record his reasons for such refusal in writing.

(2) A copy of the order containing the reasons for such refusal shall be given to the applicant on payment of a fee of one rupee.

45. Cancellation of licence.-(1) Every licence granted under these rules shall be liable to be cancelled by the authority granting such 10

a licence, for any contravention of the Act, or of any rule made thereunder, of any condition contained in such licence.

(2) The author<sup>i</sup>ty 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

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

(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

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 shall not be liable to any penalty or confiscation under the Act or these rules for exercising the powers granted to the licensee by the 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

(2) A fee of one rupce shall be charged for a new licence for the unexpired portion of an original licence granted to any person apply-

49. Loss of licence .- Where a licence granted under these rules is lost or accidentally destroyed, a duplicate may be granted 75

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.)	Parpose for which granted.	Authority empowered to grant licence.	Peo.
1	2	3	1	
1	В	To store carbide in quantity not ex- ceeding 250 pounds at any one time, provided the car- bide is not to be used by the licensee for the generation of acetylene.	The District Authority	(a) When the Rs 4. atomstity to be atored does note exceed 1,000 pounds. (b) When the Rs 4 forthofirst quantity to be 1,000 pound- stored exceeds plas annas 8 for 1,000 pounds at 3,100 pound- do pounds, or part thereof
2	с	To store carbide in all other cases,	The Chiel Inspector.	<ul> <li>(c) When the Rs,6 for the first quantity to be 5,000 pound stored exceeds plus Re, 1 for 5,000 pounds of 0,000 pounds.</li> <li>(d) When the Rs, 20. quantity to be stored exceeds 6,000 pounds.</li> </ul>

### SCHEDULE II. FORMS.

### FORM A.

#### (See Rule 38.)

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

Calcium.

1,	*Applicant's Name	The replies to be written in this column.
	,, Calling ,, Address	
2.	Situation of building in which car- bide is to be stored.	
	Provinco	
	District	
	Town or village Locality	
3.	Quantity of carbide proposed to be stored.	
4.	Form in which license is required	
5.	Quantity of carbide already stored, if any, on the premises.	
6.	Is the carbide for use or for rate	
	unopened in the receptacles in which it is received, and, if not,	
	In what receptacles will the carbide be kept, what is the capacity of the	
	they made?	
7.	In what part of the building will the	
	carbide be kept? How are the pre- mises constructed? Are the premises	
	used for other purposes, and, if so, for what purposes ?	
8.	Is the earbide to be wood to a	
	manufacture of acetylene gas ? How is the generator constructed and	
	Give particulars as to the building in which the generator will be placed.	
	from other buildings, and whether it is used for other purposes. How	
	is it proposed to dispose of the residue? Will the generator be in	
в	petent to manage it ?	
-		
	Signature of applicant,	
	Postal address of applicar	t
	Date of application.	•••
	"In cases where the application i	made on behalf of a company, the name
g	nd address of the company and the nan	s made on behalf of a company, the name to of the manager or agents should be

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### FORM B.

### (ARTICLE 1 OF SCHEDULE I.)

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

Fee Rs.

Licence is hereby granted to

No.

The

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

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

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 licenced 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 rupces for a first offence and which may extend to twe thousand rupces for any subsequent offence.

#### Conditions of licence.

 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 receptueles. During such removal or refilling overy 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 seened 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 acctylene shall be permitted at any time within or near the building in which the Carbide is stored.

6. Free access to the licensed premises shall be given at all reasonable times to any Inspector or sampling officer and every facility shall be afforded to an Inspector to ascertain that the rules and the conditions of this licence are duly observed and to a sampling officer to inspect and take samples for testing of any carbide.

7. Any accident, fire or explosion occurring within the licensed premises, which is attended with loss of human life or serious injury to person or property shall be reported to the nearest Magistrate or to the Officer-in-charge of the nearest Police Station immediately and by telegraph or telephone where such means of communication

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

### FORM C.

## (ARTICLE 2 OF SCHEDULE 1.)

Licence to store Carbide of Calcium.

## No.

The

## Licence is hereby granted to

valid only for storage of

of Carbide of Calcium at any one time in the building described below subject to the provisions of the Petroleum Act, 1984, and the Carbide of Calcium Rules, 1937, and to the further conditions on the

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

Chief Inspector of Explosives in India.

Fee Rs.

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### Description of the building referred to above.

Date of renewal.	Date of expiry	Signature of licensing authority
		1

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 twentyeight pounds to any one who has not a licence to store Carbide of Calcium or any quantity of Carbide of Calcium exceeding half a pound, except in accordance with the rules as to the manner in which the Carbide is to be packed.

3. Only one receptacle containing Carbide of Calcium shall be opened at a time and only for the time necessary for the removal of the Carbide required or for the refilling of other receptacles. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the Carbide of Caleium, 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.

80 5. Due precautions shall at all times be taken for the prevention of accidents by fire or explosion and no smoking, fire or artificial light

or article capable of igniting acetylene shall be permitted at any time within or near the building in which the Carbide is stored.

6. If Carbide of Calcium is used for the manufacture of acetylene gas, the following precautions for ensuring safety shall be adopted :--

- (a) every apparatus for generating and storing acetylene gas other than a portable apparatus holding a charge of less than two pounds of Carbide shall be situate in an eubuilding, or in a suitable place in the open air;
- (b) such apparatus shall he as far away as may be practicable from dwellings and, if in a building, such building shall be well ventilated and not used for any other purpose;
- (c) no fire, flame or artificial light or article capable of igniting acetylene gas shall be taken into or near the building or place where the apparatus is situate ;
- (d) where an acetylene generator is used for oxy-acetylene welding or catting, an efficient device shall be provided for proventing 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 sep protected that in the event of an explosion in the device, there would be no risk of injury to any person in the visinity; and
- (e) the rules relating to the manufacture of acetylene gas shall be observed.

7. Free access to the licensed premises shall be given at all reasonable times to any Inspector or sampling officer and every facility shall be afforded to an Inspector to accertain that the rules and the conditions of this license are duly observed and to a sampling officer to inspect and take sampling officer to inspect.

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 properly shall be reported to the nearest Magistrate or to the Officer-in-charge of the centers Police Station immediately and by telegraph or telephone where such means of communication are available.

### A. G. CLOW,

### Secy. to the Govt. of India.

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### 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 acctlence, when liquid or when subject to a pressure above that of the atmosphere explable of supporting a column of water exceeding two hundred and fikly inches in heights 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 acctylene 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 acctylene 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 hurnt: 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:

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

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

Government of India Notification No. 596-D of 6th December 1919,

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

- (1) The porous substance shall fill as completely as possible the cylinder into which the acctylene is compressed.
- (2) The porosity of the substance shall not exceed eighty per cent.
- (3) Any acctone or other solvent used shall not be capable of chemical reaction with the acetylene gas or with the porous substance or with the metal of the cylinder, and the quantity of acctone or other solvent shall be such that when fully charged with acceptene 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

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

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

(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 commercial 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

(7) The compression of the acetylene shall be carried out only on such premises as shall have been approved in writing by 83

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

- (8) No firm shall charge with acetylene any cylinder manufactured by any other firm unless it is in full possession of full particulars and previous history of such cylinder, or has otherwise assured itself that the cylinder complies with the requirements of such notification.
- (9) Whenever a cylinder is charged with acetylene it shall be subjected to a thorough visual examination if the history of the cylinder shows that it has not been subjected to such an examination within the previous twelve months and at the same time the valve shall be removed and the conditions of the porous substance at the neck of the cylinder ascertained.
- (10) Every cylinder shall have permanently and conspicuously marked upon it or upon a brass plate soldered to it the name of the manufacturer and the words " Acetylene compressed into porous substance exempted by the notification of the Government of India in the Department of Commerce and Industry No. 596-D., dated the 6th December 1919"; and every cylinder shall lear 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.

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(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 excreise of the powers conferred by soction 6, Sub-section (1), clause (p), of the Indian Ports Act 1008 (XV of 1908), as amended by the Indian Ports (Amendment) Act 1011, (IV of 1911), and in superassion 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-pos, (2) Chicken-pos, (3) Monsles, (4) Plague, (6) Chalera, (2) Falous Perev; (7) Sleeping Sickness, (3) Typhns, (6) Chalera, (2) Falous Perev; (7) Sleeping Sickness, (3) Typhns, (6) Chalera, (2) Falous Perev; (7) Sleeping Sickness, (3) Typhns, (6) Robert (10) Afiguer, (11) Lightenza and (12) Panemonia ourring on vessel or for the time being in port therein, and in respect of any death on a vessel not carrying a madical effect coming in any port within the said area or for the time fin any port therein.

### Part I-Definitions.

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 or 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 I (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

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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 beard 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 plaque and cholers seven days) immediately preeding the rarival.
- (3) (a) Every vessel which has come from the cast coast of Africa wibin the limits of Pert Soudan and Durban or from any other locality declared to be infected with slocping sickness or jigger is a "suspect of vessel" for the purposes of these regulations, unless during the voyage three has been one or more cases or suspected cases of either of these discases 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 pert infected with yellow fever or communicat of 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 parposes of these regulations, unless within the same period there has been on board a case or suspected 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 fect apart in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white and the lights at the ends of the base shall be red,

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

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

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

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

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

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

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

### Part III .- Berthing of vessels.

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

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

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

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

### Part IV.-Inspection of vessels.

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



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

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

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

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

## Part V.-Removal of the sick.

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

14. Unless a vessel shall have had communication with the shore under the proviso to Regulation 44, and except as provided for under Regulations 19 (2) and 34, the removal of sick passengers is not to be enforced in the case of persons bound for an onward port unless under the clearest necessity of which the Health Officer shall be the judge, and in every such case a special report explaining the reasons for the action taken must be submitted by the Health Officer to

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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 28 and 24. Other vessels will be dealt with in accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), VI (E), VI (F) or VI (G) according to the disease on account of which they are declared suspected or infected.

### Part VI-A .- Small-poz, 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 undecked eraft, direct the disinfection or in special cases the destruction of food-stuffs which

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

(5) may, order that any portion of the vessel that has noteally been exposed to contamination or is in a filthy orinsanitary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may probabilis the discharge of bilge-water or water ballast within port limits without previous disinfection;

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(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 :---

- 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 disembarded 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 beard shall be destroyed, either before or after discharge of the eargo, in either case as quickly as possible and in such manner as to avoid as far as possible damage to morchandise and to the shir's plating and engines. The operation, in any case, must not

• • • Olservation " means isolation either on board the ship or in a sanitary station appointed for a single state of the state of partique. Passengerg under • \* arcreditance" are not imposed to state of the state of the state of the eeming and they are subjected to medical eminime at these places are informed of their in these regulations. 91

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 certifact, the cortifacts 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 :--

- 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, prutique shall ordinarily be given at once as provided for in Regnlation 17, but he Health Officer may, in his discretion, if special circumstances appear to him to require it, impose any or all of the following measures —

(1) medical examination as prescribed in Regulation 9;

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

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

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

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

(1) medical examination as prescribed in Regulation 9;

- (2) bacteriological examination of rats for plague as far and as quickly as possible ;
- (3) destruction of rats as prescribed in Regulation 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

(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, onforce the provisions of the Regulations 19, 21, 23, or 24 as the case may be, to such extent only as may, in his opinion, be necessary for the purpose of controlling the actual communication with the shore :

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

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

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

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

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

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

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

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

#### Part VI-C .-- Yellow Fever.

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

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

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

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- (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 meaning the second second second and shall be treated on bard for at less four days. Any person suffering from free shall similarly be isolated, be protected from the approach of mesquitees by curtains and treated on board for at less four days. All passengers in perfect health (with normal temporature, etc.) may be landed, and shall be kept under close observation for a period of at less eight days extensible at the dissection of the Health Officer to a maximum of twelve days, special presentions being taken throughout the whole of this period to prevent mesquitoes 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 snarchion of Government. If such sanction is given, the most minute precautions to prevent mesquitos reaching the patient shall be taken, including a mesquito-proof cabin on the launch, mosquito-proof ambulance and a mesquitoproof ward in an isolation hespital.
- (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,<sup>\*</sup> under efficient supervision, of every cabin, store-room, alley-way and hold.
- (6) All water in which mesquitoes could bread should be emptied into the sea or river and all drains flushed by means of a hose. The bilgs should be pumped out or oited. The drinking water tanks should be emptied to get rid alrave, fresh water being taken and the tanks completely filled so as to drown ya dult mesquitoes which may be present in them.
- (7) Provided if no case of yollow fever has occurred on baard within two months immediately preceding the vessel's arrival, ouly 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.

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(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 paramission 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 enharkation of, or subject to the arrangements above referred to may disembark, any person proceeding to India who is suffering or suspected to be suffering from sleeping sickness.

35. In the case of a vessel arriving from the East Coast of Africa within the limits of Port Soudan and Durlean or from other localities declared to be infected, hhe procedure prescribed by Regnlation 2 shall be complied with and the crews or passengers, etc., shall be medically inspected in accordance with Regulation 92.

#### Part VI-E.-Jigger.

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

- 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 wratery 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 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.

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

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

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

### Part VI-G .- Pneumonia.

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

(1) All persons on board shall be medically examined as prescribed in Regulation 9.

(2) All persons suffering from pneumonia shall immediately

be disembarked under the directions of the Health Officer, and isolated in the camp or hospital, whether aslore or alloat, appointed by Government for the

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

### Part VII.-General, Vessele

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

38. The master of any vessel who may object to submit to the foregoing regulations may put out to sea again, provided that • Vide Notification Nov 62 & 134-Marine, dated 23rd May and 21st October

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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.

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 nort 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 fourthclass 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, bed ding and infected articles belonging to passengers of

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Provided that, at any port where, in the opinion of Government 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 erew 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,

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

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

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

54. Regulations 44 to 53 shall apply to all pilgrim or emigrant ships and may, by order of Government, be applied to vessels leaving a port in India or Burma for another in India or Burma.

### (See Regulation 43.) APPENDIX A.

#### Instructions for Disinfection.

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

2. Under-clothing, bedding, wearing apparel, mattresses, carpets etc., which are contaminated or suspected, and other articles to be disinfected, should be exposed for 15 minutes to saturated steamunder 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.

#### 8. 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 solu-tion 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 shke it by moistening it gradually will abant half a pint of water. When the operation is completed, the resulting pywder 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.

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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 exercta. Expectorated matter should be burnt.

5. Disinfection of ships on which plague has occurred among human beings or rats .- All rats on board shall be destroyed by means of sulphurous anhydride or other suitable disinfection. The cabins, etc., occupied by the sick or those suspected to be suffering from plague shall, at the discretion of the Health Officer, be treated with a solution of corresive 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 gaugways shall be raised at night, and a watchman shall be placed on each gaugway during the day from the time the gangway is lowered until it is raised.

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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 3rd 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 6th March 1917, on the subject.

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

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

2. The Master or the medical officer, if there be any, of any incoming vessel shall record without delay Master's Declaration, any incoming vessel and these rules a signed declaration in respect of the absence or presence of infectious disease or suspected infectious disease. For this purpose, a register containing copies of the declaration form shall be maintained on board the pilot vessel and shall be taken on board the incoming vessel by the pilot. After obtaining on the form the signature of the Master or of the medical officer, as the case may be, the register shall be returned to the pilot vessel by the Pilot.

The senior officer on the pilot vessel at the Sandheads shall then send direct to the Port Health Officer, Calcutta, Report to Port a wireless message in regard to the health of Health Officer. 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

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

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

during the voyage.



have occurred, shall also telegraph the information direct to the Port Health Officer. The pilot shall bring such inferted 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.

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

5. Vessels with chicken-pox, measles, or scarlet fever on board Chicken pox, may be allowed to proceed to Metteabrooj under the measles, searlet 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

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

7. The Pilot of a suspected vessel, including any vessel arriving Vessels permitted from a locality infected with sleeping sickness or to proceed to jigger, shall bring the vessel up to Mettenbrooj and Motteabrooi. 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 contrajous 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, 105

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

Norn.—When a ship has arrived from East Africa *via* Colombo and has been granted formal pratique after examination at Colombo, site shall be taken as arriving from Colombo and as such caljing 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 per-

Communication mission of the Health Officer, allow any communiprohibited. cation, except oral, with the shore or with any vessel or bont, excepting only the pilot boat, and in that case com-

munication shall be limited to receiving only the pilot, the leadsman, their servants and baggage.

9. The Health Officer, on receiving the notice under rule 2 shall arrange to examine the vessel without delay, Inspection of inspection of and the Master shall give him every facility for of cases of infectious the examination of the passengers, crew, personal diseases 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 Metteabroof the Health Officer shall arrange for the removal of the sick person to hospital by ambulance. The Deputy Commissioner of Port Police shall arrange to afford any assistance required by the Health Officer in the removal.

### Vessels lying in the Port of Calcutta.

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

(a) If the vessel is lying alongside a wharf or in the docks, the Master shall cause information to be given to the Intimation to Dock Dock Master or Superintendent of the Wharf, and Master.

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 Duty of Master. carry out all reasonable orders of that officer and give such assistance as may be necessary.



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

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

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

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

jettics, but not in the docks. When the flushing system is disarranged, provision must be made for handflushing (tub and tin) each time the privy is used ; otherwise the privies should be kept locked and use made of over-side privies.

15. The Master of every vessel in the stream, or in the docks is responsible for seeing that ashes and galley refuse are Removal of ashes

not allowed to accumulate or remain for more than and refuse 48 hours. Any failure of the conservancy system at

affecting ships should at once be reported to the Port Health Officer.

### Disposal of dead bodies.

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

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

the vessel is likely to arrive at Calcutta the same day, the Pilot shall telegraph particulars to the Port Health Officer who in turn shall inform the police. The body shall be kept on board until

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

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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 Budge-Budge and Cossi-Death in the port. pore, 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 Certificate as to vessel carries a medical officer that officer shall cause of death. certify as to the cause of death. If there is no medical officer, the above certificate shall be given by the Port Health Officer.

20. When the Medical Officer of the ship or the Port Health Officer is unable for any reason to give a certificate Post-mortem exaas to the cause of death, the police shall be immeminstion diately informed by the Medical Officer or the Port

Health Officer, as the case may be, and asked to arrange for a postmortem examination.

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

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

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

#### Accidents.

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

by ambulance.

25. The manjhi of every flat or cargo boat is responsible for anliness of in. seeing that his vessel is kept clean and that foul Cleanliness of inbilge-water is not allowed to accumulate. land craft.



### APPENDIX A.

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

INTIMATION of the outbreak of infectious diseases on vessels Use of telephones. 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 Doeks, 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.)

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

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

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

## NOTIFICATION NO. 82-MARINE.

Dated

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

Note-The Medical Officer will fill up the section required, cancelling the other. In the absence of a Medical Officer, the Master will fill up the form. In the magnetic state of the s

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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-Mne., dated 13th July 1908 No. 136-Mnc., dated 17th November 1908, and No. 103-Mnc. dated 17th October 1911.

#### RULES.

1. Whenever it appears to the Magistrate of the District or the Sub-divisional Magistrate, within whose jurisdiction any 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 ghat in question, and no passenger may embark without being so examined and passed.

2. (1) Whenever any case of plague, small-pox, choiera 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 ghat 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 and i permission has heen given by the District or Sub-divisional Magistrue, 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 patient, to be disinfected.

7. (1) In case of death, the body of the patient shall be wrapped in a cloth seaked in a disinfectant taken from the list prescribed and 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 these 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. 111

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 1990.—In exercise of the powers conferred by sections 54 and 67 of the Indand Steam-Vessels Act, 1917 (J of 1917), the Governor in Conneil is pleased to make the following rules for the protection of passengers on inland steam-vessels or vessels propolled by electricity or other mechanical power proceeding to melas (fairs) against the spread of plague and other epidemic dicases by persons travelling in such vessels and for affording proper medical aid on board such vessels to these passengers who suffer from such epidemic or other discusse. These rules are supplementary to those published under Notification No. 52-Mac. Aided the 11th August 1918.

### RULES.

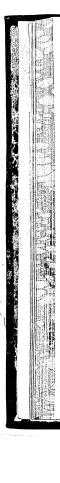
1. Definition.-In these rules mela means a periodical gathering of a large number of people for religious or other lawful purposes.

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

- (a) a duly qualified doctor with sufficient medicines and with the necessary transfusion apparatus for the treatment of cholera cases;
- (b) drinking water of one gallon per head per diem or such less quantity as the local Government may prescribe for each passenger carried, for supply free of charge to the passengers; and
- (e) a supply of one of the disinfectants mentioned in the list maintained by the Sanitary Commissioner, Bengal, and in such quantity for every 100 passengers as may be prescribed in the said list.

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 the 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 rupes.

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 fahermen in any part of the navigable channel of the Badge-Badge, where the channel lies close to the shore. Landmarks have been creted to dehanel lies close to the shore. Landmarks and no fahing boats shall be morred, 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 boats shall be moored, nor nets of any description cest, in such

# NOTIFICATION-No. 9-MARINE.

The 16th January 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20th October 1914, (as amended by Erratum 113

Notification No. 8-Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infections or contagions diseases, and the disposal of dend 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 quantilies 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 vouto* at a port infected with yellow fiver or communicated (except or ally without contact or by signal) with a vessel either infected or which has left an infected point 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 classe (1) of rule 32 of the rules published under Notification No.186-Marine, dated the 20th October 1914, (sa amended by Notifeation No. 8. Marine, dated the 16th January 1915), relating to the messures to be taken for the prevention of the sprend of dargerous, infections or contagious discases, and the disposal of dead bodies an 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 6 $\pm$  fathoms with the Norman Flot Light House East (strue) at a distance of 14 miles, as the special ancharge in the pert of Chittagong in the case of vessels which have, which a period of two months preceding their arrival, started from or touched *m* route at a port infected with yellow fever or communicated (except corally, without contact or by signal) with a vessel cither infected, or which has left a port infected, with yellow fever within tha period.

#### F. A. A. COWLEY,

Offg. Secy. to the Govt. of Bengal.

#### NOTIFICATION-No. 100-MARINE.

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

 Small-pox, (2) Chicken-pox, (3) Mensles, (4) Plague, (5) Cholera, (6) Yellow fever, (7) Sleeping sickness,

(8) Typhus, (9) Searlet fever and (10) Jigger occur. ring on vessels coming to the port of Chittagong the Governor in Council is pleased-

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- (1) to appoint the Norman's Point Lighthouse 671° distance 11 miles, in 61 fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of or deaths from, any of the diseases (except yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and
- (2) to provide the place outside the Karnafuli river i.e., in 61 fathoms, with the Norman's Point Lighthouse East (true) distance 11 miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

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

## NOTIFICATION No. 40-MARINE.

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

### RULES.

### Preliminary.

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

For the purposes of these rules :----

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

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(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 are of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile ;

(2) The said green and red side-lights shall be fitted with in board screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

Article 3 (1).- A steam-vessel, when towing other vessels which are lashed alongside, shall have the white mast head light and the red and green side-lights so placed that they will be visible as set forth in Article 2 (1).

(2) When vessels are being towed alongside the side-lights prescribed in Article 2 (1) (b) and (c) shall be carried on the outermost side of the outermost vessel on each side; and none of the other vessel shall exhibit side-lights.

(3) In cases in which a flat or other vessel is being towed by two steam vessels lashed alongside on each side they shall have the white must 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) shalt be carried on the vessel towed, the green and red lights prescribed by Article 2 (1)



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

(4) A steam-vessel when towing other vessels astern shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other not less than 3 feet apart in the fore part of the vessel. Each of these lights shall be of the same construction and character as the light prescribed in Article 2 (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 hight 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 the river which she intends to take. When a steam-vessel makes fast to allow another such vessel to pass, the search-light of the stationary vessel shall be either extinguished or be kept broad on the bank until the moving vessel has passed.

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

# Sound-signals for fog, etc.

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

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

A steam-vessel shall be provided with an efficient whistle or siren sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and also with an 117

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.

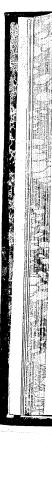
Article 11 .- One prolonged blast should be given to convey a warning in the following cases :---

- (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 wherea 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 causo, 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

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 Array 13. - In harrow common every scam-vessel snah, when is safe and practicable, keep to that side of the fairway or mid channel

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Article 20 .- In obeying and construing these rules, due regard shall he 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 steamvessels 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 laster vessel, and shall ease and if necessary stop the engines as soon as the faster vessel comes abreast in order to allow her to pass freely. The Master or pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam whistle. But no vessel shall pass another vessel at any of the turning points or bends of a river, or in a part of the channel so narrow that a third vessel can not with safety pass them.

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

Article 25 .- When two steam-vessels proceeding in opposite directions are likely to meet at the junction of two rivers, the





vessel in the wider of the two streams shall not attempt to enter the narrow river, until the vessel in such latter river has passed

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

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

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

One short blast to mean, "I am directing my course to starboard." Two short blasts to mean, "I am directing my course to port." Three short blasts to mean, " My engines are going full speed

## Proper precautions to be taken in all cases.

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

# Penalty for disobedience of the rules.

Article 28.-Any person committing a breach of any of these rules shall, for each offence, be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

### RULES TO REGULATE THE NAVIGATION OF INLAND STEAM-VESSELS IN CERTAIN PORTIONS OF THE RIVER HOOGHLY.

NOTIFICATION NO. 25 MARINE.

The 15th August 1936. In exercise of the powers conferred by clause (j) of sub-section (2) of section 52 of the Inland Steam Vessel Act, 1917 (I of 1917), the Governor in Conneil is pleased to make the Act, 1911 (10) 1911), one coverier in connet is pressed to make an following rules for regulating the unvigation of inland steam-vessels in certain portions of the river Hooghly, in supersession of the rules published under this Department Notification No. 105-Mnc., dated the

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

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 ou the edge of Munnikhali Sand.

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

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

7. In Buj Buj anchorage no inland steam-vessel other than a stemwheeler, launch, tug or ferry steamer which has no other craft is 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 Achipur Reaches, inland steam vessels shall navigate on the edge of the sand on the left bank of the river.

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

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

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

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

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

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

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

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

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17. From Hospital Point to the Northern entrance of the Rangafala Channel, inland steam-vessels shall navigate the left had 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 occan-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 Ulubaria 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 Ulubaria 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 interfore with the vision of those in charge of the navigation of such vessels

22. Any person navigating or in charge of any inland steamvessel 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,

### 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 (l), of the Indian Ports Act, 1908 (XV of 1908), the Governor in Council is pleased to make the following rule to regulate the use of search-lights by sea-going vessels in the ports of Calcutta and Chittagong and in the navigable channels of the rivers Hooghly and Karnafuli leading to the said ports, in which that Act is in force in order to ensure the safety of the shipping :--

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

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

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# RULES UNDER GLANDERS AND FARCY ACT.

NOTIFICATION NO. 7239-AGRI .- THE 2ND SEPTEMBER 1916.

### Triles.

Definition 1. In these rulesterms used 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 nort :
- (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 tarte the same meaning as in the Glanders and Farcy Act, 893; consequently the expression of videoacd? Then the meaning stated in section 3.10, or the latter Act, and the word "horses" includes asses and mules—Sec section 2 (?) of that Act.

 The operations under the Act in the port shall be under utob by Print the direction of the Principal, Bengal Veterinary Control by Prin-College. cipal.

3. Whenever a vessel with one or more horses Daties of Master on board arrives off Saugor Island,and signaller on arrival of vessel off Saugor Island.

### (1) the Master shall-

- (a) report to the Pilot in charge of the vessel the fact of the horse or horses being on board ;
- (b) hoist at the main or mizen mast, for the information of the signaller on duty in the port (if any horse is from Queensland), Flag H, or (if none of the horses are from Queensland) Flag N;
- (c) keep the said flag flying until he is informed by the In-spector that none of the horses are diseased; and

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(d) not allow any horses to be landed until he has received a report from the Inspector that they are free from disease :

(2) The signaller at Saugor shall telegraph at once to the Principal advising the arrival of the vessel.

Norg-The telegraphic address of the Principal is "Bencol" Calcutta.

4. When any horse is suspected of being diseased, the owner Owner to report or person in charge shall report such fact to the suspected disease to Master.

5. (1) Whenever a vessel with one or more horses on board is in or about to enter the port, an Inspector may Entry of vessel by board the vessel for the purpose of ascertaining Inspector. 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 (a) when maxing any such entry and inspection, the Anspector may be accompanied by any other Inspector or a Veterinary Practi-tioner 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 Procedure when has been in contact with a diseased horse seizes Inspector believes such horse under section 6 of the Act, he shall horse to be diseased. deliver the same to a member of the Veterinary

Preventive Force to be taken to a Veterinary Practitioner.

(?) 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 125

7. (1) When an Inspector seizes a horse, he shall present to Presentation of the Master of the vessel, or to the owner or after person in charge of the horse, a notice of seizure documents seizure of horse. 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 Destruction of section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the carcass horses. 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 discases 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 Precautions during transit of horse for examination, slaughter, cremation, burial or any other lawful purpose, the owner or person in charge or carcass. 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, Disease of disease of disease the owner or person in charge of it shall, as soon as bores. A standard disease of disease the owner or person in charge of it shall, as soon as possible, and with all due care for the percention of the enreuse to be there to a suituble phace to be three burnt or burnt or or otherwise disposed of in the safest and most office.

(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 Methods of disington of the Act to the Master or the officer in charge of a under section 9 of the Act to the Master or the officer in charge of a the Act.

- (a) all refuse derived from cleansing, and all dung, litter, straw, grass or hay, shall be taken to a suitable place and burnt;
- (b) every piece of stable gear connected in any way with a discased 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 scribbing with hot water may be substituted for the use of a steam hose.

(2) Notwithstanding anything in sub-rule (1), the Inspector may prescribe any method of disinfection which in the special circumstances of the case may seem to him to be necessary.

Examination of 13. (1) Every vessel which has been disinvessel by Inspector feeted 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 127

and the master or officer in charge of the vessel shall be bound forthwith to carry out such orders.

14. The expense of detaining, isolating and testing, under the Recovery of ex- Act or these rules, any horse which a Vaterinary entrin dealing Practitioner has certified to be diseased, shall be with diseased horns. recovered from the owner or the person who was in clarge 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 Vectrinary College, if it is proved to his satisfaction that the debtor has excented promptly and theroughly all the duties laid upon him by or under the Act or these rules.

 All sums due from any person under rule 14 shall be Recovery of sums due. they were fines.

16. If, after completing the examination, the Veterinary Practi-Procedure when, at idence is of opinion that the horse is not discased, after examination, a the expenses incurred shall be debited to Governto be diseased.

IT. In the event of obstruction the Police shall, on the written Amistance by Police. The policy of the policy of

18. Every Inspector and every member of the Veterinary Pre-Uniforms. exhibit Proce, who is not a gravetted or commissioned officer, shall, when on duty, wear a distinctive uniform preseribed for his department: Provided that the Principal may exempt any officer from compliance with this rule.

19. Whoever commits a breach of any of these rules shall be Penalty for breach punishable with imprisonment for a term which of rules. may extend to one 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 Compensation. discase, but which has been in contact with a discased horse and reacts under

the recognized test and is thus proved to be diseased :

Provided as follows :---

(a) the horse is proved to the satisfaction of an Inspector to have been the property of its present owner for not less than 14 days prior to the detection of the disease;

(b) in the opinion of the Veterinary Practitioner, it was apparently free from discase at the time when it came to be the property of its present owner;

 (c) it is not the property of the Government or of a District or Local Board or Municipality or of a company subsidised by Government or local authorities or of an asylum for animals;

(d) the owner of the infected horse has exercised reasonable expedition in bringing the case to the notice of an Inspector;

(e) the owner has given all reasonable assistance to such Inspector and to the officers of the Veterinary Department in preventing the spread of infection;

(f) the premises, harness, etc., have been disinfected or cleaned to the satisfaction of an Inspector ;

The Principal shall determine the value of the horse.

(2) The scale of compensation will be-

Half the value of the horse subject to a maximum compensation of Rs. 100

The estimate is to be based on the value of the horse immediately before it became subject to the rules under the Glanders and Farcy

Explanation L-The object of conditions (a) and (b) in sub-rule (1) is to discourage any dealing in or importation of horses known or

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

## SCHEDULE I.

## [See Rule 5.]

GLANDERS AND FARCY ACT, 1899.

### Cortificate of the Appointment of Inspector. Certified that

of ment notification No. has been appointed by Governto 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

Principal, Bengal Veterinary College.

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#### SCHEDULE II.

#### [See Rule 7.]

#### Notice of seizure under Glanders and Farcy Act, 1899.

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

Inspector under the Act.

#### SCHEDULE III.

#### [See Rule 7.]

GLANDERS AND FARCY ACT, 1899.

#### Certificate that a horse is diseased.

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

A horse, as noted in the margin, said to belong to , or to have been in charge of , of Sex. Colour. having been seized under the said Act by Inspector I have this Apparent age 19 day, the Brand or other of marks of identiexamined the said horse and believe it to be fication. diseased within the meaning of section 2 (1) of the said Act.

BELGACHIA, CALCUTTA.

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Veterinary Practitioner.

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The



#### COMMISSIONERS' SCALES OF CHARGES. CHARGES ON GOODS-IMPORTS.

#### 1. River Due on Imports.

River due is ordinarily charged at the following rates, but the Commissioners reserve to themselves the right to charge river due either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged :--

- (a) On all goods discharged directly from any sea-going vessel into a Commissioners' lighter, on to the quay in the Docks, or on to the Calcutta or Garden Reach Jetties, 12 annas per ton or part of a ton when the landing-charge, is levied by weight and in other cases at a rate equal to three-fifths of the landing-charge.
- (b) On all other goods discharged from any sea-going vessel :-(i) When freight is charged by weight by the steamer companies at the rate of Re. 1-4-0 per ton or part of a ton;
  - (ii) When freight is charged by measurement by the steamer companies at a rate equal to the landingcharge which would have been levied had the same goods been landed by the Commissioners.
- (c) Transhipment eargo :---
  - (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 expert
- river due will be charged. (d) On motor cars or acroplanes not in cases at Rs. 15 per car or aeroplane.
- On ship's life-boats at Rs. 4 per hoat, (e)
- (f) On all petroleum to which the Indian Petroleum Act applies at the rate of one pic per gallon.
- Norre I.-When none of the above provisions apply river due is charged at a rate equal to the landing-charge.
- Norz II.—A surcharge of 121% on the river due is levied on all imports other than grain, whech and other coreals, pubses, seeds, rice, flour, atts, bran and sugar.
- Nore III.-Samples of engat and other commodities catalogues and other articles for which the steamer companies charge no freight and on which so contour daty is spaxable may be exceeded at the Commissioners' discre-tion from all Port Commissioners' charges.

- The following additional charges are also levied :----
- (a) On all goods (except those specified in sub-sections (b) and (c) below) landed from or shipped into any sea-going vessel

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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 sen-going vessel the "ad valorem" toll shall not exceed the total amount of river due payable on such goods.
- (ii) On goods landed from any sen-going vessel the "ad valorem" toll shall not exceed the total amount of river due that would be payable on such goods if they were discharged from a ship lying in the stream.
- Norz.—For the purpose of assessing the amount of "ad valoress" toll payable the value of the goods will be taken to be the tariff value as fixed by the Government of India for the purposed six assessment of encounca dily; or, or, no anel: tariff value has been fixed, the real value as defined by Seelion 30 of the Sex Laxian Act (Vill of 1889).

Calculations of the toll payable will be made to the nearest pice subject to a minimum charge of one pice per challan.

(b) A fixed toll at the rate noted against each item is charged on the undernoted goods, which are exempt from the "ad nalorem " toll :--

ULLOICH H	MI			
Manganese	Ore			1 anna per ton.
Salt				1 anna per ton.
Timber				6 annas per ton.
Wheat, rice	, seeds,	pulses, gr	rain and	
other	cereals,	flour, b	ran and	
alta				4 annas per ton.
Sugar				4 annas per ton.
Baled jute		•••		1¼ annas per bale.
Gunnies				12 annas per ton.
Tea				12 annas per ton.
Hides and				16 annas per ton.
Cotton pie	ce-goods		kinds of	
eotton	twist an	id yarns		4 annas per bale.
Bunker co	ıl	·		1 <sup>1</sup> / <sub>2</sub> annas per ton.
Shipment	coal			1 anna per ton.
Serap iron				2 annas per ton.
Mineral oil				🚦 pie per gallon.

- (c) All goods transhipped from one sca-going vessel to another are exempt from the "ad valorem" toll and a special sur-
  - (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  $12\frac{1}{2}$ % of the import river due payable on such goods.



#### Differential Toll.

2.

#### See also Section 9B.

In addition to the landing-charges given below a differential tell is levied on all goods landed at the Calcuta Jettics. Differential tell is also levied on all goods handed at the Calcuta Jettics. Differential tell jettics which are removed from the transit sheds or yrards 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 ora. Differential toil is also leviced on wines landed at the Docks or Garden Reach jettics and removed to the Jetty Wine Godown, and also on any other commodities landed at the Docks or Garden Reach Jettics, which are removed by the Commissioners to the Calcuta Jettics prior to delivery.

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The toll is 12 annas per ton or part of a ton on all goods on which the landing-charge is levied by weight and three-fifths of the landingcharge in all other cases.

EXEMPTIONS .- The following goods are exempt from differential toll :--

(a) Motor cars and aeroplanes not in cases.

(b) Transhipment cargo under Section 1(c)(ii) above.

- (c) Ship's life-boats.
- (d) Pure cane molasses.
- (e) Locomotives landed complete.

### 3. Landing-charges.

The following landing-charges are ordinarily levied on goods landed at the Jatkies 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 --

Description of goods.	Basis of charge.	Landing charge.
Cotton piece-goods and all kinds of cotton twist and yarns.	Per bale or case	Rs. A. P. 0 4 0
four and seeds.	Per ton or part of	100
Animals not in cages	Per packago	040
Horse hores	Each	2 0 0
	Per car or aeroplana	400
omp's me boats	Perton	0 12 0
1	Per boat	400
	Cotton piece.goods and all kinds of cotton twist and yarms. Bours, rice, good four, tapicca flour and seeds. Cold, Sitter and jewellery Animals not in cages	Cathen pice-pools and all kinds of Sugar, rice, grain, may four, tapica floar and seal, provider and tapication or part of Animals at table provider and tapication of the seal Motor can be accepted and tapication of the seal Motor can be accepted at the seal of the seal Motor can be accepted at the seal of the seal Motor can be accepted at the seal of the seal of the seal Motor can be accepted at the seal of the seal of the seal of the seal Motor can be accepted at the seal of the

Schedule No.	Description of goods.	Basis of charge.	Landing charge.
•9	All other goods where the weight of any single package does not exceed	Per ton or part of a ton gross weight	Rs. A. F. 1 4 0
	35 cwts.		700
•10 •11	Over 35 cwts. 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	Per 40 c. ft. or part thereof.	100
	1 anna per package. B. Over 100 c. ft. and up to 200 c. ft C. Over 200 c. ft	13 31	$     \begin{array}{cccc}       2 & 8 & 0 \\       3 & 12 & 0     \end{array} $

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\*Amended vide Notification No. 151, dated the 21st September 1937.

- Norz, L.—The finaling crosses, 103-dan showns and 5-ton cranes at the Dooks are used for Hins of ver 55 events. When a cross owned serves a ship at the Jebries many shows a ship of the services are normally required, the rates shown in Section 3 shows are charged, but otherwise the minimum oharge for the use of a floating crane or the 100-ton sheers in Hz, 60, and for work after 6 r.M. or before 7 A.M. or on a holiday, a los of B. 10 per hour it a darged for overtime, An extrn charge of Bs, 50 and R. Hours it a darged for some Hownan Bridge or below the Gardan 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 Commissioner's option.
- Note III.—Double the schedule charges for landing, rent and removal are charged subject to the provisions of Section 4(d) :=
  - (a) on all matches not removed from the Commissioners' premises on the next working day after the day of landing.
  - † (b) (i) On each consignment having a flashing point of not less than 76° F. and below 200° F. landing, rent and removal charges at schedulo rates if the weight of the consignment does not exceed one ton.
    - (ii) On each consignment having a flashing point of not less than 76° F. and below 200° F. landing, rent and removal charges at double the schedule rates if it is not removed from the Commissioner provises on the next working day after the day of having or loading provided that the weight of the consignment sceeds end to.
    - (iii) On each consignment of petroleum or its porducts having a flashing point of less than 70° F. Innding, rent and removal charges at double the schedule rates if it is not removed from the Ormanianours' 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 Marino dated the 13th January 1932 which are not removed from the Commissioners' promises on the day of landing or unloading.

† Notification No. 193, dated the let May 1934-It is notified that on and from the lat April 1934, landing, ront and removal charges will be levied on consignments of perform or its products which are landed or unleaded under the provisions of bylaw published under Notification No. 17-Mne. dated the 16th May 1933.

COMPANY STREETS

## 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

# 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 lien of landing charge, river due, surcharge and ad valorem toll.

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

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

- (a) will be levied when section 6 does not apply for the loading or unloading of carts or lorries and for the loading or unloading of packages weighing over 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 the evening on the third day after the day of landing are charged rent from the following day at the rates given in the schedules below whether the following day is or is not

Norm I.- The free time for wines, counts from the date of receipt in the Wine Note II.-The free time for intradeus goods other than matches and sulphur

- The free time for navarious geons other than many counts from the date of receipt in the Hazardous Godown.

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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 goads,	Basis of diem for first					nt per diem reafter.		
Goods of which no package exceeds 35 cwts. in weight.		Rs.	л.	г.	Rs.	۸.	Р.	
Cotton piece-goods and all kinds of eatton twist and varn.	Per bale or case	0	2	0	0	4	(	
Sugar, rice, grain, sago flour, tapioca flour and seeds.	See page 136	.	-					
Motor cars or scroplanes not in cases	Per car or acroplanc	2	8	0	5	0	(	
Horse-boxes	Each	1	0	0	2	0		
Ship's life boats		0	6	0		6		
All other goods on which freight is charged by weight by the stoamer companies. All other goods on which freight is charged by measurement by the	Per ton or part of a ton gross weight. Per 40 cubic fect or part	0	5 5	Č,		10 10		
steaner companies and where the measurement of any single package does not exceed 100 c. ft. On any package measuring over 100 c. ft.	thereof.	0	5	0	1	4	,	
Goods of which each package exceeds 35 cwts. in weight.								
All goods on which freight is charged	Per ton or	0	15	0	1	14		
by weight by the steamer companies. All goods on which freight is charged by measurement by steamer com- panies.	Per 40 cubic feet or part thoreof.	1	0	0	2	0		

If landed at the Garden Reach Jetties or at the Docks rent is charged at the following rates, but the Commissioners reserve to themselves the right to charge rent either on a weight or a measurement basis at their discretion regardless of the basis on which steamer freight has been charged :-

Description of goods.	Basis of charge.	Rent per diem after the free time,				
Goods of which no package exceeds 35 cwts, in weight,		Rs. л. г.				
Cotton piece-goods and all kinds of cotton twist and yarn. Sugar, rice, grain, sago flour, tapicca flour and seeds. Motor cars and aeroplanes not in cases	Per hale or case See page 136 Per car or aeroplane	020				



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Description of goods.	Basis of charge.	Rent por diem after the free time,
Goods of which no package exceeds 35 owts. in weight.		Rs. A P.
Horse-hoxes	Each Each Per ton or part of a ton gross weight. Per 40 cubic feet or part thereof.	$     \begin{array}{cccc}       1 & 0 & 0 \\       0 & 6 & 0 \\       0 & 5 & 0 \\       0 & 5 & 0 \\       \end{array} $
Goods of which cach package exceeds 35 owts. In weight. All goods on which freight is charged by weight by the steamer companies. All goods on which freight is charged by measurement by the steamer companies.	Per ton or part of a ton. Per 40 cubic fect or part thereof.	0150

Note.-At the Garden Reach Jetties and King George's Dock the limiting weight for reckoning reat charges is 2 toos and not 35 cwts.

(b) On all sugar delivery of which is not taken within five clear working days from the date of landing, rent will be charged from the fourth day after the vessel began to discharge at the rate of Re. 1 per ton per month or part of a month for the first month; at the rate of Rs. 1-8-0 per ton per month or part of a month for the second month, and thereafter at the rate of Rs. 2 per ton per month or part of a month. Parts of a ton are reckoned as a ton.

(c) On rice, grain, sago flour, tapioca flour and seeds, delivery of which is not taken within three clear working days from the date of landing, rent is charged at the rate of 2 annas per ton per week or part of a week for the first four weeks: at the rate of 4 annas per ton per week or part of a week for the fifth, sixth, seventh and eighth weeks; and at the rate of 8 annas per ton per week or part of a week thereafter. Parts of a ton are reckoned as a ton.

(d) On damaged goods including wines for which a claim is (c) On training a good meaning wines nor willen a sound -brought against the ship, rent is not charged until the fifth elear working day after landing, provided notice of survey is given to the Doek or Jetty Superintendent, as the case may be, within 48 hours after the goods have been landed by the ship.

(e) On transhipment goods, to which fourteen days free time is allowed from the date of landing, rent after the free time is charged throughout at the rate fixed in the schedule for the first three days' storage after the free time,

(f) On unmanifested cargo, rent is not charged until ten clear working days after delivery of the outturn report to the vessel's agents, and then only at the rates notified for the first three days 137

(g) On goods for despatch by railway or removal to the warehouses, rent is charged up to the date of acceptance of complete papers, any period intervening between the submission of papers and their acceptance being charged for at the rate fixed in the schedule for the first three days' storage after the free time. In the case of bag imports the date of acceptance is to be taken as the date of registration for despatch.

(h) For rent on non-shipment traffic booked by rail to the docks including Kantapukur and the Tea Warehouse, see Section 27.

#### 5 Removal charge.

A removal charge equal to 75% of the landing-charge is levied on all import goods removed by the Commissioners from one point to another in the Jetty enclosure, or from one point to another within the Dock area, and also on all imports returned from the Calcutta Jetty or Dock or Garden Reach Jetty gates.

Norr I.-The removal charge on sugar is levied if the goods incur rent, whother the bags are actually removed or not.

Note II .- The removal charge on wines is not lovied unless rent has been incurred. NOTE II.- The removal charge on vice is not cover an even the insocen monitor. NOTE III.- The removal charge on vice and other grain traffic is levied only if the bags are actually removed by the Commissioners.

#### 6. Loading charge.

A charge of one-third of the landing-charge is made :---

- (a) for loading goods at a Heavy Lift Yard,
- (b) for loading carts or lorries,
- (c) for loading packages weighing over 35 cwts. at the Calcutta jetties or Kidderpore Docks into railway wagons,
- (d) for loading packages weighing over 2 tons at the Garden Reach Jetties and King George's Docks into railway wagous

### 7. Goods landed and re-shipped into boats.

(a) Goods landed by the Commissioners on to a quay and re-shipped direct into boats are charged the ordinary landing-charge.

(b) Goods landed by the Commissioners on to a quay and re-shipped are charged double the landing-charge if orders for re-shipment are not given at the time of landing, and rent is charged in accordance with Section 4 after four clear working days' free time.

#### 8 Miscellaneous charges.

(a) Goods hoisted by the Commissioners' cranes from the hold of an ocean-going steamer on to the deck or direct into boats are charged one-third of the landing-charge provided the weight of each package is not more than 35 cwts. at the Calcutta Jetties or Kidderpore Docks and not more than 2 tons at the Garden Reach Jetties or King George's Dock. If the weight is more than 35 cwts. at the Calcutta Jetties or the Kidderpore Docks and more than 2 tons at the Garden Reach Jetties or King George's Dock the full landingcharge is levied.

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(b) A fee of Rc. 1 is charged for issuing a duplicate gate prof for a certificate of receipt, and a fee of Rs. 2 is charged for issuing landing certificate, or transferring charges from one vessel to anothe 9. Patrolawa	38 1 A
o. Fetroleum.	
NOTE.—A surcharge of 50% of the whatfage or laading charge is payable on all ki of perturbance or its products discharged from a see-going vessel within limits of the Port. River due is also payable as laid down in Sections 1 and 17. See also Section 3 Nots II (b).	ida die
A. The undernoted charges are levied at Budge Budge Petrolet Wharf	m
(i) Wharfage or landing charge-	
Wharfage is payable at the following rates :	
on non-dangerous petroleum	
and its products 10 annas per ton of 2 gallons.	
NOTE, — Wharfage is charged on petrohoum discharged in bulk from a vessel not be a seas-going vessol at the rate of 24 pikes per gallon on dangerous petrolo and at the rate of 15 annas per ton of 280 gallons on non-dangerous petrolo and its products.	um
(ii) In addition to wharfage, the following charges are ma when handling is done by the Commissioners :	de
( Commissioners :	
Stenedoning w pies per case.	
Barrels or drums 2 annas per barrel drum.	or
Cases If the distance carri	a
does not exceed 5	
If the distance carr exceeds 500 for for every 500 fc	et,
or part thereof ov and above the fit 500 feet—an ext	st
Landing Barrels or drums If the distance carrido so not exceed 50	)0
fect—3 annas p barrel or drum. If the distance carri	
exceeds 500 fee for every 500 fe	st,
or part thereof ov	er
and above the fin	
500 feet—an ext l anna per barr or drum,	
$\sum_{i=1}^{n} (1-i)^{n-1} (1-i$	

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Stevedoring or landing at night ... 50 per cent. extra. ... 4 pies per tin. Repairing or refilling cases Repairing and/or refilling barrels or drums 4 annas per barrel or drum. ... 6 annas per 100 Conveying empty cases cases. ... A charge at the Storage 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

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

Dota 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 sa-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 stemmers from the Docks.

River due, wharfage and surcharges will also be levied at the same rates as those payable at the time on non-durgerous petroleam and its produced sicharged in bulk from any soa-going vescal at the Petroleum Wharf, Budge Budge. (As per Notifications Nos. 124 & 131 dated 5th February 1934 and 4th September 1934 respectively.) Notification No. 147, dated the 10th February 1937.

Notification No. 147, dated the 10th Feormary 2007 With reference to Notifications Nos. 124 dated the 0th February 1984 and 131 dated the 4th September 1934, it is hereby notified for general information, under the provisions of the Calcular Contract III (BC) of 1890 and with the approval of the local Government, that with effect from the 1st January 1937, in the see of nondangerous petroleum and its products discharged in bilds from any actions and the set of the set of the see of the set of subscience of the set of the plain, the whole of the differential toll will be refunded.

and the second second

other receptacles in the Commissioners' storage

sioners' storage shed at Budge

140 10. Moyapur Depot. Magazine Fee. (Includes use of boat, landing, removal to magazine and delivery) ... Re. 1 per package, Rent ... As. 8 per package ... Explosives ... per month or part of a month. River due .... ... Rs. 1-4-0 per ton plus 121% 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 eask. 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---- If the landing-charge is levied Rs. A. P. by weight 080 per ton or part (ii) If the landing-charge is levied of a ton. by measurement

If notice is given to the Commissioners to remove goods to the Garden Reach " $\Lambda$ " Warehouse within three days of the date of landing, ... 0 0 4 per cubic foot.

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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 montary in auvance. Our rules, she or unary Door relie energies given in Section 4 are payable up to the date the notice is given, and the Garden Reach "A" Warehouse rates are charged from that date. Canning, Clive and Strand Warehouses :---

Compartments are let on monthly tenancy leases at the following rates of rent :---

Ground	floor	 Rs.	360	per	2,250	sq. ft.	per	mensem.
First		 ,,	300	,,	"	,,	"	"
Second	,,	 ,,	250	,,	"	"	"	"

Garden Reach " A " Warehouse :--

Compartments are let on monthly tenancy leases at the following rates of rent :---

Ground	floot	r	Rs.	100	per 1,000	sq. ft.	per	mensem.	
First			,,	85	·		D		
Second				70	.,		**	.,	
Third				60	,,		"	"	
LIIIIG				117		Zoo So	ation	9.	

Budge Budge Petroleum Warchouse

## CHARGES ON GOODS-GENERAL.

#### 12. Charges for Travelling Granes. 12.0

	Its.		
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	T	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.
m inimum shance evaluative	of 1	0.011	here, is Rs. 10 per day or

The minimum charge, exclusive of h part of a day and the maximum charge is similarly Rs. 40.

An extra charge of Rs 25 to cover haulage is made for the use of a travelling crane outside the Kidderpore Dock area.

### 13. Weighment or Measurement charge.

A charge of 8 annas per wagon is made for passing railway wagons over a weighbridge.

In cases where weights or measurements are not shown on invoices or freight bills or where it is necessary for the Commissioners' staff to weigh or measure goods in order to assess landing or shipping charges, or for any other purpose, a charge equal to one-third of the landing or shipping charge may be levied.

When freight is charged on weight or measurement basis and the Commissioners elect not to recover their charges on the same basis, no weighment or measurement charge is levied if it is necessary for the Commissioners to weigh or measure the package.

#### 14, Freight charges.

- (a) On goods, other than those referred to in paragraphs (b). (c) and (d) below, removed in Commissioners' wagons at owners risk between any point in the Dock area and any point outside this area or between any point in the Jetty area and any point outside this area, a charge will be made of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option. The Commissioners' risk rate will be Re. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.
- (b) On rice, paddy, gram, maize, dhal, lentils and millet and all the commodities enumerated under the heading "Grain and Pulses" removed between any two points on the Port Trust Railway a charge will be made of 6 annas per ton or part of a ton, or Rs. 2-8-0 per axle at the Commissioners' option, if the removal be at the owners risk, and at 10 annas per ton or part of a ton, or Rs. 3-12-0 per axle at the Commissioners' option, if the removal be at the Commissioners' risk, except when such carriage is covered by the removal charge leviable under Sections 5 or 20 of the Commissioners' Scales of Charges.
- (c) On oil cake, jute, cotton, hemp, linseed and all fibres in bales removed from any point North of Howrah Bridge on the Port Trust Railway to any point in the Dock area the freight charge will be made as in paragraph (b) above. Linseed when despatched from the Armenian Steamer ghat to any point in the Dock area will also be charged freight at the rates laid down in section
- (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)

(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, 143

etc., when neither Port Trust Railway freight nor removal is payable to the Commissioners.

#### Shunting charge. 16.

At any point served by the Commissioners' railway system west of Tolly's Nullah, including Watgunge, the Hooghly Mill, the Remount Depot, Chetla and all private depots and factories within the jurisdiction of the Docks a charge of Rs. 1-4-0 per axle may be levied by the Commissioners for placing loaded or empty wagons or vehicles when neither removal nor Port Trust Railway freight is payable to the Commissioners for the traffic carried or to be carried in the wagons or vehicles.

- Note I.-For the purposes of section 15 and 16 horse boxes and wagons carrying horses or brake-vans booked to and from the Remount Depot will be charged at Rs. 1-4 per axle,
- Nete II.—A shuuting charge of Rs. 1-4-0 per axle may be levied on all wagons booked to depots Bast of Tolly's Nullah rented from the Port Commissioners when noither Port Trust Railway freight nor removal is payable to the Commissioners on the traffic carried in these wagons.

#### Notification No. 146, 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 supersession 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 Alu- minimm 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 hulk 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 serap iron Re. 1
8. Motor cars or aeroplanes not in
cases Rs. 15 per car or acroplane.
9. Ship's life-hoats Rs. 4 each.
10. Baled jute 5 annas per hale.
<ol> <li>On all petroleum to which the Indian Petroleum Act applies 1 pie per gallon.</li> </ol>
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.
<ol> <li>All other goods on which freight is charged by measurement by</li> </ol>
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 A
Note I.—When mone of the above provisions apply river due is charged at a rate equal to the shipping charge.
Note LL-A survivariant of 122% of the river due is having on all exports other than mengeneous only income only horizontal processing of the respect of which a certificator of submonth has been created by the respect of which a certificator of submonth has been created by the comparison of the submonth of the submonth of the submonth Board A. Submonth end with the submonth of the the control by the Coll Jonana y 1095.
Note III.— A rebate of 50% of the river due is allowed on expert coal in respect of which a Coal Grading Board's cortificate has been submitted. Transhipment Course.
Transhipment Cargo :
(1) If landed overside into hosts and an at in a 1 for hests
charged.
(2) If landed from one steamer on to the quay, stored for some time in the Commission
some time in the Commissioners' premises and then re-shipped into another solutions of the solution of the
due will be charged
T Pixed toli
Aa valorem toil
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The following charges are ordinarily made for the shipment of goods at the Docks or Jetties, but the Commissioners reserve to

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themselves the right to levy shipping charges either on a weight or a measurement basis at their discretion regardless of the basis on which stemer freight has been charged :—

No.	Description of Goods.		Basis of Charge,		Rate,				
1	 Cosl				Per ton or ton.	part of a	Rs. 0	л. 8	Р. 0
2	Cotton, hemp	, juto and all :	ibres in bab	es	Per bale.			4 :e no	
3	Grain and sec	eds excluding 1	iec			r part of a	0	8	΄ o
4	Hides and Sk	.ins				r part of a	0	1	6
5	Mangauese or	e and all ores	shipped in [	bulk	ewt. Per ton or	part of a	0	8	0
6	Tes				ton. Per 100 ll:	18,	0	1	0
7	Sheep and go	ats not in cag	м,		Per anino	u.	0	2	0
8	All other ani	mals not in ca	ges				2	0	0
9	Horse Boxes				Bach	1	4	0	0
10	Motor ears of	r aeroplanes n	ot in cases		Per car or	acroplane	10	0	0
n	Ship's life ba	inits			Each	ĺ	4	0	0
12	by weight single pack the Calent and 2 ton or King Ge When the v Calentta J 2 tons at fl George's D the landing All other goo by measure ment of	ds on which f ement and w any single p	he weight xxxeed 35 ev Kidderpore len Reach  : 35 ewts, lerpore Dee ch Jetties o ing charge reight is e hen the mo agkage doe	of any vts. at Docks Jotties at the eks and r King equals harged easure- is not	ton.	part of a	0	12	0
		0 cubic feet anna per pac		nimum		fi.	0	0	5
14		it, and up to 2	0				0	1	0
15	Over 200 c. f					.	0	1	6
16	•Sugar				Per ton or ton.	part of a	0	12	0

"A relate of 4 annas por ton or part theroof is granted on the shipping charge but the robate 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 Dook area to a shipment shed for export is 6 annus per ton or part thereof.

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Note 1.—A rebate of 2 mmas per bale is granted on the shipping charge levid under Section 18 above on outon, homp, and all fibres in bales, accup jute. This rebate does not affect the removal charge, vis, 3 amma per bale. This rebate does not affect the removal charge, vis, 3 amma per balance. This rebate does not affect the removal charge, vis, 3 amma per balance. This rebate does not affect the removal charge, vis, 3 amma per balance. This rebate does not affect the removal charge, vis, 3 amma per balance. This rebate does not affect the removal charge visit. jute. This relate (does not attest une remova enarge, ter, é stanat per bale, which is based on the shipping charge of 4 annas per any other charge similarly based on the shipping charge; but the pu-ment of a removal charge in the case of other, heavy, heavy, or a way fless in bales exempts for one week the payment on the same consignment of a removaling 10.7 block the payment on the same consignment

A relate of 1 anna 6 pies per halo is granted on the shipping charge lavied on jute in bides, but this rebate does not affect the remeral charge on jute, which is 1 anna 6 pies per bale, or any charge based on the shipping charge.

Nore II -On exports transhipped direct from one boat to another or to a ship, weights over 35 ewts. On packages weighing over 35 ewts, the fall

Norm III.—On exercite landed by the Commissioners on to a guay from basts and provide the second sec

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, serap iron ar

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
Wheat, seeds, gram, dhal, lentils and peas. Coal All other goods	during the month
Ship's life-boats Cotton (stored in the open at owner's risk)	week or part of a week. Re. 0-6-0 per day per boat.

... 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 147

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 sl	hipped in bulk	, serap			
iron	•••		As per section 19 (a)		
	seeds, gram,	dhal,			
lentils	and peas		9 annas per ton per		

### 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.

- Nors -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 romoval.

Put-back cargo :--

- (c) Rent at the rate of Rs. 4,500 per mensem is charged for the occupation of a single-storied shed at the Docks or of one floor of a double-storied shed by cargoes of put-back vessels, and the goods remain in charge and at the sole risk of the Agents or Owners of the vessel. The Commissioners have the option of removing to a warehouse or warehouses.
- If land is required for the storage of any such cargo in the open, rent is charged at the rate of Rs. 8 per cottah per mensem.

#### 20. Removal and Re-stacking.

(a) On goods removed by the Commissioners from one 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 11 annas per bale.

Goods, excepting oil cake, removed from the Ten 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 beth 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, Homp, 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 work, 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.

NOTE.

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, 

As. P.

	AS,	P.	
On all shipments of bunker coal at the Docks whenever the quantity of bun- ker 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 -This dumping charge will not be re-imposed, whether it the ship is ready or not, until further notice, except in (f) When excites 1.	3	0 ,, , , , , , , , , , , , , , , , , ,	

is dumped after rejection by the Coal Grading Board.

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(ii When delivery of coal is taken by hoats, carts, forries or other vehicles for local use.

(iii) When coal is shipped from a rented private depot.

RENT .- On all coal dumped rent is charged at the rate of one anna per ton or part of a ton per month or part of a month calculated on the maximum stock held during the month.

On coal which after being dumped at one berth is removed to another berth for shipment direct from wagons-

Loading Rs. 0 3 0 per ton or part of a ton.	
Wagon charge ,, 0 6 0 ,,	
Removal by coolies from one berth to another ,, 0 3 0 "	
Squaring up and measuring dumped coal after a vessel has completed loading Actual cost.	
Labour for tending scales for weigh- ing coal Rs. 2 8 0 per 100 tons.	
Trimming coal shipped overside , 0 2 0 per ton or part of a ton.	
Night work (at the request of the shipper) additional charge " 0 1 0 "	
Re-landing charges.—	
Landing (including stevedoring) Actual cost.	
Removal from discharged berth	
Loading Rs. 0 3 0 per ton or part of a ton.	
Wagon charge , 0 6 0 "	
Rent per week or part of a week ,, 0 4 0 ,,	
Coal loaded into Boats or Lighters, 0 8 0 ,,	
24. Manganose and all eres 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 t	•



150						
Loading into wagons Rs. 0 3 0 per ton or part of a						
Night work, unless three clear days notice of the						
Bent						
month or part of a month or part of a month or part of a month parable on the maximum stock hold during the month.						
When removed in wagons-						
Waron charge						
** agon charge Re. 0 6 0 per ton or part of a ton, but in the case of manganese ore, iron ore, chrome ere and peroxide ore the charge is 3 annas per ton or part of a ton and in the case of bauxit e ore the charge is 2 annas per ton or part of a ton.						
25. Ton.						
Tea Warehouses-Sale Teas :						
(1) Receiving at Warehouse, including wharf toll, per 90 lbs						
(2) (a) Rent, including cost of laving down, opening before and closing after broker's inspection, will be charged for the first month or part thereof, at						
After first month per week or part of a week						
In the ovent 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 over-the section of the over-						
(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 Shipmont Stard						
When the removal charge is levied no loading charge [Sec. 25(14)] will be levied.						

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(3) Delivery charge from Warehouse .---Teas not intended for shipment at the Docks or Garden Reach Jetties :--

On packages each weighing 20 lbs. 6 pies per package. net or over ... ...

On consignments consisting of packages each weighing less than 6 pies per 20 lbs. or part of 20 lbs. net. ... 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.
<ul> <li>(8) Re-opening for inspection and closing, per package</li></ul>	
3 chests (11) Bulking and re-packing full into half chests, per 2 chests	1 rupee. 1 rupee.
(12) Gross weighing, per package	3 pies.
(13) Nett weighing, including opening, re-soldering and closing, per package	21 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	
(16) Load for romains	Actual Cost
(10) Dent for reparts in re-packing are calculated a N.B.—Charges for bulking and re-packing are calculated a number of elests, and in the case of all oharges, i unit are charged for as an unit.	n the origina fractions of a

### 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 ewts, from railway wagons.

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# 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.
- Nore I --All mon-hipment good to look all wrait the Daoka, including Katingake and the Tax Warchenses, which are stored in the Daoka, including Katingake and the Tax Warchenses, which are stored in the Consulting Katingake part of a wray are charged wharfage at the tratte of 3 pilots per mund or from mininght of the week, or part of a week, subject to 48 hours free time provided in other storage charge the good are made available for idlerys the Commissioners under the authority of the Calcular Bor A det al with one made goods.
- Nors: IL --When freight is leviced by weight, wharfage will be levied on such weight and when freight is leviced on the vehicle in or on which the goods are carried upon the carrying espacity of such vehicle.
- Note III.-Sundaya and other holidays are treated as dies non in calculation wharfage. In all other respect the general rules regarding wharfage in force over the Eustern 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.
- ... Rs. 30 per 1,000 "
- Compound space
- ... Rs. 4 per cottah per mensem. Goods sent from the Hide Depôts for shipment pay removal

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#### CHARGES ON VESSELS.

#### \*29. Pilotage.

Inward and outward pilotage-for charges see Appendix I.

#### '30. Hospital Dues.

On all sea-going vessels entering the Port 3 pies per tont (on net registered tonnage.) Hospital dues may be compounded for one year from the date of first entry by paying at once on the first entry of the vessel into the Port three times the rate fixed for each entry.

#### \*31, Deratisation Fees.

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

	Fee for the grant of a deratting certificate.	Fee for the grant of a deratting exemption certificate.
	Rs.	Rs.
For a vessel with a capacity of 50,000 c. ft. and under	140	50
For a vessel with a capacity of between 50,001 and 100,000 c ft.	175	60
For a vessel with a capacity of between 100,001 and		
200,000 c. ft. For a vessel with a capacity of between 200.001 and	220	70
300,000 c. ft,	275	80
For a vessel with a capacity of between 300,001 and		
400,000 c. ft. For every 100,000 c. ft. over 400,000 c. ft. funigated	330 60 extra	90 10 extra.
For the issue of a certificate on a Sunday or a closed holiday	40	40
For the issue of a cortificate between 6 P.M. and 6 A.M	40 ,	40 ,,

#### 32. Port Dues.

Port Dues are charged at the following rates on tonnage	net registered
Dhoonies and country vessels employed in the coasting trade payable not more than once in 60 days	Re. 0-2-0 per ton.
Vessels entering in ballast and not carrying passengers	0-3-0 " "
Vessels entering and leaving in ballast and not	

... 0-1-6 carrying passengers \* These charges are recovered by the Commissioners on behalf of Government.

† Vide Notification No. 659 P. H., dated the 20th March 1926 as amended by Notification No. 2778 P. H., dated the 25th November 1931. 20



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154	155
Other sea-going vessels of 20-tons and upwards payable by mail-steamers and coasting vessels Re. not more than once in 60 days 0.4-0 per ton.	Rs. All vessels from 7,000 to 7,999 tons gross per day or part of a day 36
Tugs and river steamers, payable once between the 1st January and the 30th June and once between the 1st July and the 31st December, in each year 04-0 " "	", ", 8,000 to 8,099 ", ", ", ", 39 ", ", 9,000 to 9,999 ", ", ", ", 42 ", ", of 10,000 tons gross or over ", ", 45
33. Assistant Harbour Masters' Fees.	Reserved moorings per month 600
On all vessels not exceeding 5,000 tons gross.	Occupation of swinging moorings per diem 8
Ra. (a) Hauling to or from moorings, each operation 40	For the use of moorings at Budge Budge by flats, for the first 24 hours 15 For each succeeding 24 hours or part of
(b) Hauling to or from swinging moorings, each operation 28	24 hours 3
<ul> <li>(c) Re-mooring, each operation 40</li> <li>(d) Hauling in or out of dry docks other than those belonging to the Community</li> </ul>	For the use of moorings by launches, house-boats, etc.— por vessel. Swinging moorings per diem 3
belonging to the Commissioners, each operation 96 (e) Transporting or removing from one part of the Port to another	Fixed moorings hired by the month if the vessel is not more than 70
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.	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
(f) An extra charge of Rs. 32 will be made when an Assistant Harbour Master is employed on Sundays, Chamber holidays or a night, i.e., between 6 P.M. of one day and 6 A.M. of the following day.	<ul> <li>35. Dry-Dock charges.</li> <li>(1) For the first 24 hours :</li> </ul>
(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 House of the state of the s	For vessels not exceeding 2,000 tons gross 93 annas per ton.
Anster is required to remain on board after completion of transporting. 34. Mooring Hire.	For vessels from 2,000 to 3,000 tons gross Rs. 1,218-12-0 (the charge for a vessel of 2,000 tons) <i>plus</i> Rs. 9-6-0 for every 50 tons or part of 50 tons
All vessels up to 999 tons gross per day or part of a day 15 , from 1,000 to 1,999 tons gross , 18 2000 to 1,999 tons gross , 18	above 2,000. For vessels from 3,000 tons upwards Rs. 1,406-4-0 (the charge
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	for a vessel of 3,000 tons) plus Rs. 7-8-0 for every 50 tons or part of 50 tons above 3,000.
" " " 5,000 to 5,999 " " " " " 27 " " " 6,000 to 6,999 " " " " 30 " " " 83	From the 2nd to 5th day inclusive for every six Rs. A. P. hours or part thereof, 100 0 0
and the second sec	

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25 " " ...

From the 9th day and thereafter for every six

hours or part thereof		//y 3/2 	150		
Note,—In no case shall the daily charge for docks for the second and sub- the first twenty-four hours excep- make a charge of Rs. 1,000 p days.	sequent days ex it that the Commi	ceed the ch	arge pays	able (	for,
When a ship requires a special for the complete operation of	deposition of laying and rep	blocks, blacing	Rs. 750		
For re-docking within the p vessel has been regulate for each operation	eriod for whi ed or re-reg	ch the ulated,	050		
Note.—Re-docking is here taken to includ out a dry dock again at the re once been flooded.	to all cases in whi quest of the vess	 ich it is nec el using the	250 cessary to dock aft	а ти	0 unip hrit
(2) The above elements in	.11				

The above charges include removal of vessels from the Tidal Basin into the Dry Docks and back, docking, pumping, shoring and undocking, also the use of the stages and stage ropes for cleaning and painting, but the Commissioners do not undertake any repairing work or cleaning or painting.

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

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

(5) A charge of Rs. 37-8-0 is made for the use of a Commissioners' capsian for the handling of a ship's propellers or for other work required by the ship.

#### 36. Towing charges.

For the services of a tag :	Rs.
Drug and Drug in	

Between Garden Reach and the Howrah Bridge-100 per tug.

Note.—The charge for a tay to assist an occan-going vessel to turn in Garden Reach may be reduced by the Commissioners from Rs. 100 to Rs 30 if the vessel requiring assistance is fitted with a towing alip hook of suitable design. Within the Dooks

Within the Doeks	Rs. 60	per tug j	per operation.
Above the Howrah Bridge Reach but within Port limit	or below G		Rs.
		2	00 per tug.
If the tug is not required or	the tide ap	plied	

for, an extra charge

Outside Port limits-

Turning of outward-bound occan-going steamers in Ulubaria Reach or between the southern limits of the Port of Calcutta and a line drawn due west from Moyapur Semaphore ... 200 " " 157

For other purposes per 12 hours or part thereof Rs. counting from the time the tug leaves her moorings or place of call to the time of ... 600 per tug. her roturn ... For towing sailing vessels, inwards or outwards between Sandheads and Calcutta or any part ... 1-2-0 per gross of such journey ... ... registered ton with a minimum charge of Rs. 1.200.

For towing dhoonies through the Howrah Bridge Rs. 30 by means of a launch

Note .- No charge is made if the movement is made to suit the Commissioners' convenience.

#### 37. Salvage charges.

In addition of 20% to any charges incurred under Section 36 or 41 will be made when vessels' equipment, or plant belonging to the Commissioners are used for salvage operations. The actual cost of replacing any equipment lost and of repairing any damage done to the Commissioners' property during salvage operations is payable by the Owners or Agents on whose behalf the vessels' equipment or plant are employed.

#### 38. Jetty or Dock Borth 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 L—A vessel occupying a jetty or dock berth for the embarkation or discmbarka-tion of passengers only, in addition to mooring hire is charged Ra. 200 for the first 24 hours or part thereof and Rs. 150 for every subsequent period of 24 hours as not thereof. 24 hours or part thereof.
- Note II.—A vessel occupying a vacant jetty or dock berth, other than a coaling jetty, as a laying up berth, without utilising it for the purpose of loading or discharging, is charged mooring hirs only instead of jetty or dock berth hire.
- Note III...-Vessels while loading or discharging alongside a handing stags at Dadge Budge will be required to pay herth kire at the nets of FoS per days part of a day, in addition to moving kire or comparing to pay combined less than 100 tons not register will compare use of the stage of the hire and moving kire at the nets of No. 9 per 12 hours or part thereof.
- Note IV.—When a vessel is removed from a jetty or from a borth in the dools to another juty or berth, berth hier in addition to moving the with and by the charged for one juty or berth, and the the juty or which such move taken place. Berth hire with and be the juty or borth at which the greater time is appart on the day of such move.

#### 39. Night Work.

<sup>†</sup>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.

Norn -- 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 occan-going vessel working at the Jetties or Docks except at a Coaling Jetty, on a Sunday or a Chamber holiday is charged an extra Rs. 150 a day or part of a day.
- (b) An 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 Smeady or a Chamber holdway the Kolcutust Jettics, Garden Reach Jetties or in the Ducks except at a Coaling Jetty is charged in extra Rs. 25 a day or parts of a day. No extra fee is charged for the loading or unloading of a vessel, other than an occan-going vessel, at a Coaling Jetty.

### 41. Miscellaneous charges.

(a) A vessel supplied with electric light for deck and holds is charged Rs. 10 from dark to midnight and Rs. 10 from midnight to daylight.

	Hire of tubs, per tub			Re.	1 r	er diem.
(c)	Clayton Fumigating operation	apparatus,		(See	No	tification No. ext page.)
( <i>d</i> )	Services of a dress div "skin diver	er with appa 's, per man	ratus	Rs. 50 10	0	r. 0 per tide. 0 " "
(e)	Shackle hire, for t secutive days	he first 30 	con-	0		0 "shackle per diem.
15	" ,, thereaft	er		0	2	0 ""
())	Hire of cable chain			4	0	0 per diem for each length of 30 fathoms.
	<ul> <li>Amended vide Notificati</li> <li>† Amended vide Notificati</li> </ul>	on No. 148 data	1.0	_		fathoms,
	† Amended vide Notificati	on No. 140	d the l	6th Au	gust	1937,

Amended vide Notification No. 149, dated the 1st September 1937.

#### 159

				740.	<i>a</i> .			
(g)	Anchor hire			2	0	0 I	per an per o	ichor liem.
(h)	Salvage on anchors and	chains	•••	4	0		per ew urt of s	
(i)	Hire of hawser boat			20	0	0	per di	iem.
	Hire of heave-up boat			40	0	0		,,
(1;)	Hire of anchor vessel			100	0	0	"	.,
	Hire of launch			30	0	0	,,	"
	Salvage of logs			5	0	0	per l	og.
(n)	Supply of filtered-wa in King George's Do	ter to ck	vessels	5	0	0	g a l or there	1,000 lons part eofas stered

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Commis-

sioners' meters. In the case of item (c) an extra charge of Rs. 10 is levied if the apparatus is used on a Sunday or a Chamber holiday or after sunset.

In the case of items (c), (d), (i), (j), (k), (l) and (m) double charges are levied if services are required outside Port limits.

In the case of items (i), (j) and (k) Sunday or Holiday work is charged for at double rates and night work is charged for at two and a half times the ordinary rate.

NOTIFICATION NO. 143, DATED THE STH JANUARY 1956.

It is hereby notified under the provisions of the Calentta Port Act, and with the approval of the Local Government that with effect from the 1st January 1986, the following scale of fees will be charged for the use of the Commissioners' fundigating appartus: --

#### For a capacity of-Rs. 90 50,000 e. ft. fumigated ... 115 50,001/100.000 ... 160 100.001/200.000 ... 205 200,001/300,000 ,, 250 300,001/400,000 For every 100,000 c. ft. or part thereof in excess of ... Rs. 44 extra. 400.000 e. ft.

This notification supersedes clause (c) of section 41 of the Commissioners' Scales of Charges and all relative clauses.

#### 1. 25 要受几次以为16 191



42.

### 160

		-00							
Char	rges on Boats a	nd Flats.							
(a) R	egistration Fees :	-							
For	registering, brand	ling and issu	ing e	erti	licat	ie	_		
				Rs,	۸.	Р.			
<i>(i)</i>	if already licensed	1							
	Class I boats			5	0	0			
	Class II boats			0	2	0	to	ton sı a max Rs. 5.	imum
	Cargo flats			4	0	0			
	Passenger boats bholio or greer	of the din boat class	ghy, 	ı	0	0			
	Other passenger	boats		5	0	0			
( <i>ii</i> )	If not already 1 licensed fee—see	icensed, half below.	the						
(b) L	icensing Fees :								
For	surveying, paint ssuing license.—	ing numbers	and						
(i)	Class I boats not o	exceeding 40 (	ons	0	4.	0	per	ton	
	Class I boats over exceeding 70 to	40 tons but		0	5	0	per		
	Class I boats over Subject in every	70 tons case to a m		0	6	0	"	о И	
(22)	mum of Class II boats			$^{32}$	0	0	"	,,	
	Cargo flats			0	4	0	,,	"	
	~	•••	•••	8	0	0	each	ı.	
	Passenger boats ger which the ve carrysubject in ti blolios or green mum of Rs. 7-8 in the case of a boats to a may par vossel Combined cargo boatsthe cargo whichever is the to a maximum vessel.	ssel is licensed to case of ding boats to a m -O per vessel II other passer timum of Rs 	l to hys, axi- and ger . 32  ger rate	0	3	01	oer j	oasen	iger.

161

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 owner-ship on certificate of registry and license ... .... ••• 2 0 0 (iv) Issue of duplicate license ••• 1 Δ 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. Norm. -For method of calculation of tonnage, see Port Rules, d) Dock Toll on boats and flats :---(i) A charge of one anna per ton or part of a ton calculated on the registered tonnage (subject to a minimum charge of Rs. 2) is levied on all boats entering the Docks. (ii) A fixed charge of Re. 1 per thousand maunds or part of a thousand maunds or carrying capacity is levied on all flats licensed as such by the Commissioners' Boat Surveyor which enter King George's Dock.

21

			162																								
	ent ary tch	191	Aver 9,500 tons.																								
	overnment supersession th February 12th March		.anoi 000 to 100,0 % 355 35 35 50 to 9,500 tone.																								
	the Gor and in s ed the 14th ted the 14th		.snot 0^0,0 of 108,8 \$\$\$555555555555555555555555555555555																								
	by th (8), an dated dated	1771.44	ano 1005,8 of 100,8 35,5,5,5,5,5,6,00 to 8,500 tons.																								
	of 1908) of 1908) Mine., d	DELADI	anot 000 to 102 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2																								
GROSS TOXNAGE following Notification No. 182-M, 11/37, dated the 1st April 1038, has been issued by the Government he Depertment of Commence: data proversion of Commence in- data proversion of Basel, No. 605, has dated the fadim. Pert Aat. 1066, XT of 1003y, and in supression that of the government of Basel, No. 605, has dated in a final no. 192, BA, 10131, dated the 14th Pertur- tion of the Government is potential to the performance of Commence. No. 2072, BA, 10131, dated the 14th Pertur- tion of the Government is potential to the performance of Commence. No. 2072, BA, 10131, dated the 14th Pertur- tion for the state in the Dependence of Commence. No. 2072, BA, 10131, dated the 14th Matter of Commence is potential to direct that the pilotoge tes for the part of Commence and the lowed, with direct from the lat- ted covernment is potential to direct that the pilotoge tes for the part of Commence.			.anot 006,7 of 100.7 \$2,69,65,66,68,55,556,566,566																								
	e 1st April 1938, has been the Indian Ports Act, 1908 (XV the 2nd June 1908, and No. 15 for connerce. No. 2072 E.L.		.snot 000,7 of 108,8 5,5 5,5 5,5 6,601 to 7,000 to 108,6																								
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	M, II	1911	1010 202 202 202 202 202 202 10 to 4.000 tous.																								
	0. 182-? nerce :- sub-sectic Bengal, of India		3,001 00 21 20 20 20 20 20 20 20 20 100 to 3,500 tons.																								
	ion No Comu red by s out of nment of eased t	ion N Comn red by ent of nment ensed	ion N Comn red by ent of nment ensed	ion No Comn red by ent of nment leased	ion No Comn red by ent of ensed ensed	ion No Comn red by ent of nment ensed	ion No Comn sed by a ent of nment of eased t	on No Comm ed by s mt of ment o	on No Comu ed by s ant of ament of	ion No Comn ced by a ent of mment of ensed t	ion No Comn ced by a ent of mment of ensed t	ion No Comn red by ent of nment ensed	ion No Comn red by ent of nment ensed	ion No Comn red by ent of nment ensed	ion No Comn red by tont of nument leased	Jion N Comr Tred by tent of fensed	ion No Comu red by a tent of rument of rument of	Comm Comm red by st tent of rement of	f Comn f Comn rred by a ment of srnment pleased t	Comm ed by s at of : ment o	In exercise of the powers conferred by sub-sectiv of the Nortifications of the Government of Baggal, 1992s and the Nortification of the Government of India 1982, the Cantral Government is pleased to direct April 1983, on the following scale :	of Comu erred by ment of errment pleased	f Comn f Comn rred by a ment of rrment of pleased t	rred by ment of arnment pleased	erred by a ment of ernment of pleased t	erred by a ment of ernment of pleased t	2,500 200 100 to 3,000 tous,
	nt of confern vernum		2,001 to 2,000 to 3,000 to 3,0																								
	artme artme powers the Go	ing sca	ano 1000,2 of 100,1 2,2 2,2 2,2 2,5 2,5 2,5 2,5 2,5 2,5 2,5																								
	e Dep of the ons of fifeation	wolloj e	1,500 tons and 000,1 3,500 tons and mater.																								
	The following Notific: adia in the Department o in exercise of the powers confi Notifications of the Govern of the Govern	1938, on the following scale :	4																								
	The following Notification No. 182-M of India in the Deperturence of Commerce In exercise of the power conformed by auto-section of the Notification of the Covernment of Bagell, 1933 weit the Motification of the Covernment of Bagell,	April 1938	Menn dianft, Menn dianft, UP to 11 <i>g</i> ' 1177 to 117 1177 to 1177 to																								

CALCUTTA.

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FOR THE PORT ÷

FEES

PILOTAGE

APPENDIX

100

### 163

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

Rs. A. P.

Lead-money* payable to licensed leadsmen for heaving the lead inwar outward		16	0	0
		10	0	0
Detention; of pilot by vessel waiting for cargo or for orders; vessel to to pilot a rate per diem equivalent to pay of rank of the off Row bast hire for use of Government boat, per diem	pay icer.	13	0	0
Use of meorings at Diamond Harbour, November to May, per diem Ditto ditto June to October, per diem			$\begin{array}{c} 0 \\ 0 \end{array}$	
Salvage on anchors, chains and cables picked up by Government boat,	per 	3	8	3

#### Stations used to indicate places to or from which vessels navigating the Hooghly were piloted or where steam was employed.

Pilotage outward from within the port of Calcutta, Garden Reach.

Twelfths.	Places.	Distance from Fort William.	Miles be- tween each station.
1	2	3	4
Transformer	To below Rurlge-Budge boundary pillars Do. Analoring Crock oleikak Do. Balanting Crock oleikak Do. Balanting Crock oleikak Do. Balanting Tidal Senaphoro Do. Budar Tidal Senaphoro Do. Sauger Tidal Senaphoro Do. Sauger Tidal Senaphoro Do. Sauger Tidal Senaphoro Do. Sauger Tidal Senaphoro Do. Upper Gaspar Light Ausse, Asset Do. Lower Middle Ground budy of Luogy. Do. Informediata light vessel Do. Informediata light vessel Do. Lower Reid Ibudy	18.6 23.6 33.2 43.4 52.0 61.6 71.1 81.0 90.1 90.1 90.3 107.6 115.8	$\begin{array}{c} 10.7\\ 10.0\\ 9.6\\ 9.6\\ 9.5\\ 9.5\\ 9.9\\ 9.9\\ 9.1\\ 9.2\\ 8.3\\ 8.2\\ 8.2\end{array}$

A scored applying for a particular pilet and all foreign words, a normal to take a Government for the score of the scor

Port Office, General Order No. 841, dated the 14th February 1881, By Order of the Government of Bengal

From the 1st April 1818 kedemen shall be appointed to all ships alko, as they are available, and from the 1st April 1818 kedemen shall be appointed to all ships alko, as they are available, and flad-money at the price of Rs. 161 instead of the present rate of Rs. 25, shall be bered on each vessel to which a leadsman is appointed.

Twelfths.		PLACES.		Distance from Fort William.	Miles be- twoon each station.
1		2		3	4
1 12		Budge-Budge boundary pillars		13.6	10.7
12	Do.	Hog River obelisk		23.6	10.0
12	Do.	Anchoring Creek obelisk		33-2	9-6
า้ะ	Do.	Diamond Harbour Telegraph Stat	ion	43-4	10-2
า์ร	Do.	Balari Tidal Semaphore		52-0	8.6
ร้อ	Do.	Mud Point Telegraph Station, cas	ί	61.6	9.6
$\tau_2^{7}$	Do.	Kaukhali Light-house, west		71-1	9.5
72	Do.	Saugor Light-house, east,		81-0	9.9
าช	100.	Upper Gaspar Light-vessel or east and west of J buoy, West Channel	line lern	90-1	9.1
10	Do.	Lower Middle Ground buoy L buoy, Western Channel	or	99.3	9.2
12	Do.	Intermediate light-vessel		107.6	8-3
1 <sup>2</sup> or full pilotage.	Do,	Lower Reef buoy		115.8	8.2

The following fees, in addition to the ordinary pilotage fees, are lovied on vessels in respect of any pilotage done at highly, i.e., between the hours of sunset and suntile weigh at highly by the pilotage rules = . (1) Vessels of 3,000 tome grease and .

Came into from /		 ,,	54	0	0
tops remains of over 5,000 tops group					
(3) Vessels of over 5,000 tons gross	***	 	31	8	0
(2) Vessels of over 3,000 tons gross		 			
(a) V coasts of a,000 tons gross and under		 Rs.	18	0	0

<sup>6</sup> Came into force from the lat March 1993, size Government of Bongal Marine Department Notification No. 13-Marine dated the 27th February 1928 and were mended with idea from the 1st April 1993, were dovernment of India, Commerce Department Notification No. 270-0-1, 109 31 dated the 12th March 1992.

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THE OWNER WHEN THE OWNER

A STATISTICS

## Appendix II. Schedule A.—Wharf Toll.

1.	(1)	Animals :—				Λs.
		Beasts of burder	n and wild a	nimals		4 each.
		Sheep, goats, c	lives and o	ther small a	uni-	_
		mals		•••	•••	1 "
		Birds in crates a	und baskets		•••	3 per crate or basket.
	(2)	Bamboos, fishing	rods or poles	3		1 per 25
	(3)	Bieycles, rickshav	vs, palkees	& peramb	ula-	
		tors	•••		•••	4 each.
	(4)	Bricks				4 per 750
	(5)	Cocoanuts and co	coanut shell	s		4 "500
	(6)	Empties :				
		Barrels and cas	ks			1 per 4
		Buckets, canist	ers, cases,	chests, dru	ms,	
		cast iron pa	ns and sim	ilar small	re-	
		ceptacles	•••			1 per 25
	(7)	Furniture		 loads c	 or 1 a	<ol> <li>" 2 coolie inna per package.</li> </ol>
	(8)	Gunny bags :				
	(9)	Hessians, baled				4 per 2 bales.
		Other bags, bal				4 " 3 "
		Loose bags				4 " 600 pieces.
	(9)	Horn				4 "500 "
	(10)	Jute :				4 , 5 bales.
		Bales		•••		4 , 20 drums.
		Drums				4 . 10 bags or
		Bags or bundle	s		•••	4 " 10 bags of bundles
	(11)	Mats, Durma				4 " 500 pieces.
	` '	" Hoglah				4 "1,000 "
	(12)	Oil, Kerosene				2 " 5 cases or 10 tins.
				without on a	rool-	
	(13)	Piece-goods and len, in bales or	twists, slik, cases			<ol> <li>mail bale or case.</li> </ol>
	(14)	Straw				1 " kahun.
	. ,					

and the set of the same of same



#### As.

(15)	Tea	•••	•••	•••	•••	1	per	5 chests,
(16)	Tiles,	country,	large, flaz			4	"	250
	"		cylindrical			4	"	2,000
		.,	of all other	descriptions	•••	4	"	500
	,,	marble			•••	4	,,	50
(17)	Vehic	los othe	r than th	oso montiono	1			

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 reekon 20 cooly loads or one buildet cart load as qualt to 1 ton, a two-wheeled buffal cart load as 2 tons, and a lorry as 3 tons or on the registered tomage of the boat.
- The minimum charge shall be 6 pies and the minimum weight for charge shall be 24 cwt. or 6 cubic feet.
- In addition to the foregoing charges, an extra fee amounting to 25 per cent. of the charge in each case will be lovied on all goods landed or shipped on Sundays or Chamber holidays.
- For work done between the hours of 6 P.M., and 6 A.M. an extra charge of Re. 1 per hour will be levied.

## Schedule "B".-Rent charges.

1. Stacking goods on the Wharves-

Rs. 2 per stack per night for the first seven nights. Rs. 4 per stack per night thereafter.

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

In the case of molasses, 100 baskets or less will constitute a stack.

 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, nupacking, measuring, repairing, marking or drying, etc. Rs. 2 per scale, and chair, or lot.

 On boats beached for repairs or other purposes on the hards opposite Seebpore College or elsewhere.—

Difuis	•••	 Re. 1	per day	per bhur.	
Boats		Rs. 2		., boat.	

## 167

... As. 8 per day per dinghee. Dinghees Up to 100 tons net Rs. 2 per Steamers, flats, etc. ... day or part of a day. Between 100 tons and 200 tons net Rs. 4 per day or part of a day. Above 200 tons net Rs. 8 per day or part of a day. 4. Space for keeping bullock or buffalo carts, motor lorries or Re. 1 each per night. trailers Rs. 4 per season per net. 5, Fishing ... Rs. 2 per 25 pieces per night. 6. Floating timber ... Rs. 3 per mensem.

- 7. Hawker's license ...
- Goods lying on the wharves after having been salved from the
  - river ... Re. 1 per article per week.

#### Schedule "C".—Special charges on coastwise cargo through No. 9 Jetty.

On all coastwise cargo discharged from or loaded into boats through No. 9 Jetty Shed, the toll will be 50% in excess of the toll specified in Schedule A.

Goods will be allowed to remain in the shed free of rent for a period of 48 hours, after the expiration of which rent will be charged at rate equal to 50% of the toil specified in Schedule "A" per day or part of a day for the first 3 days, and at a rate equal to the toil 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 , , , , top.

Note.--No refund of toll paid on goods that have not been shipped or landed will be granted unless the toll receipt has been endersed 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 Jettics (freight charged by weight).

The following Commissioners' charges were necessarily incurred :—

	Ks.			
Landing Rs. 1 4 0 per ton or part of it	107	8	0	
River due " 0 12 0 " "	64			
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. Ont 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	Λ.	Р.			Rs.	А.	P.
75	bundles	weighing	4	lons	@	0	5	0 a	day fo	r 3 days	3	12	0
	"	,	4	,,	"	0	10	0		1 day			
430		"	22	"	"	0	5	0		3 days	20	10	0
960	**	"	49	,,	,,	0	5	0	,,	2 days			
235	"	"	11	"	,1	0	5	0	.,	1 day			
											60	15	0

-----

Charges on a consignment of 20 cases measuring altogether 1997-8" discharged at the Calcutta Jettics (freight charged by

The following Commissioners' charges were necessarily in-

Landing	Re. 1 0 0 per 40 c. ft.		us.			
River due	f of landing charges	•••	 5	0	0	
	toll 2 of landing charges	•••	 3	0	0	
Surcharge	121% on river duc		 3	0	0	
ouronargo	122/0 on river due		 0	6	0	

169

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.			R	late.			поці , Л.		
8	30-8	3	-/ 5/	_ per	day	por 40 c.	ft, or part	1			
		1	-/10/	-	"	"	"	1		0	
4	31-8	3	-/ 5/	-	,,	"	,,	0		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 diselarges general eargo, proceeds alongside one of the Cklentk Jettics on the 16th to discharge general inports, completes discharge on the 25th, goes into Dry Dock on the 26th and remains there until 36th, mores to her loading berth in the Docks on the 30th and completes loading on the 4th of the next month. She proceeds to see 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 leadsmoney	 16	0	0
Hospital dues 3 pics per ton nett	 82	8	0
Inward night navigation fees	 54		
Port dues 4 annas per ton nett	 1,320	0	0
10ft data 1 tillion P			

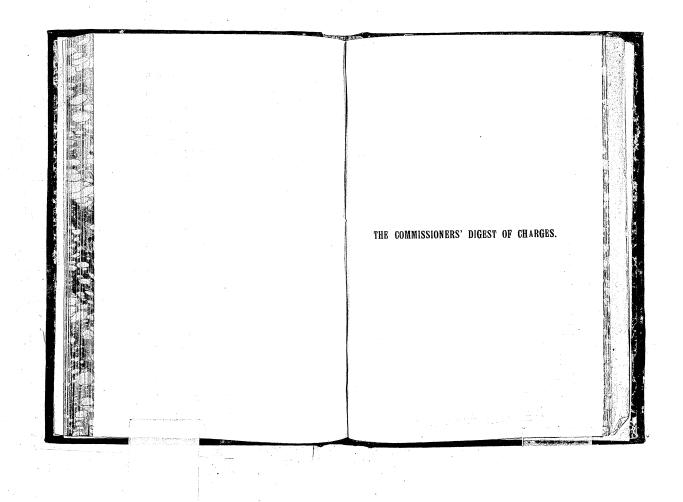
Opene management of the

170			
Agrictory IT-characteristics	Rs.	Α.	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) trans- porting to Dooks (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		0	0
Hire of Dry Dock, 5-30 P.M. on 26th to 5-30 A.M. on 30th (3 days 12 hours)	100		
Hire of a Dock tug on the 30th	,201	4	0
Assistant Harbour Master's c	60	0	0
Dock loading berth on 30th (Rs. 40+14)	54		0

Rs. A. P.

Cherry Cherry Cherry

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 borth (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
" Leadsmoney	16	0	0
" Night navigation fees	54	0	0
	12,367	4	0



174 DIGEST OF CHARGES ON IMPORT GOODS. (N.B.-Charges under Section 14 A hoor included.) CHARGES RECOVERABLE ON DELIVERY ORALLANS. Basis of ν°. DESCRIPTION OF GOODS. charge. Schedule Surcharge on River River Differen Landing. Due. tial Toll, Due, 1 2 3 4 õ 6 Rs. A. Rs. A. P RS. A. P. RS. J. P. 1 Cotton piece goods and all kinds Per bale 0 2 5 0 0 1 0 4 0 0 2 5 of cotton twist and yarn Sugar, Rice, Grain, Sceds, Sago flour and Tapioca flour or case. 2 Per 1 0 0 0 12 0 0 12 0a .... or part of a ton. 3 Gold, Silver and Jewellery ... Per pkg. 0 4 0 0 2 5 0 2 5 0 0 3 4 Animals not in cares Each 2 0 0 1 3 2 1 3 2 024 5 Horse-boxes Do. 4 0 0 26 -5 2 6 5 0 4 % 6 Motor cars and Aeroplanes not in Per car or 10 0 0 15 0 0 1140 cases .... Molasses in bulk acroplane. 7 Per ton 0 12 0b 0 12 0 016 8 Petroleum not in bulk (c) Do. 0 0 1d 0 12 0 12<u>1%</u> of 1 4 01 9 Ship's life-boats 0 8 0 Per bost, 4 0 0 4 0 0 ... All goods on which freight is charged by weight by the steamer companies and where the weight of any single pack-age does not exceed 35 evt. [See note (i)].
Over 35 evt. but not exceeding 30 toos. 016 Per ton or 140 0 12 0 0 12 0 part of a ton gross weight, [Sec nult (ii)]. Do. 3 12 0 0 12 0 0 1 6 30 tons. Over 30 tons but not exceeding 0 12 0 12 Over 30 tons but not exceeding Do. 100 tons. All goods on which freight is the steamer companies and where the measurement of any single packago does not occeed 100 c. ft. with a mini-mam charge of 1 anna per nackage. 016 Do. 10 0 0 0 12 0 0 12 0 13 0 9 7 0 1 3 1 0 0 0 9 7 package. Over 100 c. ft. and up to 200 14 1 8 0 0 8 0 Do. c. ft. 15 Over 200 c. ft. 2 8 0 1 8 0 2 4 0 2 4 0 0 4 6 Do. 3 12 0 Nors: (1)—At the Garden Reach Jatlies and King Gerge's Dock the limiting weight for rescioning the loading and rens charges is 2 rons and not 35 ovts.
 (a) No suremptions are Soution 2.
 (b) As Warfage. For potnetisman dist protocate handing-sharge is equivalent to wharfage and subject to a surcharge of 50 per cent. † If each package weighs over 35

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													Per pkg.	0	4	0	0	0	6		
													Each	2	0	0	0	4	0		
Each	1		0	2	0	0	1	0	0	3	0	0	Do.	4	0	0	0	8	0		
ercar or	2	8	0	5	0	0	2	8	0	7	8	0	Por car or	15	0	0	1	14	0		
ttoplano.													acroplane. Per ton,	1	4	0	0	2	6		
or ton or		5	00		10	0	0	5	0	0	15	0	Do.	0	0	10	12	. 1	of		
rt of a ton Each		6	0	0	6	0	0	6	0	3	0	0	Per boat.	4	0	0	0	ŝ	0		
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Do.	0	15	0	1	14	0	0	15	0	2	13	0	Do.	1	4	1 0	0	2	6		
Do,	0	15	0		14	0	0	15	0	7	8	0	Do.	1	4	1 0	0	2	6		
er 40 c. ft or part thereof.	. 0	5	0	0	10	0			0 01		12		Per 40 c.f or part thercof.	t 1	. (	. 0	0	2	0		
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CHARLES STATEMENT OF THE

### Digest of Charges on Export Goods.

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> 薫 R. A. al di kay

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

· · · · · · · · · · · · · · · · · · ·	(in Di-Oninge	s under oc	541014 1 ZL 110	ite nor occir m	cratical)	1 C C C C C C C C C C C C C C C C C C C		
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
<ol> <li>Cost</li> <li>Cotton, Hemp, Jute and all fibres in bales.</li> </ol>	Per ton or part of a ton. Per bale	Rs. A. P. 0 8 0 0 4 0a	Rs. A. P. 0 3 0 0 1 4	Rs. A. P. 0 1 0* 0 1 0b	Rs. л. р. 0 6 0 0 3 0†	Per ton or part of a ton. [ Do.	Rs. A. P. 0 8 0‡ Scenote (i)] 1 4 0c	Rs. A. P. 0 1 0 0 2 6
3. Grain and seeds excluding rice	Per ton or part of a ton.	080	028	Kantapuker rates of rent	0 6 0	Do.	140	
	Per cwt. or part of a cwt. Per ton or part of a ton, Do.	0 1 6     0 8 0     0 8 0	000000000000000000000000000000000000000	Section 27. 0 0 4; 0 0 6* 0 0 6*	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Do. Do. Do.	140 0100 080	0 2 6 
7. Iron Ore	Do.	0 8 0	0 3 0	0 0 6.	0 3 0	Do.	040	0 0 6
8. All other Ores shipped in bulk	Do.	0 8 0	030	0 0 6.	0 6 0	Do.	140	026
9. Pig Iron and Scrap Iron	Do.	0 12 0	040	0 0 6*	0 9 0	Do.	100	020
	?er 100 lbs.	0 1 0	0 0 4	003	0 0 9	Do.	140	
	Per animal.	0 2 0				Per animal,	0 2 0	0 0 3
12. All other animals not in cages	Do.	200				Do.	200	040
13. All other goods on which freight is chargeable by weight and where the weight of any single package does not exceed 50 with the the Calcutta Jettice, or Kind the Docks and 2 tonset the Garden Beech Jettices or King George's Docks.	Per ton or part of a ton.	0 12 0	040	030	0 9 0	Per ton or part of a ton.	1 4 0d	0 2 6 [See note (ii)]
<ol> <li>Over 35 cwt. at the Calcutta Jettics or Kidderpore Docks and 2 tons at the Garden Reach Jettics or King George's Docks but not exceeding 30 tons.</li> </ol>		3 12 0	14	0 15 0	2 13 (		140	026
<ol> <li>Over 30 tons but not exceeding 100 tons.</li> </ol>	Do.	10 0 0	35	4 2 8 0	7 8 0		140	
<ol> <li>All other goods on which freight is charged by measurement and where the measurement of any single package does not exceed 100 c. it. with a minimum charge of 0.1-0 per package.</li> </ol>		0 0 4				33 Per c. ft.	0 0 5	
17. Over 100 c. ft, and up to 200 c. ft	. Do.	0 1			1	9 Do. 11 Do.	0 1 0	-
18. Over 200 c. ft	. Do.	0 1	1			-1	4 0 0	

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10 0 0

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4 0 0

1 0 0

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0 6 0e

3 0 0 Each.

3 0 0

Do.

Do.

15 0 0 1 14 0

4 0 0 0 8 0

Each.

... Each.

...

20. Motor cars or aeroplanes not in cases | Per car or aero-

....

19. Horse boxes

22

大いない

21. Ship's life-boats



# 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 a	over-any draft	
Master Pilots Senior Mate Pilots		5,101 to 5,350 to		
Junior Mate Pilots		3,251 to 5,100		
Jr. Mate under one yes	up ur's	to 3,250 tons	" 25′-0"	
service	••• uj	to 8,250 tons	draft 22'-6"	

Mate Pilot will be appointed to vessels of Sr. Mates tomage 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.

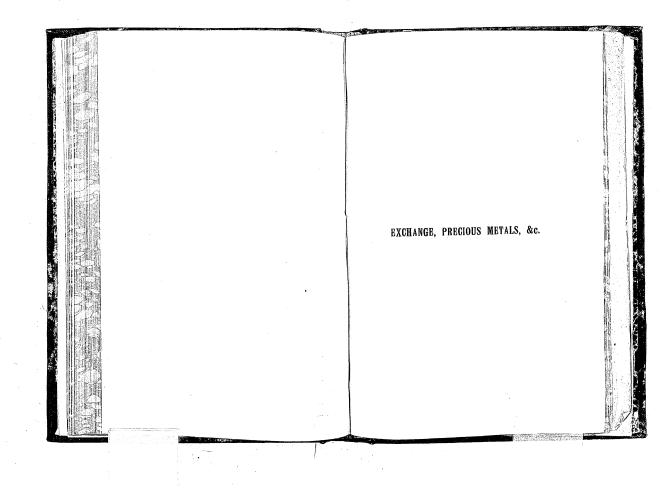
STRENGTH OF THE BENGAL PILOT SERVICE, 1937.

Pilots Leadsmen	•••	••••	••••	 	41
Lioudonion	•••	••	•••	 	10
				-	
					51

1	9	

# THE COMMERCIAL FLEET OF CALCUTTA.

		A.r.	rivals i	n the .	Port.		
	SA.	ILING VESSE	ıls.			TEAMERS.	
YEAR.	Number.	Gross Tonuage.	Average Tonnage.	Number.	Passed through the Suez Canal.	Gross Tonnage.	Average Tonnage.
1913				1,629	279	6,825,505	4,189.99
1914				1,491	255	6,255,371	4,195.41
1915	1	875	375	1,233	250	5,256,585	4,263.24
1916	2	4,015	2,007.5	1,124	Not ob- tainable.	4,567,504	4,063.61
1917	7	5,433	776-14	927	96	3,596,024	3,879.20
1918	8	8,819	1,102.37	874	156	3,522,836	4,030.70
1919	10	11,506	1,150.6	1,092	258	4,554,857	4,171.11
1920	4	2,600	650	1,395	371	6,192,817	4,439.29
1921	2	1,216	608	1,275	294	5,997,632	4,704.03
1922	6	13,580	2,263-3	1,169	812	5,644,757	4,828.70
1923		·		1,144	304	5,769,689	5,043.40
1924				1,222	348	6,457,182	5,284.10
1925	3	828	276	1,171	320	6,347,121	5,420.25
1926				1,250	359	6,752,412	5,401.93
1927	•			1,402	384	7,617,449	5,433.27
1928				1,445	410	7,838,241	5,424.39
1929				1,537	402	8,318,882	5,412.41
1930				1,342	334	7,462,127	5,560.45
1931				1,276	310	7,047,996	5,522.72
1932				1,193	246	6,558,766	5,497.70
1983				1,164	287	6,431,166	3,823.82
1934				1,212	318	6,817,669	5,625.13
1935				1,192	315	6,713,334	5,631.51
1936				1,222	307	6,913,297	5,657.86
1937				1,249	348	7,095,090	5,680.61



						FX	183 CHAI	IGE.						1000
				QUOTAT	IONS RULIN	G ON M.	AIL DAY	IS IN C	ALCUTTA	DURIN	3 1937.		*	
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		-	- `	<u> </u>								Rs.		
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		1		$1 - 6 \frac{1}{3}$	$1 - 6\frac{1}{3} + 2 = 1 - 6$	1 6	<sub>3<sup>6</sup></sub> 1 6			3		218 83-10-0		
		1	<sup>ith</sup> ,,	1 6 1 2	$1 - 6 \frac{1}{29} = 1 - 6$	34 1 6				3		41 83.4.0		
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			o Trans- 1g rate).	to).	Credits, four months. (Buying rates).	Jredits, six month (Buying rate).	Document for payment, three months.	for ac-	02. in	ink of te.	of England, of Discount.	Scou-	Bogu-	jute of Jian.	Telegraphie 1 fers. (Solling 1	Demand 1 (Selling ra	Credits months.	Credit	(Buying	payment, thre months.	Document f ceptance, months.	Silver per London.	Reserve India 1	Bank of England Rate of Discount.	Government Secu rities, 33 per cent	Government rities 3 por c
		DATE OF MAIL	Selling 1	Demand Drafts. (Selling rate).	lits, nonth ying r	a, six ing ra	u m c rment nths.	Document fo ceptance, months.	Silver per London.	Reserve Bank o India Rate.	of Er of Dis	Government See ritios, 35 per ec	Dovernment Seen.		Tele fers.	S, D	57	- 5	'é l'							
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-17.E		1937.	e. d.	s. d.	s. d.	s. d.	8. d.	s. d.	d.	Per cent	Per cent	Rs,	Bt.	∋lSept.	1 6					1 6‡	1 635	194	3	2	97일 97 중	88-0-0 87-12-0
5		29th April	1 635	1 63	1 6‡	1 652	1 6‡	1 657	2078	3	2	94	8380	ы.,	1 6		· ·		- 5 2	1 63	$1  6_{3^{2}}$ $1  6_{3^{2}}$	1012 1912	3	2	975	87-10-0
Ŋ		6th May	1 652	1 63	1 61	$1 6_{3^{2}\overline{2}}$	1 63	1 67	20 <sub>1</sub> 2	3	2	94]	82-104	胆 » 3:1 »	1 6				- 22	1 61	1 632	197	8	2	97 <del>,</del> 78	87-10-0
		13th ,,	1 63	1 6,	1 64	1 6,8	1 6‡	1 657		3	2	941	\$3.54	£3 "	1 6	a 1 6	Ag 1 6	3 1	$6_{5\overline{4}}^{+}$	1 64	1 63	197	3	2	97 <sub>18</sub>	87-10-0
, ĝ	11-A	20th ,	1 6,3	1 63	1 61	1 6,9	1 6‡	1 622	203	3	2	943	1 839	76 Oct.	1 6,	1 6	3, 16	1	$6\frac{2}{3}$	1 61 D	1 6 <sub>572</sub> A	191 Y.	3	2	98§	88-2-0
i de		27th ,,	1 6.3		· ·									Nà n Na n	H 1 6		-	1	6.%	1 61	1 659	20	3	2	97 <sub>1</sub> °	88-2-0
1						1 634		1 633	20 <b>‡</b>	3	2		1 8441	189 J	1 6		A 1 6	94 I	$6_{5^{2}g}$	1 6}	$1 - 6\frac{2}{5\frac{3}{2}}$	1948	3	2	98 <sub>48</sub>	
38		3rd June	1 65	r 1 6 <sub>5</sub> 4	1 6‡	1 6.3,	1 6}	1 6,7	$20_{16}^{4}$	3	2	95}	\$ \$140	fit Sec.	16		· · ·			1 63	1 6 7	197 197	3	2	989 984	89-0-0 90-0-0
. A		10th "	1 63	1 63	1 63	1 6,3	1 64	1 63	201	3	2	95]	81.61	16 . 55 .	16			1	6 <sub>59</sub>	1 61 : 1 61	$1 - 6\frac{2}{52}$ $1 - 6\frac{2}{52}$	194	3	2		90 2-0
- <sup>2</sup>		17th "	1 6,3	1 65	1 61	1 6,8	1 63	1 65	1943	3	2	951	8443	ZA	1 6			34 I		1 54	1 63	198	3	2	989	
41		24th "	1 6,1	1 6	1 01	1 65	1 61	1 67	1918	3	2	91	8481	H Dee,	16	$\frac{3}{88}$ 1 6	<sub>20</sub> 1 0	64 1	0.0 4	1 63	1 67	1913	3	2	98 <sub>1</sub> 2	90-0-0
10. A 10.		1st July	н	0	L	τ	D	Α	y.					р.,	16	· ·		61   1 61   1		1 61	1 65 1 65	18ģ 18]		2	978	
	L D	8th ,,	1 6	1 6,	1 64	1 63	1 61		1944	3	2	95.	18 88 84		1 6		· ·	64   1		1 6}	1 65		3	2	98 fa	
		15th "	1 63	1 6,	1 61								85-1-1	1	1.6	$\frac{1}{2}$ 1 6	3 1	6] 1	$6_{s's}^{\ p}$	1 64	$1.6_{3}$	18,7	3	2	972	90-1-0
		22nd "	1 6		1 .	-		1 6,7		3	2															
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100		. 29th "	1 63		1 .	1 63	§ 1 6‡	1 67	20	3	2	96,	fe 86-0-0													
		5th Aug	. 163	1 6	Aj 1 6₽	1 6,	Pr 1 63	1 632	20	3	2	973	86-144	Pur stres	base a	d Sterlin elow :	g by R	eserve	Bank	of Indi	ia fron-	lst Ja	nuary to	31st Dece	mber 193	7 at the
		12th ,,	1 63	1 6,	Ås 1 6∦	1 6,	1 61	1 652	19 <u>†</u> #	3	2	981	\$8-4-0	L		Calcu Bom	itta						19	191,000 379,000		
		19th ,,	1 6	1 6,	A 1 64	1 63	1 64	$1  6_{\frac{7}{32}}$	1942	3	2	97	87.12			Mad: Kars	ras ichi		:					551,000 001,000 173,000 021,000		
		26th ,,	1 63	ng 1 6,	5 1 61	1 6 3	1 61	1 633	1918	3	2	97}	88-0-0			Delh Rang	i goon				 Total			16,000		
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		QUOI	ATIONS	S RULIN		186 KCHA IAIL DA	NGE.	DALOU	JTTA DI	URING 19	K16.		QUOTAT	ions ru	JLING 0		·		OUTTA	DURIN		-(Contd.)	
	DATE OF MAIL.	Telegraphic Transfors, (Selling rate).	Demand Drafts. (Selling rate).	Credits, four months. (Buying rate).	Credits, six months. (Buying rate).	Document for payment, three months.	Decument for ac- ceptance, three months.	Silver per oz. in London.	Reserve Bank of India Rate.	Bank of England. Rate of Discount.	Government Scou- rities, 35 per cent. Covernment Scole.	Itars o Mails	Telegraphic Trans- fors (Selling rate).	Demand Drafts, (Selling rate).	Credits. four months. (Buying rate).	Credits, six months (Buying rate).	Document for pay- ment, three months.	Document for ac- ceptance, three months.	Silver per oz. in London.	Reserve Bank of India Rate.	Bank of England Rate of Discount.	Government Secu- rities, 31 per cent	Government Secu- rities, 3 per cent.
	1936.	s. d.	s. d.	s. d.	s. d.	8. d.	s. d.	d.	Per cent			1595.	s. d.	s. d.	8. d.	s. d.	s. d.	s. d.	d.	Per cent	Per cent	Rs.	Rs.
	2nd Jan.	1 632	1 6,5	1 6 <sub>52</sub>	1 61	1 6,7	1 615		3	2	961	igh Maj	1 63	1 655	1 65%	1 63	1 6,32	1 6 <sub>18</sub>	20,78	3	2	981	90-2-0
₿ III2⊝	9th ,,	1 61	1 61	1 63	1 639	1 62	1 65	20}/	3	2	961 874	ал "	1 6,	$1 - 6_{33}^{-5}$	1 657	1 6‡	1 637	$1 - 6\frac{3}{16}$	2010	3	2	9813	90-8-0
	16th ,,	1 65	1 61	1 6‡	1 652		1 6,7	205	3	2	961 554	31 .,	1 64	1 6,4	1 637	1 6.}	1 6.7	1 6-1	194	3	2	98 <u>1</u>	90-2-0
	23rd "			1 6‡to <sub>s<sup>7</sup>2</sub>	1 6 <sub>34</sub> to}	1 6 <sub>73</sub>	1 67	191	3	2	957 892	th Jon	1 63	1 6 3	1 6 🖓 🗉	1 63	1 633	1 6 1	1918	3	2	98ĝ	90-4-0
	30th ,,	1 65%		•.	1 6 <u>1</u>	1 6.7	1 6 <sub>18</sub>	20	3	2	96 <b>7</b> 1 98	86.,	1 6,5	1 63	1 632	1 63	$1 - 6_{33}$	1 64	193	3	2	981	89-12-0
	6th Feb.		1 6 1		· ·	1 6,7	$1 \ 6_{10}^{*}$	$19_{10}^{-7}$	3	2	968 964	156 .	1 63	1 63	1 657	1 63	1 633	$1 - 6\frac{3}{16}$	192	3	2	98ğ	89-14-0
	13th ,,	1 65%		1 6,7	1 64	1 637	$1 - 6\frac{1}{16}$	19 <u>†</u> §	3	2	97 👌 98	1 291	1 6.3	1 63	s 1 6 <sub>5<sup>7</sup>9</sub>	1 6}	1 6 <sub>1</sub> 7	1 6 <sub>72</sub>	1915	3	2	984	90-2-0
	20th ,,		1 6,5		1 6,‡	1 63	1 642	$20 r_0^1$	3	2	97 Å 95	f si July	1 63	1 6-	1 632	1 63	1 65	$1 - 6 \frac{1}{16}$	1976	3	2	99	90-4-0
	27th ,,	1 6 3 3		1 6,7	1 61	1 67,	1 64	$19\frac{3}{4}$	3	2	95 93	4 24 ,	1 63	1 65	1 631	1 6‡	1 657	1 6 <sub>78</sub>	20 <sub>1 0</sub>	3	2	993	90-7-0
	5th Mar.	н	0	L	I	D	А	У.				м,	1 63	1 6 <sub>8</sub>	1 65%	1 64	1 6,7	1 610	192	3	2	998	90-8-0
	12th ,,	1 6%				1 637	1 6 🖧	198	3	2	97) 83	мы,	1 6,4	1 65	1 637	1 6‡	1 63	1 67	19ĝ	3	2	9918	90.14-0
	. 19th ,,	1 635				1 634	1 6 👬	19§	3	2	97 <del>1</del> 87-	BA [66 ].	1 65	1 63	1 6,7	1 64	1 6,7	1 61	19 🖓	3	2	9948	90-4-0
	26th "		1 6 <sub>8</sub> 4			1 67	$1 - 6 \frac{3}{16}$	20 <b>∄</b> ,	8	2	97 87-	134 16 Aug	1 63	1 63	1 630	1 6,3	1 63	1 67	19-1	3	2	99 <sub>1</sub> %	90-0-0
	2nd April		1 632			1 6 <sub>57</sub>	1 615	1915	3	2	97 <mark>1</mark> , 85	и яз. "	1 65	1 65	1 6,3	1 65	1 63	1 6 🖓	19-14	3	2	99 <sub>7</sub> %	90-0-0
	9th "		1 1	1 6,5		1 6,7	1 648	197	3	2	98 89	90 Mi "	1 6,4	1 65	1 63	1 63	1 65	1 670	198	3	2	99.78	90-2-0
	23rd ,,	$1 \ 6_{3\frac{5}{2}}$ $1 \ 6_{3\frac{5}{2}}$				1 G <sub>3g</sub>	$1 - 6 r_0^2$	201	3	2	98‡ 89	80 <u>24</u> "	1 63	1 63	1 6,7	1 65	a 1 63	1 64	19 **	3	2	99 78	90-0-0
	30th ,,	1 0.5	1 6 <sub>3</sub> 2 1 6 <sub>3</sub> 2			1 6 <sub>37</sub>		201	3	2	9718 89	12 H Sept	1 63	1 65	1 653	1 65	1 637	1 6-7	19¦	3	2	994	90-4-0
	7th May	1 63					1 6 <sup>48</sup>	.20 <sub>10</sub>	3	2	98 <u>1</u> 90												
	·		1 639	$1  6_{3\overline{3}}$	1 61	$1  6_{3\frac{7}{2}}$	$1 6_{12}$	20‡	3	2	95 <u>1</u> 90-	01				•							
	- 19 SS 973				/*** 9 <b>4</b> 8	9 <b>8</b> ×16.															W	etta de la	
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	QU	OTATIO	NS RUI	ING ON	E2 MAIL	KCHA	NGE.	1111111		n	•		Comparat	ive Statem	ent of idon, Ca	the <b>Pr</b> i lcutta a	ices of and Ba	Rupee mbay j	e Pape from 19	r rulin 35 to 1	g in e .937.	ach mo	mth in
<b>N</b> ISIN		ans- ite).	1		hs.	1 200		.5	5					1 1		pon 31%.			CUTTA 3			ombay 31	%.
	DATE OF MAIL.	Telegraphic Tr fers (Selling r	ing rate.)	s, four ths. ying rate)	Credita, six mont (Buying rate)	ent for pa	ent for ac- unce, three ths.	per oz. on.	Reserve Bank India Rate,	of England of Discount	nent Seau B per cont	Anna Anna	MONTHS.	Highest and Lowest.	1935.	1936.	1937.	1935.	1936.	1937.	1935,	1936,	1937.
		Telegri fers (3	Demand (Selling 1	Credits, f months (Buyin	Credita (Buyi	Document f ment, months	Document for ceptance, months.	Silver per London.	Reservo	Bank o Rate o	Government J	Government	-		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs. 961	Rs. 100,2
2 Bath	1936.	s, d.	s. d.	s. d.	s. d.	8. d.	s. d.	d.	Per cen			R.	Jamity	Highest	725 715	715 715	74 <u>3</u> 71 <del>3</del>	982 971	96금 95 <del>1</del> 8	1008 96 <del>1</del> 5	98 <del>1</del> 8 978	961 961	952
	10th Sept.	1 6,5	1 6 <sub>5</sub> 3	1 63%	1 632	$1 - 6 \frac{1}{3} \frac{1}{3}$	1 6	197		2	1	90-14		Highest	721	724	73	98 <u>1</u>	988	983	98ž	98‡	98g
	17th ,,	1 67	1 6,3	$1 - 6_{3\frac{7}{2}}$	1 6.0	1 650	1 64	19.5	3	2	993	933)	February	Lowest	713	713	69	96 <del>3</del>	161	96 🖧 95 §	961 977a	96 <u>1</u> 99 <u>1</u>	92h 95 fs
	24th ,,	1 6 1	1 6.3	1 637	$1 - 6_{S_{1}^{2}}$	1 6,7	1 64	19}	a	2	501	9044	Hatch	Highest	71 <u>1</u> 69	73 713	71 68‡	978 90	9978 9512	913 913	90 90	9615	914
	lst Oct.	1 63	$1 - 6 \sqrt{3}$	$1 - 6\frac{7}{3.5}$	1 6.2	1 65.	1 6,	197	3	2	994	933		Highest	693	721	701	949	981	95 <u>1</u>	94	$98\frac{9}{78}$	95 <sub>1</sub> 5
	8th .,	1 6,3	$1 - 6_5 \xi_{g}$	1 65	$1 - 6_{S^{\pm}}^{p}$	1 67			3	2	1	59	lqti	Lowest	67	718	681	58	97 99§	92 A 95 I	8818 95.%	$97_{18}^{5}$ $99_{16}^{7}$	92 <sub>1%</sub> 961
	15th	1 63	1 6 1	1 6,1		1 6,7							Yay	Highest	70 69	73 725	71 <u>1</u> 691	95 <u>1</u> 92 <u>5</u>	98	94	92 <u>1</u>	98-18	941
	22nd "	.			. 035	1 033	1 6 1 8	20	3	2	001	9940	Jan	Highest	70	73	715	95 <u>}</u>	9S}\$	$95_{1^{\prime}h}$	95	99,3	953
	29th "	} н	0	L	I	D	A	Y	s.					Lowest	70	73	71 714	94 ∱ <sub>#</sub> 95‡	98 100]	943 967	94 95 <sub>1</sub> %	98 👬 100 J	9411 962
	5th Nov.	1 6,1	$1 - 6 \frac{1}{3}$	$1 - 6\frac{7}{32}$	1 6,%	$1 - 6\frac{5}{89}$	1 6 🖧	204	3	2	1003	99-74	街	Lowest	70} 70}	74 73	71	948	9978	945	948	99	944
	12th ,,	1 6,4	$1 - 6\frac{3}{3^{3}2}$	1 67	1 6,2	1 63		22				90.50	Argust	Highest	703	74	73	951	993	982	95 🖧	991종 991	98 🚠 96 ] 3
	19th ,,	1 6,3	1 6 2						3	2	1			Lowest	66 <u>1</u> 67 <del>1</del>	74 74	715 725	88 <sub>18</sub> 907	99 fr 99 fr	96§ 97}}	887# 908	0012 0012	179
	26th ,,	1 6,4	1 6 <sub>3</sub> 3		1 6 <sub>57</sub>	1 652	1 6 <sub>18</sub>	211	3	2		<u>(0.54</u>	isptember -	Lowest	66	73 <u>1</u>	72‡	8718	99	963	88	99 <sub>1</sub> 4	9611
	3rd Dec.	1 633		1 637	1 6 <sub>3</sub> °	1 637	1 6 <sub>16</sub>	21 <sub>75</sub>	3	2		\$9-314	Otaber	Highest	68	74 <u>1</u>	73	9318	10018	98 <del>11</del> 97 <sub>76</sub>	93 <u>1</u> 878	100 <sub>73</sub> 9933	989 97 <sub>7</sub> %
	10th	1 61			1 6,8	1 6 <sub>479</sub>	1 6 <sub>10</sub>	$21_{18}$	3	2	997	\$9134	1	Lowest	66 711	73 <u>1</u> 75	72‡ 73	88ğ 96ş	99g 100 <del>1</del> 8	982	964ž	1003	98J
				1 63	1 6 <sub>92</sub>	1 6‡	$1 - 6_{d^2 \overline{q}}$	$21_{16}^{1}$	3	2	99}	89 I H	Swember	Lowest	685	741	73	93 <sub>75</sub>	100	98.78	93 <del>1</del> 8		981 9812
		1 61	1 61	1 6,7,	1 6,3	1 61	1 6,7	21‡	3	2	1007	89-134	Deember	{ Highest	-	75 74	73 72 <del>1</del>	96 <del>1</del> 8 95 <del>1</del> 4		98§ 97 <sub>16</sub>	967 953	100 <sub>1</sub> % 99 <sub>1</sub> *	978
- <b>8</b> IBAN	24th ,, 31st ,,	н	0	L	I	ъ	А	Y	s.			ł.	During the	Lowest	715		743		10018	1008	98g	100ğ	100,2
	Pure	hase of S	terling by	Record	D I							Ŀ	Jear	Lowest	. 66	715	68‡	87 <sup>1</sup> 7Å	9518	913	87§	961	913
	centres r	hase of S loted belo	ow : 0	ACSCI V	e bank (	of India	from 1st	Januar	y to 31s	t Decem	ber 1936	at the											
			Calcut Bomb	ta				15	£ 3,639,000														

		GOVE		190 OF INDIA		2003 (123 (13 <u>7</u>	1							191										
		0072		PEE LOANS,	LOANS	5.	÷	XI XIV	l	680,027,782	6,652,195	S16'S21'2	9,153,671 9,967,325	2,630,478	10,625,16S 10,517,137	659,818,01	13,132,267 13,103,259	13,539 943	14,731,688	13,551,487	13,831,433	12.183,202		
	Amount outstanding.	Interest per cent.	Year of Issue.	Repayable at Government option,	Market quotation on 20th	Interest due,	alances 1936-31	BS0LAND.	्म ! ।	2.2	33	: ;;	2 2	ji ji	<u> </u>	10.	d d					0.00		4
5	Rs. Non-Termi-				August 1938 Rs.		the Cash Balances on a 1917-18 to 1936-37.	INTREST DATABLE AND	Rx.	5,135,819 \$.001,356	9,020,095	(5)317,138(b)	(q)188,659.51 (b)105,277(b)	(9) 286 106 07	20,762,097(b) 19,828,051(b)	19,903,877(b)	20,856,812(b) 21,556,010(b)	21.826,214(b)	23,766,037(b) 23,469,039(b)	20,675,215(b)	20,424,256(b) 19,105,096(b)	15,515,993(b)		
	nable Loans. 3,23,54,000 24,54.06,000 29,85,82.000 6,04,000 38,44,83,000	3 31 35 35 35	1896-97 1842-43 1854-55 Do, Coupon (a)	3 months' notice.	89 99 99 99	Jan, 22 & July 22 Feb. 1 & Aug. 1 June 30 & Det. 31 Do. do.	said aff'; years from	EXCH YEAR.	4	16,025,416	2002/2007	CSC 000'S	9,821,949 10.354,947		3.233,495		5,245,230 6,356,520		15,564,942	15,626,2×5	15,765,479	950,182		
	2,71,35,000 36,46,05,000 Terminable Loans.	31 31 31	1865 Reduced 1879 1900-01		90 99 99	May 1 & Nor, 1 Jan. 16 & July 10 June 30 & Dec, 31	в в т . unt borrowed and 1 England during 20	CASH BALANCES OF PAY OF EACH	1	25,940,387	26,475,996	13,535,690	20,926,012 21,126,900	31,736,0740	25,148,804	9,161,009	912,762,852	11,252,375	12,691,074	682'655'11	14,515,535	20.555,555	I Dobt.	
	22,50,00,000 12,01,28,000 15,12,85,000 16,67,32,000 63,30,26,000 14,97,18,050 9,05,79,0000 97,56,10000	3 22 3 3 3 4 4 4 5	1938 1936 1935 1934 1933 1926 1933 1928	1963.65 1948.52 1951.54 1941 1947.50 1960.70 1943 1955.60	957 1004 1028 1038 1058 113 113 113 1198	June 1 & Dec, 1 June 1 & Dec, 1 March & Sept. II March & Sept. II May 15 & Nov. II Mar, 15 & Sept. IS Feb. 1 & Aug. I Mar, 15 & Sept. II Jan. 15 & July IS	RECLETERED DEB Mathematical Englands (no. 2008) intervet payable annually in India and Engl	Iotal BENTRESSERVED ON THE CA LAST DAY OF EACH VEAR.		236,957,575 242,525,570	192,631,081	205,113,561	242,631,497	051'010'115	312,190,455	344,303,519	353,351,515	572,9992,788	181,000,070	212'1-S0'ESE	383,687,615 376,232,520	as7,307,052	unjerny. Doku na vero nat taken inta second at constituting Bestford Doku, a natur ot taon total at an ana ana university Doku na vero nat taken inta second at constituting Bestford Doku. cual in tendo in Dox X. W. P. Province.	V TA AND THE REPORT
	27,78,12,000 25,18,48,000 56,74,94,000 19,13,90,000	5 5 5 5 <u>5</u>	1929 1932 1919 1932	$\begin{array}{r} 1335-60\\ 1939-44\\ 1940-43\\ 1945-55\\ 1938-40\\ \end{array}$	1038 10611 1175 10012	Anar, 15 & Sept. 6 Jan. 15 & July 15 April 1 & Oct. 1 April 15 & Oct. 15 April 1 & Oct. 1	c I a T a gland ; f unally in	a ao aya asya singa asia aya		012,870,071	219, 116,098	257.158,884 17,010,015	411,071,025	110,255,011	195,000,110	11.775,992	133,854,095	128,200,531	20,3333,325 202 ate ass	110,868,017	102,630,755 158,311,484	168,420,294	account as c	i P
		(a) Iest	ed in London in e (B) STERL	ionversion of the e	14% loan		and Br and Br															SS 1 1	F. Provin	
	Amount outstanding.	Interest per cent.	Year of Issue.	Repayable at Government option,	Market quotation on 20th August 1938.	Interest due.		BORROWED.		+62,812,851	681.783,6 -	- 1,301,803 + 13,784,315	+37,517,936	+17,144,052	+ 1.159.603	- 0,000,000 +	+ 10.555,096	100°257'12-4-		005 896 1+1	+012,575 - 17,454,729	- 18,925,789	and were no o year. b in the N. W	1111
	£ 11,539,986 77,024,185 88,667,884 37,500,000	25 3 35 4 5 5		One year's notice.	£ (52 816 943 117	Jan. 5 & July 5	Registered Dobt tch year, and the	+NET AMOUNT BORROWED - NET AMOUNT PAID OFF.	Bx.	+ 7,318,672 + 050 500 400	61203802+	+ 37,690,786 + 34,825,869	- 5,938,990	+U.SS1 -	211,780,2 -	- 4,137,133	+22.110,103	+ 8,148,038	+50,573,194 - *0 9*0 740	- 13,794,550	- 2,017,262 - 31,339,271	+8,108,810	r Temporury Debt rest paid during th .000 cush in transf	
	$\begin{array}{c} 19.852,418\\ 10,000,000\\ 12,000,000\\ 10,000,000\\ 10,000,000\\ 10,000,000\end{array}$	41 5 4 31 3	1022 1032 1933 1933 1933 1935	1942-47 1948-53	117 113 110 1074 1034 994	May 15 & Nov. 15 June 15 & Dec. 15 Do. do. Do. do. Feb. 1 to Aug. 15	t of et	YEAR.		:												ff en lut word .	Amount of interest part Mount of interest part Bxeludes Rx. 65,000 ca	
					]		Total Amoun the last day	Yh		81-2161	81-ST61	1920-22 (a) 1921-22 (a)	1923-25	1923-25	1925-26	1927-25	1925-29 1929-30	1030-31	1931-33 1742-55	1:03-34	1031-35	3		
	- the state of the local space of the local space																							

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				19	92			
					AND ON			
Purc	HAS	es and	SALES of	STERLIN	G by the F	ESERVE I	BANK of IN	DIA,
(Compiled	l fra	m inț E	formation Report of	furnished the Contro	by the Re ller of the	serve Bar Currency	ak of India .)	and the
			Purchase	of Sterling by Bank of India	the Reserve	Sales of	Sterling by the Bank of India	Reservo
	_		Ŀ	Amount paid Rs,	Average Rate	Amount sol	d Sum received in exchange	A verage to
April 1936			3,570,000	4,72,71,724	s. d. 1 6.125	e L	Ra.	s. d.
May "			1,000,000	1,32,41,370	1 0 125	i l		ļ
Jano "			2,225,000	2,94,62,069	1 6-125		1	
July "			2,535,000	3,38,31,724	1 6.125			
August "			1,430,000	1,89,35,172	1 6.125			
September "			3,565,000	4,72,05,517	1 6-125			
October "			5,000,000	6,62,06,896	1 6.125	Na Na	Nil	NE
November "			4,000,000	5,29,65,517	1 6.125			
December "			8,314,000	11,00,11,224	I 6-138	ļ		
January 1937			9,588,000	12,68,89,157	1 6-134			
February "	'		8,130,000	10,76,19,145	1 6.126			
March "			4,155,010	5,50,17,247	1 6125	,		
Total, 1936-	57		53,532,000	70,86,07,077	1 6*127			
1935-36			31 425,000	45,58,16,475	1 6-126	t		
1931+35			37,512,000	49,81,91,000	1 6.056			+
1933-31			45,158,000	59,97,30,000	1 6-011	+	+	÷
1932-33			35,733,000	47,23,35,000	1 6-156	+	,	+
1031-32			40,019,000	53,03,06,000	1 6.123	14,019,000	18,97,75,000	1 5 77
1930-31		[	5,393,000	7.25,75,000	1 5-841	5,731,000	7,74,57,000	1 577
1929-30			15,215,000	20,39,12,000	1 5'907	t	t	+
1928-29			30,810,000	41,02,18,000	1 0.02	,	,	t
1927-28			28,325,000	37,77,30,000	1 6.00	+	t	t
a serie com	• F † N ‡ Fi	igures pr o sale, gures pr	ior to 1935-36 r ior to 1935-36 r	epresent Sterli	ng transfers on og purchased in	London sold	in India.	

## GOLD-EXCHANGE.

Table of Gold for 25 years, from 1913 to 1937.

YEAR.	World's Pr	ODUCTION. \$	AND GOVI (PRI AND GOVI (FINANCI	N IMPORTS. VATE RENMENT). AL YEAR).	Rate, first sale Jan- uary Council Drafts, Calcuta.		se of Ex.	Amount received in sterling for Gov- ernment. Drufts and Tjerruphic Transfers.
	Quantity Fine.	Value,	Quantity,	Value.	Bate, Drate	Ŀ	change.	Amon Amon crnn and Trnn (Find
	oz.	ş	oz.	Rupees.	s. d.	в.	d.	£
1913	22,556,347	466,284,303	3,749,437	23,32,38,000	$1 4_{3_{2}}^{1}$	1	$4\frac{1}{10}$	31,200,827
1914	21,652,883	447,608,337	1,177,983	7,64 74,155	1 318	1	$3^{81}_{59}$	7,748,111
1915	22,846,608	472,283,884	-261,147	-1,10,91.195	1 315	1	3틝	20,354,517
1916	22,032,542	455,455,670	2,265,400	13,23,53,490	$1 4 \frac{1}{16}$	1	4.85	32,998,095
1917	20,346,043	420, 592, 147	4,207,069	25,17,85,905	1 478	1	4話	34,880,681
1918	18,588,127	384,251,378	-955,649	-5,56,38,180	15	1	51 <u></u>	20,946,314
1919	17,339,679	358,443,791	5,606,706	52,99,53,540	$2 4\frac{1}{2}$	1	852	(a)31,226,219
1920	16,146,830	333,784,924	820,557	2,10,82.410	(b)	2	$0^{18}_{18}$	(b)
1921	15,997,692	330,702,190	-250,356	-2,86,44,427	(b)	1	439	(b)
1922	15,496,859	320,349,102	5,858,298	41,19,08,546	( <i>b</i> )	1	38	2,570,026
1923	17,845,349	368,896,948	4,319,356	29,18,64,015	$1  4_{5^{1}5}$	1	3ត្តិភ្នំ	8,738,705
1924	18,619,481	384,899,578	11,965,221	73,92,65,866	$1 5_{ST}$	1	$5\frac{1}{3^{\frac{1}{2}}}$	7,579,162
1925	18,673,178	384,009,921	6,135,581	34,85,45,874	(b)	jı.	$6_{T^{\overline{0}}}$	(b)
1926	19,117,568	395,198,984	3,385,529	19,40,05,448	(b)	1	533	(b)
1927	19,058,736	393,979,954	3,181,759	18 09,99,956	(b)	1	$5\frac{16}{16}$	(b)
1928	18,885,849	390,386,574	3,785,441	21,19,98.689	(b)	1	6	(b)
1929	19,207,452	397,153,303	2,523,562	14,22,08,396	(b)	1	5ត្តិទ្វ័	(b)
1930	20,903,736	432,118,638	2,242,653	12,75,18,115	( <i>b</i> )	1	513	(b)
1931	22,284,290	460,650,527	-7,730,682	-57,98,29,791	(b)	1	5 <u>21</u>	(b)
1932	24,098,676	498, 163, 970	-8,353,829	-65,52,27,956	(b)	1	$6\frac{1}{3\sigma}$	(b)
1933	25,400,295	525,070,547	-6,695,298	-57,05,35,961	(b)	1	$6_{5^{\frac{1}{2}}}$	(b)
1934	27,372,374	958,033,090	5,694,820	-52,53,74,607	(b)	1	$6^{1}_{3^{\prime}f}$	(b)
1935	29,999,245	1,049,973,580	-4,019,262	-37,35,59,955	(6)	1	$6\frac{8}{5\pi}$	(b)
1936	32,960,158†	1,153,605,530†		-27,84,61,129	(b)	1	$6_{3\overline{3}}$	(b)
1937	Not yet	available.	-1,767,310*	-16,33,63,988*	(b)	1	$6_{3}r_{f}$	(b)
t s t C cf data rade o 25	iubject to revisi Compiled from on gold produ From 1st April, M British India	ion, the Report of t ction by Russia 1937, the static with Burma an	he Director of t including Siber (a) Approximati (b) No sule of G dies of the for d exclude the d	he Mint, U. S. A n. Par rate, £ I 5. ouncil Bills. Sign son-borne t irect trade of Bo	. Rovise = \$ 4.80}. rade of H rma with	d fro ritisi	n 1913 - India foreign	due to revision include the countries.
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11 11 11 11 11 11 11 11 11 11 11 11 11	1	Quan net (	tity an. Fold re	d Value o ceived into	f Gold Co	in and B. Gold Co	ullion impo inage in the	THE C red into,	OLD TRA	DE. ted from, J ug prices in	British Ind 1 Calcutta	lia, from for 20 yea	and to Fo trom 11	reign por	s, also of 1937-38.	
11 1100-64		1	-		Ря	VATE AND C	OVERSMENT.		-	RECEIVE	C HIL OLAI G	lists.	VALUE OF COINAGE.	PRICE, CHINA LEAF 100 TOUCH, PER TOLAH IN CALCUTTA.	A LEAF 100 R TOLAH SUTTA-	
(1444) (1	anta GAY	YEA	2	Impot	tr.	Bapt	orts.	Net Ir	1	From ndividuals. 6	From From	Total.	Single Mohurs.	Highest.	Lowest.	
		-			Rv.	oz.	Rx.	oz,	Rx.	BX.	Rr.	B.r.	Rx.	Rs.	Rs.	
10912-91 100		1918-19	:	366'636		1,315,645				I	353	353		33-10-0	20-0-0	
1992-2004 1992-2004		02-6161	:	7,529,436		9.027,029.9		5,606,700 820 537	35,330,236	1	195	215	(n) 710' 101'e	39-1-0	20-8-0	
12:2:2:2:2:2:2:2:2:2:2:2:2:2:2:2:2:2:2:		1921-22		985-586		2,049,292		-230,336	-2,564,413	1	31,931	105'12	1	33-0-0	2S-4-0	
100011 10001 100011 1000011 100001 100000000		1022-03	1		41,513,918	19,455 9 592		5,858,298 4.319,356	41,190.855 29,156,401		2,100	366		29-8-0 28-12-0	23-6-0	
1995-2001 1995-2000 1995-2000 1995-2000 1905-200 1905-200 1905-200 1905-200		1924-25	1		74,259,799	58,792		122,636,11	73,926,557		14	11	1	26-8-0	20-5-0	1
1012-1012-1012-1012-1012-1012-1012-1012		1923-26	:		33,229,944	65,934		6,135,581	34,834,355	1	15	153	1	0-0-1-0	20-6-0	94
666691 114000 11400		1926-27	ຕໍ ຄໍ : :		19,301,200 15,134,406	6,267	-	3,385,529	19,400,545 18,099,995		8 2	8 2		0.8-82	0-1-02	
Receipt 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1925-29	10 		696,212,12	3,144		3,785,441	21,159,560	1	23	8	I	22-12-0	22-1-0	
1011.2012 1011.2012 1011.2012 1011.2012 1011.2012 1011.2012 1011.2012 1011.2012 1012.2012 10000000000		1929-30	ei a		14,231.145	1,655		2,323,562	14.220,540	1	93	8	l	23-0-0	21-10-0	
1013-31 1013-31 1013-32 1014-32 100-32 10		1631-52	1					7,730,682	-57,952,979					31-0-0	21-13-0	
10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (		1932-33						· ·	-65,522,796		I	1	I	32.0-0	27.5.0	
Reference of the second		1933-31							-57,033,596		1	1	1	33-0-0	32-0-0	
10.040-01 10.012-05 100-05 100-05 100-05 100-0		1935-36		03,461			i	5,694,820 -	-37,335,587					36-4-0	35-0-0	
1014-247 1014-2		18-9661	-						-27,816,113	1			1	37-4-0	0-1-12	
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1			100 Pract	To,0770	1.535,9965 1 1	ent, Nut		1,767,3100	-16,330,3995		1 1	Rx. (tenx of the fratia wi	rupecs).	d exclude 1	the direct	624 <u>5(3</u> )
			Des	criptions	6	i ported i	THE nto, and ex	s GOLD	TRADE, om, British	Coneta.) India du	wing 20 ye		from 1918-19 to 1937-38	0 1937-38.		5)6662 
		١	-			BRIVATE	AND GOVERN	MENT.)			EXPORTS	S (PRIVATE	AND GOVIERS	(тхам		
		YEI		Bull (Bars, ingot	ion. s and other	Ci (Sovereign.	oin. s. &c., inclu- soined gold.)	1 -	STAL.	Bars, ingot uncoine	tion. ts and other d gold.)	(Sovereigni ding other	oin. s, &c., inclu- coined gold.)	ToT	ToraL.	
			1	1			Br.	02.	Rx.	02.	Rx.	02.	RX.	120	Rx.	
94961 11914 119111 119111 11911 11911 11911 11911 11911 11911 11911 11911 11911 1191		1915-19	1	3,657	13,155	386,309	1,504,359	359,996	1,517,544	1.710,812	3,173,515 9,931,377	537,255	2,002,045	3,222,730	12,921,321	
2011 2011 2011 2011 2011 2011 2011 2011		1919-20		6,301,662	39,406,745	1,017,847	8,5H,813 6,557,530	3,727,589	23,573,513	2,503,604	18,737,109	398,428	2,723,463	2,907,032	21,465,572	
2011 2011 2011 2011 2011 2011 2011 2011		1921-23		2,679,742 776,108	502,818,205	1,022,825	7,971,235	1,799,936	13,520.441	1,694,777	13,731,071 5,846	351,515 15,605	115,559,2	19,455	133,063	
1903- 1914 - 1915 1915 - 1915 1918 - 1918 1918 - 1918 1918 - 1918 1919 - 1918 1919 - 1919 1919 - 1919 1919 - 1919 - 1919 1919 - 1919 - 1919 1919 - 1919 - 1919 - 1919 1919 - 1919 - 1919 - 1919 - 1919 1919 - 1919 - 1919 - 1919 - 1919 - 1919 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 - 1919 1919 - 191		1923-22		1,253,551	29,845,300	1,619.202	11,375,615 9 049-737	5,877,755	29,253,153	164	966	6,735	66,756		66,752	
2011 2012 2011 2011 2011 2011 2011 2011		192420		3,140,509	21,203,415	6,394,744	14,839,004	12,024,013	74,259,799	1,598	9,696	57,194 49.191	353,516 279,949	55,122 65,934	375,356	
1895 1992 1992 1993 1993 1994 1994 1994 1994 1994 1994		1925-2		4,240,623	24,096,651	1,960,892	11,133,293	6,501,515	35,229,944	04.7°0	3,640	16,842	910'26			95
		1926-2		2,300,031	13,176,035	1,103,975	6,329,105 7,186,830	3,158,026		176	1,225		33,159	6,267	34,411	
		1923-2		1,939,537	11,412,170	1,739,045	662'908'6			91 8	06					
		-6261		1,103,877	6,316,052					158'98	492,916					
		1620-			1.477,421								2,344,552	8,150,733	60,782,515 66,510,935	
		1932-			833,969											
		1933		-										_		
		1061											10.451	7 4,122,723	35,305,536	
		161		59,920	561,052	112,561	1,047,760	172,73	7 (8) 1,555,096	3,181,659 (ð)1,538,551	29,444.477 1a(b)16,979,056	4 (5)99,10	6 (5) 512,699	6 51,937,957	1 (0)17,502,385	12
		8		)S22,002(0)	tom'ere (a)la	action (a) (t)	Rx. (te	ns of rupees et to revision	-	1 contrast of	movelend rold					,
1	-	-	(a) (b) rade of B	Figures rel From 1st . furms with o	ate to (i) Bull April. 1937, ti Marr foreign co	ion in the fo he statistics ountries.	of the foreig	n sea-borne	trade of Bri	tish India in	clude the trac	le of British	Iudia with Br	trma and exel	ugo the airea	
	118	10 A	新日朝	Constant of		N.		1 I	And Annual Sector	1						
	1						And a second second second			and the second	and ASSESS	1.1	(Solars)		A State of the second	
	50		1	- No. A.A.	NAME AND				X - 10 X		125		「「「「「「	and the second		R. 5

			100								
	Average price in London per oz.	Calendar (Calendar year) Pence.		th Burma	from and to Portign and Price of Silver in	1 PRICE OF BILVER IN LONDON FER STANDARD 05,	t. Lowest.		11 3 61		
		Value. Rx.	$\begin{array}{c} 45.372 \\ 51.372 \\ 51.328 \\ 51.32$	fadia wi	and to	LOSDON	Highest.	÷	+ 0	p r	-
d.	Govern		e e	British	f pup	VALUE	COLNAGE.	Rx.	100,110,02 8rt 700 8r	4,519,536	Core and
8	NET INDIAN INFORTS. (PRIVATE & GOVERNMENT).	Quantity. oz.	237,029,017 90,011,759 90,011,759 90,011,759 90,011,759 90,017,141 90,025,007 90,025,017,007 90,037,014 91,025,000 90,030,035,035 91,7290 91,7209 91,7	is. he trade of	Drittah India, Indian Minta,	MINTS.	Total.	Br.	51,620,033	7,921,067	1 000 000 1
THE SILVER TRADE. Table of Silver for 20 years from 1918-19 to 1957-38.	Experts. Cois and Bullion. (Private & Government).	Value. Rx.	750,140 770,140 770,141 770,14	Compiled from the Report of the Director of Mini, U. S. A. £1=5.4.895 Compiled from the Report of the Director of Mini, U. S. A. £1=5.4.895 	in the	RECEIVED INTO THE MINTS.	From Prom Individuals. Government.		53,237,603		1000 1000
CRADE. om 1918-	COIN AND IVATE & G	Quantity. or.	4,710.157 4,770.157 30,811.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.777 20,911.7777 20,911.7777 20,911.7777 20,911.7777 20,911.7777 20,911.77777 20,911.77777 20,911.77777 20,911.77777777777777777777777777777777777	int, U. S. f. British I	- Connect	RECEI	From	Rx.	-	66,353	
VER 1 sars fr		â	0 7 7668486840 <u>8</u>	or of M				Rt.	210,072,63	6,453,701	
THE SILVER TRADE. r for 20 years from 1915	DIFORTS. AND BULLION. & GOVERNMEN	Value, Rx.	40,005,401 20,005,401 20,005,200 11,1380,082 21,200,272	the Direct a sec-borno ountries,	BILVER TRAFT		Net Imports.			22, 230, 146	
able of Silve	DIFORTS. COIN AND BULLION. (PRIVATE & GOVERNMENT).	Quantity.	241,747,804 (01,661,961 (32,822),215 (32,822),215 (32,822),216 (32,822),215 (32,821,215 (32,82),425 (3	the Report of ees), faion, s of the foreign of	Dutton Supered tun, aller into the fudian Mints, aller	OVERNIENT.	d.	Br.	·	738,451 90 4,705,692 25	
1	WORLD'S PRODUCTION. FIGURES FOR CALENDAR YEARD.*	Value. \$	900,002,353 201,558,402 176,668,531 176,668,531 172,275,025 172,247,523 172,243,223 130,168,233 130,168,233 130,168,233 130,168,233 130,260,539 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 132,300,549 134,122,355 134,122,355 134,122,355 134,122,355 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,123,255 134,134,135 135,135 134,135 135,135,135 135,135,135 135,135,135 135,135,135 15	Compiled from the I Bx (tens of trupee), 2 Subject to ravision, 237, the statistics of the of Barma with other	Quantity and rates of Silver Coin and Button in ports; also of the silver received into the Inte London for 20 years from 1918-19 to 1937-33.	PRIVATE AND GOVERNERS.	Exported.	to	4,710,157	4,110,179	
	VORLD'S PI GURES FOI YEA	Quantity. oz.	1, 30,431 (1, 30,431 (2, 910, 342) (2, 510, 382) (2, 510, 382) (3, 512, 513) (3, 513	April, 103 at trade of	na of Sile of the sile 20 years		rted.	ž	46,000,461	559'651'11 552'156'63	
				From lat	And val		Inported.	or.	241,747,501	191,051,561	
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- 1 - 1			1018-10 1018-10 1018-20 1019-20 1019-20 1020-20 1020-20 1020-20 1020-20 1020-20 1020-20 1020-20 1020-21 1000-21 1000-20 1000-20 1000-20 1000-20 1000-2	and	то. 1		YEAR.	j	1015-19	15-0-21	

Sec. Sec.

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> 1,227,010 172,272,1

15,006,181 18,354,685 18,685,009 20,074,067 17,134,115 10,154,115 10,555,034 15,536,463

2,552,450 2,555,021 5,104,719 4,205,667 2,772,935 1,595,352 2,637,279

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1829-23 1923-24 1924-23 1925-25

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22,230,446 64,134,316

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406,119 923,754 508,970 S06,S30 56.548 966.367 263,604 1.273.055 5,133,307 9S2,934 Rx. respectively, Ĕ BRITISH INDIA. { 255,923(a) { 167,311§ Coppo 51.1 Table eleveng the value of Gold, Sitter and Orphy Anny COLNAGE. Developed the value of Gold, Sitter and Orphy Phoney contact at the Galaxita and Bondery Matter, during 20 years in TLNS of RUPERS, from 1917-18 to 1908-57. FOR 504'843 101,592 (5)000'00 4,320(r) 202,820 692.039 198,946 492,865 007.775 500,079 153.620 527,658(0 (w)\$\$2°69 19,530 302,536 27.645 643,351 Silver. 211.902 TOTAL ž Gold. ž 464,175 702,833 157,057 300,716 2,163,594 521,106 Total. 201,026 557,379 295,989 179,223 519,658 Rx, 238. 5.030(a) { 273,373(a) { 14,531§ 179,539(Å) 5.0715 Copper 1.510 16,032 147(a) BOMBAY. 128,321 21.12 658( ŝ Rx, 1,829,712 Silver. 135,207 1,204,392 3,079,536 32,356 32,195 03,810 223,860 70,494 2,163,894 506.035 5,479.223 (v) 20.043 Gold. Ϋ́. ÷ Total. 602 827 PDS.03802 654,054 249,06 (a) 626.15. 215 519 463,276 90.00 20.022 590.710(x Rx. 270.4 543,5 N.9701 885 10,350(a)152,661CALCUTTA. 8 290 000 151,170 161,310 100 Silver. 76,663 30,180 2,353(n) (5)000 440.000 266,857 154,300 101,592 (1)867. 212,S16 (u) R×. 27,5450 321.425 9,500(m) "320(r) 02.S26 98,946 Gold. В. 1 . YEAR. 1917-18 91-8101 1919-20 920-21 921-22922-23 928-29 929-30 923-24 925-26 126-27 927-28 930-31 931-32 924-25 32.33 033-34 934-35 1935-36 936-37

199 PAPER CURRENCY RESERVE COINS.

Statement showing the value (in tenu of ruppes) of Notes in circulation of the Reserve in Gold and Silver and in Government Neurities, and also of Notes forming part of the circulation which were in Government Presentries on the last day of each official year in totals for all India for 20 years from 1918 to 1987.

		Notes in cir-	Reserv	CE HELD IN ]	NDIA.	
Year		eulation (less notes cashed in other circles.)	Gold,	Silver.	Government Securities held at Calcutta.	Currency Notes in Governmen Treasuries.
		Rx.	Rx.	Rx.	Rx.	Rx.
1918		99,793,760	26,849,525	10,790,362	9,909,995	5,508,958
1919		153,464,779	17,369,912	32,352,338	16,079,995	7,776,149
1920		174,524,596	44,365,344	39,851,766	19,585,495	5,716,56
1921		166,156,975	24,171,303*	65,565,691	68,071,595	3,959,270
1923		174,764,725	24,319,194*	77,518,947	65,079.357(a)	3,073,66
1923		174,701,478	24,318,826*	\$7,054,122	57,480,757	3,428,92
1924		185,850,722	22,319,335*	\$0,004,413	57,527,495(b)	2,505,86
1925		184,194,023	22,317,273*	76,754,339	57,126,295(c	2,794,64
1926		193,340.976	22,318,558*	\$4,912,237	57,111,495	2,275,14
1927		184,132,171	22,320,600*	101,474,039	19,765,894(d	1,832,53
1928		184.874.455	29,763,3381	106,380,333	37,959,161(e	1,926,85
1929		188,032,574	32,216,079	99,896,401	43,228,473(d	1,938,03
1939			33,273,584	110,055,047	33,8 19,604	2,042,03
1931			25,847,450	124,800,102	10,196,021	2,076,98
1932		1	5,260,866	111,186,620	57,939,270( <i>J</i>	2,911.05
1933		1	25,991 053	111,857,135	39,044,631	2,122,91
1931			41,521,436	97,990,378	29 447,662	2,557,05
1935			41,551,910	90,377,758	35,897,112	1,822,80
1936				59,411,419	21,426,579	1,592,50
1937		0001 500		61,900,587	23,375,254	1,654,74
(a) (b) (c) (d)	Exclude Gove white Exclude Exclude Gove again Restade	red at Rs. 10 1 	ing Internal Sec. 19-A of issued. Do. ing Internal	Bills of Exe the Paper ( Bills of Exe a Indian Pape	hange hold o Surrency Act	1910, again Do.

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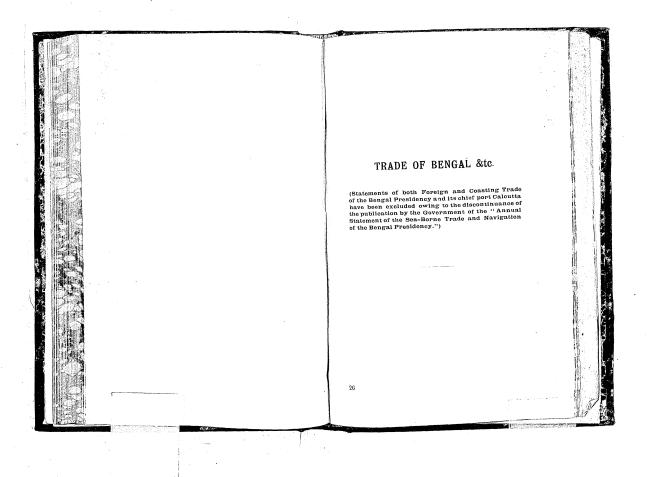
kel. R. (tens of ruppes).
 (c) Represents value of Egyptian 100 Phastres.
 (f) Represents value of copper cents and § cents for Ceylon.

Bronzo. (a) Ni creating value of coins for the Skiinan State. copper 4 cents and 1 cents for the Skiina State. e of Aman Cash for Fudnkottal Durbar. e of Aman Cash for Fudnkottal Durbar. and Robel coinstage excluding the value of 4 nov-soper Cerlon on a -----

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	Year.	Area.	GAL. Yield	BIHAR ORIS	AND SA. Yield.	Pus Area,	JAB. Yield,	UNITED OF AGI OUT	Yield.	MAD Area. j	RAS. Yield.	BOMBA SIN (inclu Khai Stat	Y AND D. ding rpur tej. Yield.	Tor.	Yield.	Price p md. of Ben Tirhoot m to fin (c)	er Fy. gal and iddling ie.	
	1017.18	Area. acres.	GAL. Yield owts. 500	BIHAR ORIS	AND SA, Yield, owts,	Pun Area, acres, 90,700	JAB. Yield, cwts,	UNITED OF AGI OUT Area. acres. 190,200	Yield. ewts.	MAD Area. acres.	RAS. Yield. cwts. 80,600	Bomga Sin (inclu Khaii Stai Area, acres 11,600	Y AND D, ding rpur taj. Y ield. cwts. 1,800	Tor. Area. acres.	Yield. owts.	Price p md. of Ben Tirhoot mi to fin (c) Highest Rs.	Rs.	
	1917-18 1918-19 1919-20 1920-21	Area, acres, 7,000 10,100 11,700 9,700 10,600	500 500 900 700	BIHAR ORIS Area, acres, 86,700 64 200	AND SA, Vield, owts, 10,200 6,300 8,200 5,400 5,400	Ром Area, acres, 90,700 17,000 22,000 97,000	JAB. Yield, cwts,	UNITED OF Act OUT Area. acres. 190,200 49 100 48,800 45,800 44,800	PROV. AAND HI, Vield. owts, 17,400	MAD Area. acres. 324,400 144,400 101,300 112,100	RAS. Yield. cwts. 80,600 33,400	Bomga Sin (inclu Khaii Stai Area, acres 11,600	Y AND D. ding rpur taj. Y ield. cwts. 1,800 1,100	Tor. Area. acres. 710,600 292,000 248,300 248,300 245,800 334,800	Yield. owts. 127,000 48,600 43,700 67,200	Price p md, of Ben Tirhoot m (c) Highest 500 0 400 0 370 0 370 0 370 0	Rs. 400 0 275 0 300 0† 345 0†	
	1917-18 1918-19 1919-20 1920-21 1921-22 1922-23 1923-24	Area. acres. 7,000 10,100 11,700 9,700 10,600 7,300 900	GAL. Yield owts. 500 900 700 500 200 (b)	BIHAB ORIS Area, acres. 86,700 64,200 57,100 44,400 39,900 35,400 24,800	AND SA, Wield, ewts, 10,200 6,300 5,000 5,400 4,100 4,200	Pun Area, acres, 90,700 17,000 92,000 27,000 33,000 50,300 36,400	Yield, ewts, 16,500 3,200 4,900 6,300 9,300 6,700	UNITED OF AGI OUT Area. acres. 190,200 49 100 48,800 45,300 44,600 39.100 20,600	PROV. A AND OH, Vield. ewts, 17,400 3,800 4,500 4,500 4,500 4,000 2,200	MAD Area. acres. 324,400 144,400 101,300 112,100 197,300 141,300 89,400	RAS. Yield. cwts. 80,600 33,400 23,600 27,800 48,600 32,600 20,600	Вомда Sin (inclu Khai) Stau Area, acres 11,600 7,200 7,400 7,400 7,300 9,400 11,000 7,700	Y AND D, ding rpur ia). Yield. cwts. 1,800 1,100 1,200 1,200 1,500 1,900 1,100	Tor. Area. acres. 710,600 292,000 245,800 245,800 245,800 284,400 179,800	Yield. owts. 127,000 48,600 43,300 67,300 52,100 34,800	Price p md, of Ben Tirhoot m to fin (c) Highest 500 (c) 400 (c) 370 (c) 370 (c) 370 (c) 295 (c) 170 (c)	R8. 400 0 275 0 300 0† 345 0† 275 0† 275 0† 130 0	
	1917-18 1918-19 1919-20 1920-21 1921-22 1922-23 1923-24 1923-24	Area, acres, 7,000 10,100 11,700 9,700 10,600	0AL. Yield cwts. 500 900 500 200	BIHAR ORIS: Area, acres, 86,700 64,200 57,100 44,400 39,900 35,400	AND SA, Vield, owts, 10,200 6,300 8,200 5,400 5,400	Рок Area, acres, 90,700 17,000 22,000 27,000 33,000 50,300	Yield, ewts, 16,500 3,200 4,700 6,300 9,300 6,700 1,000	UNITED OF ACT OUT Area. acres. 190,200 49,100 45,300 45,300 44,600 30,100 20,600 12,500	PROV. AAND HI, Vield. owts, 17,400	MAD Area. acres. 324,400 144,400 101,300 112,100 197,300 141,300	RAS.       Yield.       cwts.       80,600       23,600       27,800       48,600       32,600       20,600       17,100	Вомда Sin Sin (inclu Khaii Stat Stat Area, acres 11,600 7,200 7,400 7,400 7,400 7,400 7,400 7,700 6,600	Y AND D, ding rpur (a). Yield. cwts. 1,800 1,100 1,200 1,200 1,500	Tor. Area. acres. 710,600 292,000 248,300 248,300 245,800 334,800	Yield, owts, 127,000 48,600 43,700 67,300 52,100 34,800 21,700	Price p md. of Ben (c) Highest Rs, 500 0 400 0 370 0 370 0 370 0 370 0 295 0 170 0 255	R8. 400 0 275 0 300 0+ 345 0+ 275 0+ 220 0+ 130 0 0‡	12
	1917-18 1918-19 1919-20 1920-21 1921-22 1922-23 1923-24	Area. acres. 7,000 10,100 11,700 9,700 10,600 7,300 900 100	GAL. Yield owts. 500 900 700 500 200 (b) (b)	BIHAR ORISS Area, acres, 86,700 64,200 57,100 44,400 39,900 35,400 24,800 16,100	AND SA, Vield, ewts, 10,200 6,300 8,200 5,000 5,400 4,100 4,200 1,100	Pun Area, acres, 90,700 92,000 92,000 92,000 92,000 92,000 93,000 50,300 36,400 6,400	Yield, ewts, 16,500 3,200 4,900 6,300 9,300 6,700	UNITED OF AGI OUT Area. acres. 190,200 49 100 48,800 45,300 44,600 39.100 20,600	Yield. awts. 17,400 3,500 4,500 4,300 5,000 4,000 2,200 1,400	MAD Area. acres. 324,400 144,400 101,300 112,100 112,100 112,100 1141,300 89,400 70,200	RAS. Yield. cwts. 80,600 33,400 23,600 27,800 48,600 32,600 20,600	Вомда Sin (inclu Khai) Stau Area, acres 11,600 7,200 7,400 7,400 7,300 9,400 11,000 7,700	Y AND D.  rpur is). Yield. cwts. 1,800 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200 1,200	Tor. acres. 710,600 292,000 243,300 245,800 334,800 284,400 179,800 111,900	Yield. owts. 127,000 48,600 43,300 67,300 52,100 34,800	Price p md, of Ben to fin (c) Hiphest Rs, 500 0 400 0 370 0 370 0 370 0 370 0 370 0 255 0 170 0 255 ( 3 12 0 per 3 5 0 per 3 5 0 per 3 8 0 B	R8. 400 0 275 0 300 0† 345 0† 275 0† 220 0† 130 0 0‡ runit (s) w pool add (f) igrade o 3 4 0	203
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1         2,970,000         5,71,000         5,83,000         713,000         553,000         713,000         553,000         713,000         523,000         713,000 <th7< td=""><td>000</td></th7<>	000
1         2.93.000         0.416.000         355/00         171.000         152.000         312.000         322.000         312.000         32	1
T         1,0,00         0,35,000         255,000         255,000         125,000         125,000         125,000         125,000         125,000         125,000         125,000         125,000         125,000         125,000         227,000         227,000         237,	64,000 3,415,000 10,359,000
1         1.350,00         4,350,00         14,36,00         4,350,00         14,36,00         32,45,00         93,000         177,00         94,000           1         1.33,000         4,356,00         110,000         312,000         193,000         177,000         94,000           1         2.14,5000         7,635,000         177,000         193,000         177,000         94,000           1         1         1,000,000         1,000,00         177,000         194,000         194,000           1         1         1,000,000         1,000,00         195,000         197,000         194,000           1         1         1,000,000         1,000,00         1,000,00         194,000         194,000           1         1         1,000,000         1,000,00         1,000,00         194,000         194,000           1         1         1,000,000         1,000,00         1,000,00         194,000         194,000         194,000           1         1         1,000,000         1,000,000         1,000,00         194,000         194,000         194,000         194,000         194,000         194,000         194,000         194,000         194,000         194,000         194,000         194,00	3,492,000
1         1	
2         2	44,000 49,000 2,143,000 7,072,000
	44,000 57,000 2,517,000 7,957,000
masses         masses         6438,000 <td< td=""><td>72,000 55,000 2,670.000 8,500,000</td></td<>	72,000 55,000 2,670.000 8,500,000
	50.000 77,000 2,181,000 7,215,000
21221.000 1.299.000 2.110.001 2.20.001 0.0.500 2175.000 6.994.000 2.94.000 3.950.000 0.0.500	77,0001 54,000 2.SS6,000 9.636,000
Appalant 1	78,000 25,000 2,SS9,000 8,656,000
1938 2,453,000 5,704,000 5 15,000 4,000 2,315,000 5,000 451,000 39,000	32,000 3,074,000 6,696,000
Rovised. (a) Room (b) Room (c)	• Billar. † Orisia. (e) Includes Nepal.

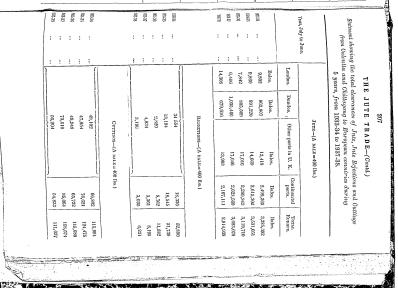
THE JUTE TRADE. Stalement showing the quantity and value of JUTE (RAW) exported from Bengal Presidency to each foreign country from 1935-38 to 1937-38.

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SAT TO A REAL PROVIDENCE

				0	Quantity in tons.		∇t	ulue in Rs. (lakhs	•)
- 153	ported t	0		1935-36.	1936-37.	1937-38	1935-36.	1936-37.	1937-38.
United Kingdom				165,326	188,508	144.643	2,94.83	3,47.89	2,80.44
Netherlands				19,187	19,169	18,380	35.30	34.95	36.71
France				75,183	85,530	64,995	1,37 43	1,57.88	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	50.20
Italy				49,020	75,551	73,756	89 35	1,40.03	1,52.97
Sweden				6,450	5,969	6.464	11.02	10.46	12*60
Spain	·	•••		50,837	17,075	4,650	88.11	29.32	8.64
Jnited States				79,494	88,205	99,143	1,36-48	1,59.16	1,84.71
razil				19,831	21,163	25,531	37.91	42.07	55.98
rgentine Republic				6,967	9,612	10,476	10.13	14.01	15-49
ipan				23,538	35,418	15,023	39.60	57:95	28.26
hina				9,521	9,408	15,311	14.63	14-15	27.33
oland				7,069	10,160	7,689	11.86	17.88	15.13
ther Countries				34,955	34,138	37,509	61.31	61-20	75-86
							1		
		TOTAL.		769,570	819,000	745,953	13,67 40	14,73-94	14,69.17



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### THE JUTE TRADE-(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Outlings from Calcutta and Chiltagong during 5 years, from 1933-34 to 1987-38.

July	Years, 7 to June.		. 1.	ЈОТЕ-(А ВА	LE=400 lbs.)		
		 Europe,	Amorica.	All Other ports.	Australia,	China and Japan ports.	TOTAL ALL COUNTRIEL
		Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1933-34		 3,385,392	390,913	53	5,570	141,184	3,923,112
1934-35	•••	 3,531,051	379,403	2,699	7,131	164,370	4,084,654
1935-36		 3,119,710	497,095	7,269	7,992	204,653	3,836,710
1936-37		 3,683,078	644,404	277	7,420	203,300	4,535,13
1937-38		 2,814,938	434,563	160	9,565	133,414	3,352,53

#### REJECTIONS-(A BALE=400 lbs.)

1933-34	<del></del>	 52,890	11,214	25	 	64,329
1934-35		 31,739	6,005	429	 	35,171
1935-36		 11,582	6,598	1.484		19,051
1936-37		 8,195	3,696	1.784	 	13,675
1937-38		 6,231	679	2,000	 	8,910

#### CUTTINGS-(A BALE=400 lbs.)

			· · · · · · · · · · · · · · · · · · ·				
1933-34	· · · ·	)	115,994	98,271	23,979	 	238,244
1934-35			124,475	66,167	38,552	 	229,194
1935-36			115,680	121,112	47,366	 1	284,158
1936-37			158,574	201,524	52,040	 	412,138
1937-38	,		111,037	155,258	40,209	 	300,504
					. ,	 	

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### THE JUTE TRADE.-(Contd.)

Stalement of clearances of Jute, Jute Rejections and Cuttings from the ports of Calcutta and Chiltagong in bales (a bale=400 hs.) during 25 years, from 1913-1914 to 1937-38.

inter eng		,,,,				
			Juto.	Rejections.	Cuttings.	TOTAL
Years,	July to	June.	Bales.	Balos.	Bales.	BALES.
1913-14			3,637,755	117,224	437,739	4,192,718
1913-14			2,606,700	77,278	283,084	2,967,062
1914-10			2,747,016	82,504	277,242	3,106,762
1916-17			2,494,110	88,926	227,391	2,810,427
			-,,	Not ava	ilable.	
1917-18 1918-19*			946,002	59,671	40,546	1,046,219
1918-19			2,924,099	134,151	300,901	3,359,151
1919-20 1920-21			2,008,777	1	272,876	2,343,003
			2,607,564			
1921-22			2,550,145	1	197,993	2,901,56
1922-23			3,327,417	1		3,771,23
1923-24			3,438,852	1 .		3,822,05
1924-25			3,095,075			3,516,79
1925-26			3,969,509	1 '	l	4,449,02
1926-27			4.451.041	1 .		
1927-28			4,428,885			1
1928-29			3,955,075			
1929-30			3,955,073		1	1
1930-31	•••		2,827,76	1 .	1 .	
1931-32		•••	1	1 '		
1932-33	•••	•••	3,399,46	1 '		
1933-34			3,923,11			1
1934-35			4,084,654	1		
1935-36			3,836,719			
1936-37		•••	4,538,479			1
1937-38	•••		3,392,640	) 8,910		0,.00,00

\* From 1st January to 30th June 1919.

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		Statem	IEA COLLIVATION IN LAUDIN A Statement showing the progress of Tea Cultication in the Teagrouning Districts during 20 years from 1917 to 1936	he progress	of Tea Cultiv	IEA CULITVALIUN IN INULA Tea Cultication in the Tea-growing Districts	Tea-growin	INDIA 19 Districts (	inving 20 y	ears from 19	017 to 1936.			
Verac	Burma.	Brahm putra Va	Assayt, Assayt, Cachar and Noy Sylhet.	- Bihar and Orisso.	Bengal.	United Provinces.	Punjab.	Madras.	Coarg.	Travancore.	Mysore.	Cochin.	Total Isda.	
100	Acres.	Acres	Acres.	Aores.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	Acres.	
1917	1	<u> </u>		2,178	167,713	7,854	7,498	35,600	1	43,756	:	:	667,088	
1918	2,815	254,754	151,197	2,178	169,108	7,987	7,508	38,528	:	44,458		: :	678,533	
	1,700			2,098	(b)175,311	6.656	101'e	41,297		47,105	1		704,059	
		268,665	. 148,535	2,156	(b)182,152	6,533	9,770	42,496	:	48,699	:	:	709,006	
1922 .	(g) (g)	266,346	145,791	2,116	118,381(d)	6,016 6.021	9,762	44,549	4 <sup>†</sup>	48,308	:	:	711.209	
		268,134	145,131	1,873	(b)186,626	6,210	9,705	910°04	316	49,770	: :	: :	714,710	
1925	(8)	270,812	145,664	2,146	(b)192,998	6,453	9,591	48,783	364	50,852	:	:	727,663	21
		277.203	146,361	2,146	(b)194,681 (b)196.704	6,174	569'6 212 0	51,864	905 1905	54,057	: -	:	739,423	0
	( ) 	280,139	147,059	3,821	(b)201,3S0	6,020	9,712	63,601	415	61,364	2,387	: :	775,898	
		284,711	144,774.	4,074	(b)203,045	6,060	9.702	66,276	415	65,384	3,264	296	788,001	
		285,833	147,107	3,691	(b)207,507	6,277	9,699	69,910	415	68,583	3,959	521	803,632	
1932		286,855	141,540	3,009	(b)207,851	6,254	9,693	72,436	415	71,886	4,034	521	806,829	
		239,259	141,158:	1.88,8	(b. 209,749	966,9	9,628	75,753	91F .	76,296	4,070	320	818,065	
		293,239	142,696	4,003	(b)211,632	6,208	9,624	75,204	415	77,240	4,449	1,627	826,337	
1935*	(a) (a)	204,088	142,198	4,004	(b)212,148 (b)213,458	6,435 6.493	9,585	78,178	415	77,596	4,460	1,631	1851,588	
		-Be	"Revined,"			(a) Discontiny (b) Includes 3	Discontinued. Includes Tripura State.							,
		Stationard	T		EA PRO	PRODUCTIO	N I N	INDIA.	ing 30 years	N D I A I A Districts during 20 years, from 1917 to 1936	to 1936			Ĩ
YEARS.	Burma.	Assam. Brahmaputra Cachar and Valley. Sylbet.	-	Bihar and Orissa.	Bengal	United Provinces.	Punjab.	Madras.	Coarg.	Travancore.	Mysora.	Cochin.	TOTAL ISDIA.	
	Ibs.	lbs.	lbs.	Ibs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	Ibs.	lbs.	
1:	109,624	161,475,018	84,145,898	309,208	91,852,856	2,290,057	1,050,219	10,395,212	:	19 665,246	;	;	371,296,338	•
:	110,345	171,685,750	81,584,343	323,864	89,983,561 00 ±11 400	0.1334,760	1,388.729	10,518,373	: :	23,535,942	: :	: :	350,405,970	
: :	135,495	154,181 566	80,132,495	384,514	71,696,567	1 491,887	1,663,547	12,255,755		23, 399, 123	i	:	345,339,576	
:		131,193 736	50,309,038		(b)58,777,876	1,006,259	1,405,900	11,521,836	;	19,876,762	:	1	274,263,771	
:	(g)	137,304,660	62,660,658 77 218 626	200,163 0	(b)71,834,933 (h)88,176,654	1,542,351	1,545,415	14,240,322	; ;	27,583,216	: :	: :	375,355,689	5
1924		165,781,842	71,371,268		(1)87,459,477	1,741,316	1,936,762	19,696.357	:	27,055,339	:	1	375,255,874	211
		152,371,909	72,813,018		(b;85,279,396	1 689 173	1,810,976	21.113,061	116.506	28,075,119 98 531 099	:	:	363,506,571	
1920	(a)	161, 511, 450	72,537,555	306.651	(b)97,942,054	1,597,625	2,076.400	24,132,189	151,819	28,825,276	:	:	390,919,845	
		173,785,864	72,231,814		(5)96,105,654	2.133,764	1,904,866	26,785,363	216,265	30,188,320	\$1,763	ł	_	
		185,156,297	73,784,417	853,216	(6) 111,355,965	1,488,842	1.930,100	27,422,488 oc. 100,690	169,022	30,513,697 98 nº8 960	199.004	917.19	391,080,788	
1931	E E	154,054,327	71,156.279	886.471	610,042,88(d) 172,000,006(d)	1,366,574	1,590,250	20,439,020	174,362	28,673,094	187,463	59,233	-	
		176.341,711	80,716,222		(9) 110,505,555	1,299 798	1,368,563	29,660,764	219,767	32,640,970	153,842	SS,791	433,669,259 353,674,443	
1033	(g) (g) 	155,032,132	64,308,994	1,094,048	(b. 99,441,711 (b) 100 700 700	1,732,943	2,339,755	29.205,263 28,497.362	198,820		192,571	553,163		
		159,849,472		996,602		1,622,418	2,479,432		163,474		301,892	589,335		
	[a)		62,831,501	1,823	(4) 102,010,142	1,823,670	2,388,490	32,676,092	187,949	30.430,820	578,183	635,080	395,180,505	
			t Subject to revision.	vision.		<ul> <li>(α) Discontinued.</li> <li>(b) Includes Tripura State</li> </ul>	ied. ripura State							
			ſ						,					

ach foreign	. (lakha).	1936-37. 1937-38.	13,25.84 17,11-61	75-12 96-37		41-76 34-96	32.21	6-35	12 58-9		2-93 5-10		3-17 2-54		80-8 80-1 80-1	28,01	Statement of each I		A EXPO	dian Tea fr 25 years, fr	om India b om 1913-19 QUANTITY I	y sea show 14 to 1937 N LBS.	ing share -38. Burma.	of Total-	
Bengal dy sea to each foreign	Valuo in Ra	1935-36. 193	13,59-07 13,	64-14	13-S9	34-10		9-52	19-1	11-96	62-1	3-90	3-13	4-40	66.9		1903-14 {Black Groen 1914-15 {Black Groen Black		Bengal. 205,374,503 35,899 274,401,324 105,824 301,275,583	Bombay. 2,604,197 4,039,149 11,195,037	Madras. 20,917,980 511,066 21,613 736 381,726 25,775,616	Sind. 20,998 38,318 26,767	7,830 1,028 2,797 560 6,060	288,925,598 547,993 300,185,324 548,110 338,279,063 191,199	
AL.	lbs.	1937-38.	240,673,572	15 014,744		5,994,203	7,636,958	\$94,351			484.676				132,362	- E	1945-16 ···· ] Green 1916-17 ···· ] Black Green 1917-18 ···· ] Black Green Black		127,049 262,452,389 240,491 324,824,260 4,258 279,709,808 50,482	3,721,750 9,054,340 14,290,543 6,443	64,150 24,907,996 24,894,951 27,065.941	45,659 393,045 2,538,873 180	34,323 3,378 940	291 162,117 240.491 359,179,974 4.258 323,646,105 57,105	
lack) to 1	Quantity in It	1936-37.	212,953,998	14,927,547	-	7,732,456				-î	314.780				329,040 840,549	, na.	Binek 109-00 Binek Green 90-21 Binek Green WM2 Binek		341,146,420 500 250,004,948 228,111 283,729,032 356,900	7.445,141 2.820 3,600,303 2,259,782	29,453,234 30,637,678 27,233,356 30,356,551	1,108,451 360 1,274,798 504 202,483 194,591	8,107 5,507 6,606 9,895	379,101,353 3,680 285,523,234 228,615 313,521,249 356,900 287,515,763	
<b>ORTS FRO</b> Indian Tea (b from 1935-36		1935-36.	229,023,526	12,772,047		6,598,659	3 005 850			2,244,668				632,036		20	1893 Black Green 18224 Black Green 18425 Black		253,015,523 780,237 296,523,379 255,141 299,098,573 648,242 279,103,777	3,909,203 3,318,870 2,574,728 2,531,169	30,386,651 38,559,737 37,486,634 230,882 42,745,780	200 95,069 62,644	5,181 5,232 3,937	780,437 338,500,236 255,141 339,227,811 879,124 324,425,260	
<b>TEA EXPORTS</b> Matemat showing the quantity and value of Indian constry from 19			1	:	:				:	:	•••	:	:	:	•••		W5-26 Black W5-27 Black W7-28 Black Green W7-28 Black Green Black Green		920,738 303,998,747 958,136 314,523,746 585,569 309,531,420 313,719	1,332,777 693,464 407,928 60	386,962 42,672,509 262,195 45,384,505 360,050 49,195,433 125,345	65 18,141 15,211 13,522	21,832 52,034 14,770 30,053	$\substack{1,307,765\\348,043,997\\1,220,331\\360,668,505\\945,619\\359,163,073\\439,124\\376,168,945}$	
ihe quantity .		ted to	:	:	:	:	: :		;	:	: :	ł	I			TOTAL	1929-50 Black Green 1931-32 Black Green 1931-32 Black Black Black Black Black		325,897,293 465,244 306,208,991 938,040 294,686,022 608,174 323,824,700	485,872 128 298,285	49,671,327 48,574,502 45,901,455 54,836,734	16,517 11,975 5,489	14,890 12,393 8,140	465;244 355,300,772 938,168 340,910,130 608,174 378,836,566	
ent showing		Exported		:	:	•			:	:		tes in Arabia		1	: :		1933-34 {Black Black 1934-35 {Black Green 1935-36 {Black Green		262,240,378	150.547 50,443	46,798,554 48,138,633 50,370,185 45,960,35	8 66,572 3	38,912	24 324,833,138	
Statem		- 1.m	United Kingdom	Canada	Irin	U. S. A.	Burma Irish Free State	Australia	Russia	Africa Turbay Envenant	, Asiatic	Other Native States in		Iraq Bahrain Islanda	Other Countries		1956-37* { Black Green 1807-38† } Black Green	•Re	283,252,26	1		7		334,712,316	-
· ·		•										J						•							J

6 PR	1 3 4			214						215			
	and 1937.	Total.	1b. 35,247,000 37,134,502 47,414,603 37,367,580	46,743,353 37,716,299 44,778,815 35,550,289 25,455,599 36,415,599 30,415,760 33,641,215	35,516,415 39,005,624 29,517,545 32,455,764 38,200,522 38,200,522 38,200,522	32,877,820 42,218,929 32,291,395 35,529,326 31,869,961 31,869,961	499,013,758	Statement of Ben	showing the au	ARES OPIUM. antity, average price, l during 25 years, fro	and gross proceeds m 1912 to 1936.		
		China, etc.	1b. 2,578.040 1,633,267 2,998,345 2,125,355	3,832,705 2,230,535 2,157,490 2,157,490 2,157,490 2,153,500 2,133,500 2,370,900 2,370,900	3,221,450 2,310,535 2,381,755 4,382,150 2,741,093	2,602,030 2,602,030 2,124,015 2,773,910 1,530,335	010'880'90 910'080'90	Увак.	Quantity.	Average price per chest.	Gross proceeds.		
	endar yea	DELIVERIES. Arva.	1b. 2,625,294 2,715,148 2,057,540 3,569,215	3,020,960 3,223,516 2,225,005 2,255,005 2,511,701 1,434,005 3,114,605 1,946,001 1,946,001 1,946,001	2,413,550 3,214,211 1,692,575 2,019,757 1,993,200 3,693,727	3,783,342 3,783,342 3,172,596 1,453,529 1,453,529 1,453,529	800'S09'60	1912	Chests. 19,900	Rs. As. P. 2,970 10 10	Rs. As. P. 5,91,16,564 3 6		
	during the calendar years 1936	Da Ceylon.		10.515,445 8,964,652 9,455,025 8,425,502 8,411,174 8,411,174 8,564,630	S,950,302 9,710,054 8,110,990 8,309,418 9,223,912 10,031,760	8,044,618 8,044,618 9,894,618 8,680,624 8,680,624	00221002	1913 1914	9,000 11,848 12,480	2,379 4 3 1,598 14 0 1,719 7 4	2,14,13,400 0 0 1,89,43,520 2 11 2,14,58,850 0 0		
网		Indian.	16. 22,418,008 22,403,019 22,205,500 27,205,500	22,001,240 22,004,296 21,035,616 21,045,806 21,045,806 22,178,385 28,216,015 28,216,015 28,216,101	20, 500, 553 23, 404, 521 16, 529, 014 18, 739, 504 19, 905, 550 21, 551, 641	24,476,345 19,377,565 21,638,299 21,638,299 21,608,188	1 055,258,650	1915 1916 1917	13,950 11,725	2,454 15 0 2,588 9 7	3,42,46,425 0 0 3,03,51,335 0 0	n z	
脈裔		Total.	lh. 32,010,604 43,077,069 25,977 319 25,479,440	23,415,305 21,405,147 22,535,131 22,5371,943 22,777,530 22,777,530 22,777,530 22,777,530	21, 651, 943 26, 605, 129 37, 37, 351 40, 827, 339 47, 675, 483 44, 531, 510 52, 651, 601	47,503,202 62,940,705 45,016,403 63,295,358 38,434,506	115,212,318	1918 · 1919 1920	14,025 11,960 10,314	3,320 1 8 4,308 4 2 5,560 4 1	3,41,39,750 0 0 3,43,27,800 0 0		
	MOVEMENTS IN Black and Green)	Ohina, etc.	h. 3,025,865 1,167,977 3,026,400 1,535,725	3,079,415 2,159,916 3,525,460 3,529,765 3,529,765 3,520,765 2,106,650 1,560,005 1,718,500	1,512,970 2,445,150 3,672,735 3,606,400 2,006,400	2,363,345 4,177,435 1,546,400 5,243,010 5,243,010 1,603,465	10,371,553	1921 1922 1923	8,135 8,020 7,954	4,673 8 2 4,608 10 10 4,539 8 9	2,36,54,825 0 0 2,32,36,700 0 0 3,13,34,650 0 0		
	TEA Tea (	Lironzs. Java & Sumntra.	b. 1,104,306 3,311,073 1,299,908 1,246,225	3,235,056 3,215,051 3,413,702 2,545,201 4,531,501 2,545,201 4,531,501 3,567,520	2,532,510 2,532,513 2,531,014 2,521,630 1,554,416 2,159,406 2,159,406 2,159,600 2,159,600	1,000,400 2,101,354 1,570,535 1,509,453	115/05/20	1923 1924 1925	7,394 7,391 6,119	4,665 8 4 4,616 15 1	2,80,54,775 0 0 2,54,35,350 0 0	: Y	X
	Movements of	D. D. Ceylon.	b. 0,138,420 9,361,202 5,901,326 7,580,002	7,463,375 9,300,985 9,300,986 10,919,000 11,665,119 14,466,312 14,466,312 14,466,312 14,466,312 14,466,312 14,464,052	9,139,231 9,139,301 9,756,640 9,756,640 7,097,910 7,097,910	0,000,314 6,115,136 6,115,136 5,129,134 6,369,734	102,700,053	1926 1927 1928	7,950 7,380 6,516	4,109 2 1 4,000 0 0 4,000 0 0	3,19,31,325 0 0 2,93,20,000 0 0 2,60,64,000 0 0		
		Indian.	Ih. 21,150,103 30,016,513 15,016,613 15,016,613	10,613,225 10,613,225 5,923,765 5,923,765 5,923,765 1,221,009 6,611,621 7,221,012	7,555,113 20,553,352 20,553,352 21,552,352 31,552,452 31,552,452 31,552,567	2019/101 2012/101 2012/102 2012/102 2012/102	11 120,080,130	1929 1930	5,701 4,882	4,000 0 0 4,000 0 0	2,28,04,000 0 0 1,95,28,000 0 0 1,61,44,000 0 0		
	re Statement of			11 11 11 11	11 11 11 1			1931 1932 1938	4,036 2,052 2,094	4,000 0 0 4,000 0 0 4,000 0 0	82,08,000 0 0 83,76,000 0 0		
	Comparative	TEAN.	6 6		r - 1995			1934 1935 1936*	1,356 292	4,000 0 0 4,000 0 0	54,24,000 0 0 11,68,000 0 0 		
	· · · ,	1	Jamary February	March April May June	July August Septemb October	Novêmber December	TOTAL	1	of Provision (Benar 1936.	es) Opium has ceased with	effect from the beginning		

					Name of Street, or Str	217	
				216		WHEAT AND LINSEED, 1937 and 1936.	
			looq of Liverpool	R. A. A. P. C. A. C. A. C. A.		WHEAT INTO JUNE 1937. 1036. WHEAT May June July August May June July August.	
		average price,		Mida. 1,966,8,467 1,966,8,467 1,966,8,467 1,966,8,419 1,958,401 1,928,400 1,929,8,500 1,0208,5	Son Ports.	(D)Psymetri 4 M/S a. 1 6 gs 1	
		innna	From Madras and other Indian Ports.	Mds. Mds. Mds. Mds. Mds. Mds. Mds. Mds.	Red	Displays the second state of the second state	
•		nd the	From Bombay and Sind.	Mda. 575,700 575,700 505,719 505,719 505,719 505,719 505,719 505,719 505,719 505,719 505,719 505,190 505,100 505,10	now under ' From ‡ No business	10         10           (uncealing large)         4,3,0           (unceal rate per Mid. by Roll, (unceal rate per Mid. by Roll, del _ Cavenoro . How rate Rs. Large (unceal rate)         0,0,3	
		1 into Bengal, ( 1937-38.	from other Coun- tries,	2 2.046 2 2.046 2 2.045 2 2.051 2 2.051 2 2.051 1 2	eles' is now ‡ ‡	(a) JANGOU (a) (a) (a) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	
		ADE imported	From Red Sea Ports.	Mds. Mds. 1,007,4877 1,007,4877 1,007,4877 1,005,417 1,005,417 1,005,075 1,005,075 1,005,086 1,402,556 1,005,250 1,007,210 1,005,250 2,005,200 2,005,2	a other Counts packages.	(Bergal          Tons.         5,020         9,274           (Bergal           2,610         9,274           (br)           452,271         229,070           (br)           5         1           (br)           10	
		SALT TR. [ los.) of salt in s from 1913-19	From Adon.	Mid. 2003,508 2003,508 2003,508 2011,637 2011,637 2011,637 2011,637 2011,637 2011,637 2011,637 2011,637 2011,637 2011,637 2011,642 2011,64	or ' Fron	UBwrma	
	國	HE	Prom other Euro- Prom Countries.	Mda. 2.902.709 3.902.709 3.902.709 3.907.01.013 1.612.9.445 1.612.9.446 1.111.8.681 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.111.8.581 1.1111.8.581 1.111.8.581 1.111.8.581 1.1111.8.581 1.111.8.581 1.11	from 1913-14. nt shown und packed in bo	LINSEED. May, June, July, August, May, June, July, August	
		<b>F</b> spunan ni) T	From Germany.	Md4. 700,446 8,000 8,000 8,000 1,000,253 1,105 20 1,105 20 1,105 20 1,105 20 1,105 20 1,105 20 1,000,253 1	included stateme pool Salt	$ \begin{cases} D/Payment 4 M/S & s. & 1 & 6\frac{s}{2} & 1 & 6s$	
	科	the quantity (	From United King.	Mds. 3,2145,2745,2741,2743,2741,2741,2741,2741,2741,2741,2741,2741	agong Port are a was in previou uantity of Livor	Niz Calentia, per B. Md. Small grain (ready) Basis 5% refraction Fac. 26-10 250-12-0 26-1-6 26-2-0 5-0-0-0-0	
	國				or Chitt t which small q	$ \begin{array}{c} ( \text{Current rate per Md, by [Ca]}, & 0.03, 0.03, 0.0-3, 0$	
		Statement showing	YEAR.		BFigures fo Massowah sal Represents a	Wapping Ghargue (hoating) per ton.         1.12.0         1.14.0         1.12.0         1.5.0	
		Sta	and and an and a second se	1991 1911 1911 1911 1911 1911 1911 191	N.B. + Mi	Ergert	
		•				<ul> <li>107M.</li> <li>(n) Subject to robate of 10% not exceeding 6a, per ton.</li> <li>† Spot rates</li> <li>‡ (With new single bag, dolivery at Kantaputer.)</li> <li>X, B.—The above rates are quoted for nearest to 16th of each month.</li> </ul>	
							ward many and addressed

	Statement showing the lowest	218 GHT ON WHEAT AND LINSE rates in force, per maund, for Whe Howrah for 20 years from 1918 to	at and Linsed	RATES OF FREIGHT IN THE	PORT OF CALCUTTA-1937. 1st QUARTER. 2nd QUARTER. LONI ON, LIVERPOOL, DUNDEE MIN GLASGOW.	
	YEAR.	JUNE. JULY.	August.	STAPLES.	STEAMERS.         STEAMERS.           Highest.         Lowest.         Highest.         Lowest.	
A MARKE STAND	Rs. A. P.         Rs. A. P.         Rs. A. P.           1918          0         6         10         0         6         10           1919(x)          0         7         0         0         7         0           1920          0         6         10         0         6         10           1921(b)          0         7         11         0         7         11           1923          0         8         11         0         8         11           1923          0         8         11         0         8         11           1924          0         8         11         0         8         11           1924          0         8         11         0         8         11           1925          0         8         10         0         8         11           1926          0         8         10         0         8         11	Wheat.         Linseed.         Wheat.         Linseed.           a. A. P.         Rs. A. P.         Rs. A. P.         Rs. A. P.           0         6         10         0         6         10         0         6         10           0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         6         10         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7         1         0         7	0         610         0         610           0         7         0         7         0           0         610         0         610         0         11           0         711         0         711         0         11           0         811         0         811         0         811           0         811         0         811         0         811           0         811         0         811         0         811	Saltpetro per ton Rice and Wheet	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	
	1928          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         0         8         11         0         8         11           0         8         11         0         8         11         0         8         11         0         8         11           0         8         11         0         8         11         0         8         11         0         8         11           0         8         11         0         8         11         0         8         11         0         8         11           0         8         11         0         8         11         0         8         11         0         8         11	0 8 11 0 8 11 0 8 11 0 8 11	STAPLES.	LONDON, LIVERFOOL, DUNDRE AND GLASSOW. STEAMERS. STEAMERS. Highest. Lowest.	
	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 8 11 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 3 0 9 4 0 9 3	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	Castor oil ··· ··· Turmerie ··· ··· Gunnies ···		
				N.BSubject to reb	ato of 10% not exceeding fa per ton.	

$\begin{split} \text{Mode and Whent} & \dots, 1 & 10 & 0 & 1 & 10 & 0 & 1 & 10 & 0 & $								
$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$					 			
Bighest         Lowest         Highest         Lowest         Highest         Lowest           Bighest         Lowest         Highest         Lowest         Highest         Lowest           Stepard					TO LON	DON, LIV	ERPOOL, LASGOW.	DUNDEE
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		STAPI	LES.		STE.	MERS.	STEA	MERS.
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$  \  \  \  \  \  \  \  \  \  \  \  \  \ $	altpetre Rice and Wh Linseed Rapesced Poppyseed Jute Cotton Utto Hides Tea Shellac Shellac Silk Tale Castor Oil Turmeric Gunnies			13 19 19 19 19 19 19 19 19 19 19	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c}1&12\\1&10\\1&8\\1&11\\1&16\\1&16\\1&17\\2&1\\2&1\\2&2\\2&2\\2&12\\1&10\\2&1\\1&17\end{array}$
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$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$					TO LON	DON, LIV AND GL	ERPOOL, 1 ASGOW.	OUNDER
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		STAPL:	ES.		STEA	MERS.	STEA	MERS.
					Highest.	Lowest.	Highest.	Lowest
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	Saltustas				£ s. d.	£ s. d.	£ s. d.	£ s. á
N.BSubject to relate of 10% not exceeding 5. whether	Rice and WE Linseed Raposeed Tilseed Poppyseed Jute Cotton Cutch Hidos Tea			, , , , , , , , , , , , , , , , , , ,	110 0 18 9 111 3 116 3 116 3 117 6 21 3 25 0 225 0 226 6 110 0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1 10 1 8 1 11 1 16 1 16 1 17 2 1 2 5 2 2 2 12
	Silk Tale Castor Oil Turmeric			"	 $     \begin{array}{ccccccccccccccccccccccccccccccccc$	$     \begin{array}{ccccccccccccccccccccccccccccccccc$	$     \begin{array}{ccccccccccccccccccccccccccccccccc$	$     \begin{array}{c}       2 & 1 \\       1 & 17     \end{array} $

. RATES OF FREIGHT IN THE PORT OF CALCUTTA-1936.

# FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

beed decing the value (in Lakhs of Ruppes) of total **Imports and Exports** of twossess and Tunasure (reclusive of Government Stores and Treasure) from and brains constraints by Son in the Presidency of Bengal, and its Chief Port, Calcutte, thing for genrs, from 1933-34 to 1937-38.

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during five			AL PRESI					CALCUTTA		
		BENG	AL INDAL			1933-34.	1031-35.	1835-36.	1936-37.	1937-38.
	1(63-31.	1161-35.	1935-36.	1956-37.	1937-38.	1933-31.	1032-00.			
	Rs.	Rs.	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (inklus)	Rs. (lakhs)	(lakhs)	Rs. (lakhs)	Rs. (lakhs)
finits. der	(lakis)	(lakhs) 36,15-12		35.76-01	51,60.00	32,12°83 9°45	35,32:35	37,80°17 20°39	$31,76^{-21}$ $1,31^{-07}$	49,93 1,71
tardise 1971	32,82-97 9:40		20.39	1,41.07	53,31:48	32.92-29	35,45.42	38,00 54	36,17-28	50,99
inprets	33,92'4	\$6,23149	38,89*73	37,1711	20,01 40			60.87.43	69,46.59	78,85
de (Indian	(3,310	s (2,38%)	66,6115	71,99'28	\$6,16 <sup>-92</sup> 91-94	58 11°50 31°49	56,96°18 33°59			65
Foreign	35.1		35-31	successive and successive	1		\$7,29.71	61,22*25	69,93*\$1	
	63,69~3	5 69,72'9						6.5	19:35	
1587FE	8.5	6 1,85%						61,287	70,13-19	29,75
Hearts	63,77 %	61,577	9 66,16 1	75,56 0	7: 87,440				3 1,06,03.47	1,30,7
i konts and histoficate)	96,700	1,00,86	28 1.05,33 9	2 1,12,741	1,40,76'0	90,7316	3 91,607	0 90,89.3	3 1,06,03 41	1

## FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

ľ.

Iteel showing the value (in Lakhs of Rupees) of total **Imports and Exports** of burnsners: Srouzs and Transmin from and to Foreign constricts by Sea in the Preti-ting of Bengel, and its Chief Port, Calcutta, during five years, from 1933-34 to 1953.

BINGAL PERSONANCE           PR3-34.         1014-35.         1055-36.         1096-37.         1097-36.         1095-36.         1096-37.         1097-36.           PERSONAL PERSONANCE         PERSONAL PE					uney.				CALCUIT.	a.	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$			Bezo	AL PRISH			1012 31	1931-55.	1935-36.	1938-37.	1937-33.
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		1933-34.	1934-35.	1935-36.	1936-37.	1937-35.	163-31.			Po	Rs.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	TRUENT.	Rs. (lakhs)	Rs. (lakhs)	Rs. (laklis)	Rs. (laklis)	Rs. (lakhs)	Rs. (lakhs)	Rs. (Inshs)	Rs. (lakts)	(lakhs)	(lakhs)
one <td></td> <td>45-17</td> <td>46.01</td> <td>61:02</td> <td>74:01</td> <td>79-13</td> <td>45'76</td> <td>46,01</td> <td></td> <td></td> <td></td>		45-17	46.01	61:02	74:01	79-13	45'76	46,01			
Altription         4.272         66/641         61/62         7.3730         81/11         41/26         44/101         WWW           Signer Wendern         4.352         2278         117.00         5.55         556/40         41/35         2278         117.00         5.55         357/40           Marken         -         -         -         0         765         1.52         1.55         31         200         3528         1.2278         117.00         5.55         556/40         1.2278         1.2709         5.35         317.00         1.23         1.15         31         200         3528         1.2278         1.2709         5.35         357.00         1.237         1.23         1.23         1.23         1.23         1.2374         1.237         1.237 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>12:41</td><td></td><td></td><td></td><td></td><td>P1:54</td></td<>						12:41					P1:54
Construction         Construction<	al Imports	45*77	46.01	61.05	74.01	01/04	45.76	46.01	61.05		
Openant         1150         2553         35740         2553         35740         2553         35740         2553         35740         2553         25740         2533         20         2133         2133         20         21333         21333         21333         21333         21333         21333         21333	111-							00178	17:00	5.55	
Ubergen         13         01         02         392         1391         3392         1790         991         3922           43*41         52'90         1790         01         392         43*41         52'90         1790         991         3922           *Mase          1.5978         1.6676         19'11          8970         1.6974         19'21          8970           *Mase          2.8579         1.6672         1.911          8970         1.6974         19'21          8970           *Mase          2.8579         1.6873         37'13         500         1.1872         1.5974         19'21          8970           *Mase          2.8579         1.6873         37'13         500         1.1872         1.5974         1.913         500         1.1872									1		
Mara          1.5071         1.6672         1971          9970         1.5074         1971          9970           Mara          1.5073         1.667         1911          9970         1.5978         1.6774         1971          9970           Mara          1.5073         1.677         1911          9970         1.5978         1.6774         1971          9970           MEgots          2.63791         1.6893         39713          9970         1.1872         35910         1.1873         3991         1.1873	(Foreign	-15				38.0	2 43.41	23-09	17:99	5.01	38.02
Marco         1,5978         1,6774         1971            All Experts         2,33719         1,5878         3773         6'91         1,1872         2,53719         1,5878         3713         5'91         1,1872		43+31						1,05174	19-14		80'70
al Exports 2,33'10 1,88'23 37'13 6'01 1,18'2 9,000 9,34'87 1,01'15 70'92 2,10'20	diate	1,59.71	8 1,65 1	[4] 19*14				1 83 53	37.13	5-91	1,1872
	al Exports .	2,33'1	9 1,88'8	3 37.13	6-91	1,18-7	2 2,33*1				
	lunets av			1 01'1	5 70-03	2,10*2	2,78.93	2,34 87	1,01-15	79-92	2,10-20
						1 August Street					

Table sho with a <b>the</b>	wing arg <b>Pr</b>	y numb oes and <b>eside</b>				of V and g <b>al</b>	essels inclu to <b>For</b> during te	uding <b>eig</b> m ye	BENG Native ( n Cour ars from		ts, entered les at the 3-29 to 193	and <b>Pc</b> 17-38	i cleared Orts of	felk :	dossin deared Port	a sumber	and	tonnage and in luring ten	of balle year	Vessels, ast, from rs from 1	inclu an 1928	ALCUT' ding No d to Fo -29 to 193	tive	Crafts, i Count	entero rics	d and at the	
						SI	EAME	RS.											STI	EAMER	<u>s</u> .			LEARED.			
				En	TERED,						CLEARED.						Es	TERED.									
YEAR.	Wi	th cargo	es.	In	oallast.		Тотаь	Wi	lh cargoes.	1	n ballast.		TOTAL.	feer.	With	cargoes.	ín I	oallast.	т	OAVT"	Wit	h cargoos.	In	ballast.	1 3	OTAL.	
1	Nos	Tons	. 1	los.	Tons.	No8,	Tons.	Nos.	Tons,	Nos	Tons.	Nos	Tont,		Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	N 08.	Tons.	
1928-20	365	1,304,0	174	21	338,014	486	1,692,688	535	1,911,693	75	245,147	610	9 160 940	F	185	1,277,421		360,982	469	1,638,403	533	1,905,130	73	235,087	606	2,143,217	1
1929-30	303	1,098,0	38, 1	62	538,306	465		530	1,900.922	54	188,036		1	1	11	1,217,321		535,263	454		528	1,893,023	52	180,762	580	2,073,785	
1930-31	278	998,5	30 1	06	369,141	384	1,367,371	398	1,455,792	67	1		1,684,172	20.	11	976,736	1 1		376	1,345,877	395	1,448,698	63	214,284	458	1,662,982	
1931-32	212	805,0	70 1	12	400,585	324	1,206,555	363	1,298,450	41	162,326	1		112.	1.1	790,462	1 1	394,421	1 1	1,184,883		1,211,915	38	148,562	399	1,360,477	
1932-33	180	652,4	05 1	10	375,839	290	1,028,244	368	1,307,509	36	131,649		1 - Friday	28.		630,251	1 1		281	1,002,355	1	1,307,509	32	117,765	400	1,425,274	
1933-34	166	618,5	70 1	06	393,046	272	1,011,616	375	1,380,554	25		1	1,473,285	58.	F 1	601,905		3<9,139	265	991,044	374	1,377,322	23	84,225	397	1,461,547	
1934-35	169	619,6	19	78	273,792	247	893,411	364	1,323,954	32	118,342		1.1.1	1	163	601,161	77	270,694	240	\$71,855	364	1,323,954	31	115,225	395	1,439,179	1
1935-36	167	557,6	i82	70	272,085	236	829,767	374	1,413,826	46			1,574,182	38.		543,799	1 1	272,085	1	\$15,884	374	1,413,820	45	156,308	419	1,570,134	
1936-37	172	598,4	67	95	336,783	267	935,250	399	1,470,765	37	[	1	1,600,303		160	584,910	1 1	324,691		909,601	398	1,467,887	36	127,400		1	
1937-38	593	1,805,7	186 s	15	720,285	s0s	2,535,071	959	3,114,227	56	187,110	101	5 3,301.337	4		1,547,844	1 1	723,749	1	2,271,593	855	2,884,281	50	168,574	905	3,052,855	
					SA	ILI	NG VE	SSE	LS.			<u> </u>		-	<u> </u>		1	SA	ILI	NG VE	SS	ELS					
				Es	TERED.		_				CLEARED.			$\vdash$	}			INTERED.			}		(	CLEARED.			
YEAR.	w	ith earg	008.	1n	ballast.		TOTAL.	Wit	h cargoes.	- In	a ballast.	Ĩ	Toral.	ĨLIR.	Wi	th cargoes	1	n ballast.	T	TOTAL.		ith cargoe	в.	in ballast.	T	Тотаь.	
	No	. Ton	s.	Nos,	Tons.	Nos	. Tons,	Nos.	Tons,	N 03.	Tons.	Nor	. Tons.		Nos	Tons.	No	Tons.	No	Tons.	N	vs. Tons.	No	s. Tons.	Nos	Tons.	
1928-29			860	1	290	6	1,150	.5							- KOR	Tons.		1 1 0ns.	_		-	-			5	860	
1929-30	. 2	1	471			3	471	3	860 471			5	500 471	39.	- 5	80	0 1	20	0 0	6 1,16	1	5 80		1	3	471	
1930-31	. :		471	]		3		3	471			3		E.D.	. 3	47	1			3 47	1	3 47		1	1.	620	Ś
1931-32	. 1		518			3	518	3	518		149	3		231.	. 3	47	n			3 47	<u>^</u>	3 4	'' ( '		3	518	
1932-33	. 1	1.	325	1	201	3	616	2	325			2		ù-12,		0.	is ]	1		8 5	·	"] [			2	325	
1933-34			470			3	470	з	470			3		12.53	"  "	1	25	1 2		3 6			70		3	470	
1934-35	1		468			3	468	3	468			3	1	3331			70			3 4		· .	68 .		3		
1935-36		1	325			2	325	2	325			2		31.35	. I 1		68				· 1	"	25 .		2	325	
1936-37	1 -	1	284			2	284	2	284			2	ſ .	66-36	"l '	1	25 .		1		-	°	s4 .		2	284 470	
1937-38	. 9	2 2	,718	. 1	46	91	2,764	133	3,296	2	187		1	155.57	~} ·		1		1		84 70	2 .	70		3	470	~
gerer F			17 T.									1		\$9.35	-1:	3 4	70			3 4		-			-	- and	

224225Tin Ore. † 762,563 Value. 749,441 Sapphires Spinols. 5 55 3,634 0,735 Bx, from 1917 to 1936. Talua V calculated 20,847 54,847 54,847 33,836 37,596 40,140 40,140 46,160 51,596 63,180 68,264 68,264 Quantity. Cwts. 5,23 64,440 **SS,056** 93,832 1108,200 164,115 168,577 168,577 168,571 198,571 199,037 1149,037 1149,037 1149,037 1149,037 1149,037 1149,037 1149,037 105,570 30,550 40,380 40,480 40,490 40,490 40,490 40,490 40,490 40,490 40,4900 Rubies, and S atity. Carats. 1936. 113,220 113,220 113,220 1127,220 124,075 124,225 124,255 124,2 21, 105, 1 neen 993,605 Value. 1,168,914 Jrom 1917 to 176,842 259,503 229,503 266,957 246,957 256,95 of rupees.) ++ Copper Ore. ž - PA Salt. Quantity. of Minerals produced in British India during 20 years, 1,948,173 1,735,888 73,519119,787 114,250 114,250 1165,977 181,907 250,433 258,740 288,740 311,049 1,656,841,763,561,963,70(tens of that y Rx. No. 000 5 924,767 711 5,781,039 936,482,601 08 5,249,781 08 5,249,781 08 5,249,781 08 5,249,781 08 5,249,781 08 5,249,781 08 5,261 586 80 6,004,138 80 6,004,138 879 603 33 128,917 137,185 180,733 190,733 190,735 190,735 190,735 190,735 190,735 190,735 190,735 190,73 Value. 272 572 551 551 551 525 526 526 526 526 555 69 7,551 6 7,551 6 7,551 6 7,551 6 8,632 6 3 Rx. Valu value PRODUCTION IN BRITISH INDIA. in ing. Petrole Jadest 3,609 3,336 5,321 5,323 5,223 5,225 5,223 Quantity. 334, S11, 624 intity. 449 ü, chin. Cwts. 322,662,33 ble. INDIA. å ngg To Make  $\begin{array}{c} 6.798\\ 2.154\\ 6.448\\ 6.448\\ 0.756\\ 7.591\\ 7.591\\ 7.725\end{array}$ Value Rx. 33.20 Magnesite. c. § Not avai 1917. The f 323,356 BRITISH 1 253,944 Unlin Quantity Tons. Micn. 46,777 46,723 31,329 31,329 31,329 31,338 41,538 44,538 44,538 44,538 42,538 42,538 42,538 42,648 42,648 42,648 42,658 42,758 42,758 42,758 42,758 42,758 42,758 42,758 44,55844,558 44,558 44,558 44,55844,558 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558457 44,558 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558 44,558457 44,558 44,558457 44,558 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,5584578 44,558 44,55884578 44,5588 44,55884578 44,5588 44,55884578 44,5588 44,55884578 44,55884578 44,55884578 44,55884578 45 Aden tity. 58,553 86 524 in each official year official years from † Tin concentrates from 1926, ‡ Including Indian States and A • Including Indian States. • Including Indian States. 1.00 362 450 731 731 731 731 932 13S PRODUCTION IN of Minerals product Value. : \*\*\* \*\*\* : x, 162,003 368,973 396,973 305,170 765 Rx. Graphite. 2,385,769 2,885,197 2,885,197 2,945,832 2,945,832 2,945,832 1,530,155 7,01,155 70,155 70,153 70,105 70,105 70,809 372,171 944,476 tese Ore. Value. Bx. 2.0142( 1,297,758 288888 ntity. 1~ 10 6101 B.x. (tens of rupces).
† Tin concentrates free # Tin concentrates free # Including Indian St.
\* Including Indian St.
(a) Estimated. 33 Tons. 1111111 MINERAL Tons. 546,756 477,201 477,115 644,237 644,237 644,237 644,237 644,237 644,237 644,237 644,237 644,237 644,237 644,237 644,237 645,406 643,406 643,406 643,406 643,406 643,407 643,406 643,407 643,407 643,407 643,407 643,407 643,407 643,407 643,407 643,407 643,407 643,407 644,407 710,607 711,907 711,907 711,907 711,907 712,706 712,706 712,707 712,706 712,707 713,7070 Manga bunntity. and value 122,847 624,880 25, 154 30, 585 30, 59 utity. Value. and lan relate t e at Cal BX. MINERAL F 9 figures represent exports by sea an 9 figures for Calentta and Mathens re an the wholesale price of Saltpetro a nating figures for Indian States iron uning the output of Kuthaa Saltper uning the output of Kuthaa Saltper 660 1961 196 17,167 21,054 30,458 7,866 9,770 9,770 9,770 9,770 9,770 9,770 Rx. 1153,502 1153,502 1153,502 1153,502 58,602 58,602 11,238 11,2 11,951 Value 10,962 showing the quantity Gold. â 0.25 29,207 29,207 29,207 11,365 11,365 3,773 3,773 3,773 3,773 3,773 3,773 3,773 3,773 1,672 11,212 11,773 11,775 11,775 11,775 11,775 11,775 11,775 A. A. ntity. 485,589 554,700 555,770 555,770 555,770 555,770 555,770 95,071 1120,557 96,105 96,105 96,105 96,105 96,105 96,105 1132,5577 1132,5577 1132,5577 1132,5577 1132,5577 1132,5577 1132,5575 Sapphi a only. Value. Saltpetre. by Se 100 antity. 438,373 504,846 356,000 7 13,010,055 13,010,055 14,005,975 14,005,975 14,005,975 12,640,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 10,140,001 11,177 1,056 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,117,774 6,306,095 6,005 6,0 6,522,084 Cwts. 6,249.840 Valu Statement Conl. 249,791 249,791 297,180 355,033 401,713 50,364 Includia Includia Export Value o Value o \$ Value Εž. 1,000,000 1,760,601 1,016,918 2,364,297 2,364,297 2,553,247 States 413,356 492,669 563,750 Tons. 1,659,295 1,846,735 2,055,992 2,428,555 2,428,555 2,428,555 2,428,555 Year. čear. 29

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#### COAL EXPORTS FROM BRITISH INDIA.

		sho	wing the	share o	of each	Provinc	e during					_			
	Year.		Exported	from—(Iz	N RAIDS	ERCHAND	ISE).	E	sported f	rom-(Fo	REIGN MI	RCHAND		Total: exports.	
	rear,	Bengal,	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras	Sind.	Burma,	TOTAL.		
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	.Tons.	Tons.	
1917-18	· ~	1254,503	+542 *99	†860 			+255,905 *48S	}	121		1	200	1,095	257,408	
1915-19	· · ·		*63		··· •5	·	+143,627 *85	}		'		974		143,712	
1919-20	·	1 1,423	*199	·			+679,769 *1,628	R	208				208	1	
1920-21		1,135.72	*203	*10	†3,556 *52		+1,142,608 *1,803	1	711				711	1,145,122	
1921-22			•336		+152	 +1	+113,370 *1,362	}	30,105				30,105		
1922-23			*306		+3	<sub>†10</sub>	+97,624 568 +132,517	}	50,780		140		50,920	149,112	
1923-24	· · · ·	131,559	*2		+48	* +110	+132,517 *31 +228,127	}	41,072		15,192		56,264	188,812	
1924-25		1228,117	+10		+10 		*1,173	ł	42,342		22,622		65,004	294,304	
1925-26		\$240,224 *615 +640,527	+21 *102				+240,245 *717 +643,322	{ ···	39,602		7,050	40	46,652	287,614	220
1926-27	•••••••	*1,611	+2,795 *87 +25	 <sub>+12</sub>			*1,698 +631,471	{ ···	33,802		4,476		38,278	683,298	0
1927-28 1928-29		*3,021 †638,774	15	*	*	 †298	*3,036	ł	47,811		4,252		52,063	686,570	
1928-29		*2,472 1685,063	+17 +60	 <sub>†9</sub>	 †127	•	*2,489	{ ··· }	31,784		4,211		35,995	677,261	
1929-30	·	*2,262 †427.911	•106 +1	*	*4 +258		*2,372	} ···	43,561		6,505		50,066	737,697	
1931-32	1	*1.427	53 †100	+1	*40		+428,170 *1,520	ł	26,106		6,501		32,607	462,297	
1932-33	1	*1,828	*38	+30	*4 +306		+515,117 *1,870 +452,073	ł	4,586		228		<sup>۱</sup> 4,814	521,801	
1932-33	1	*2,074 †372,598	*37		*5 +223		+452,073 *2,136 +372,894		1 970	1	1.075		3.046	457,255	
1934-35	1	757 †308,420	±47		1222 123 1269	*• <sub>20</sub>	+372,894 +327 +308,689	ł	1,296		257		1,553	375,274	
1935-36	: "t	*2.478	* 50		*104 †524		*2,634				32		32	311,355	
1936-37			+ *92 †4	•1	*45		*1,799 +249,526 1.419				217 65		217 65	300,041 251,010	
		•1,167	*82		+170	]	-1,419					Coal and			

# 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.

TRADE OF BRATISH INDIA.

Table showing the total miles of railway opened ; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 25 years in Thousands of Rupee, from 1913-14 to 1987-88.

		MERCHA	NDISE.		TREAS	URE.	Net imports		
Year.	Total miles of railway open for traffic.	Imports	Exports. (Foreign and Country.)	Net exports of Merchandise.	Imports.	Exports.	of Treasure.	Surplus exports.	
1913-14            1913-15            1915-16            1915-17            1915-18            1918-19            1918-10            1918-10            1918-10            1918-10            1912-12            1912-12            1912-12            1912-13            1912-14            1912-15            1912-12            1912-13            1912-14            1912-15            1912-13            1912-14            1912-15            1913-13            1913-14            1913-15            1913-13            1913-14            1913-15            1913-16            1913-16            1913-16<	37,029 37,266 37,618 38,039 38,270 39,049 39,712 40,950 41,724 42,281 42,281	$\begin{array}{l} \textbf{Rs.} (1,000).\\ 1,83,24,70\\ 1,37,025,00\\ 1,37,025,00\\ 1,49,63,53\\ 1,60,03,41\\ 2,05,07,28\\ 2,63,44,83\\ 2,66,34,68\\ 2,263,34,68\\ 2,36,34,68\\ 2,36,34,68\\ 2,46,82,46\\ 2,46,82,46\\ 2,46,23,30,60\\ 2,40,70,60\\ 2,40,70,60\\ 1,42,33,30,60\\ 2,40,70,60\\ 1,42,53,40\\ 1,25,25,440\\ 1,25,25,440\\ 1,25,25,440\\ 1,25,25,440\\ 1,25,24,40\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,78,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,25,24,40\\ 1,28,45,24\\ 1,28,24,28\\ 1,28,45,24\\ 1,28,24,28\\ 1,28,45,24\\ 1,28,24,28\\ 1,28,24\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,28\\ 1,28,$	$\begin{array}{l} R_{8} \left( 1,000 \right) \\ 2,4857,88 \\ 1,81,69,16 \\ 3,81,69,16 \\ 2,45,21,740,24 \\ 2,45,21,740,24 \\ 2,45,21,740,24 \\ 2,45,21,67,40 \\ 2,45,24,57,40 \\ 2,53,85,16,41 \\ 3,30,00,60 \\ 2,53,82,40 \\ 3,30,00,60 \\ 2,53,83,44,35 \\ 3,30,14,32,53 \\ 3,30,14,32,33 \\ 3,3$	$\begin{array}{c} Ra. \ (1,000).\\ 65,63,00\\ 43,66,26\\ 65,63,00\\ 91,65,63,18\\ 92,15,43\\ 92,55,18\\ 92,20,8,46\\ 1,22,08,46\\ 1,22,08,46\\ 1,22,08,46\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,29,96\\ 1,34,34,29,96\\ 1,34,34,34\\ 2,35,34\\ 1,35,35,31,10\\ 22,92,85\\ 00,11,48\\ 32,53,110\\ 22,92,85\\ 00,11,48\\ 32,53,110\\ 22,92,85\\ 00,11,48\\ 32,53,110\\ 23,53,110\\ 33,53,110\\ 34,53,110\\$	$\begin{array}{r} \textbf{Rs. (1,000),}\\ \textbf{36,62,04}\\ \textbf{21,77,03}\\ \textbf{21,77,03}\\ \textbf{11,35,62}\\ \textbf{21,77,03}\\ \textbf{11,35,62}\\ \textbf{22,13,56,43}\\ \textbf{22,05,643}\\ \textbf{22,05,643}\\ \textbf{22,23,41,65}\\ \textbf{33,14,67}\\ \textbf{63,24,40}\\ \textbf{53,24,41,65}\\ \textbf{33,14,67}\\ \textbf{63,24,40}\\ \textbf{53,41,467}\\ \textbf{53,41,467}\\ \textbf{53,41,467}\\ \textbf{53,41,467}\\ \textbf{54,43,14,667}\\ \textbf{54,45,367}\\ \textbf{54,45,365}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,45,355}\\ \textbf{54,55,355}\\ 54,55$	$\begin{array}{c} R_{8}, (1,000),\\ 7,05,203, 3,30,363, 7,443,103, 7,45,203, 7,443,113, 5,43,113, 5,45,113, 96,223,203,213, 7,55,130, 92,55,80,151,80,90,323, 2,25,55,103, 3,45,25,203,243,213,213,213,213,213,213,213,213,213,21$	$\begin{array}{c} \mathbf{Rs.} (1,000),\\ 25,65,74\\ 11,45,04\\ 14,42,04\\ 4,42,04\\ 5,42,04\\ 5,42,04\\ 5,20,62,37\\ 1,46,734\\ 5,20,62,37\\ 1,46,734\\ 10,16,02\\ 10,16,27\\ 10,16,27\\ 10,16,12\\ 5,21,0,02\\ 5,21,02\\ \mathbf$	$ \begin{array}{l} \mathbf{R}_{8}, (1,000),\\ 38, 06, 25,\\ 38, 06, 25,\\ 38, 06, 25,\\ 36, 06, 25,\\ 36, 10, 57,\\ 10, 10, 57,\\ 10, 10, 57,\\ 11, 51, 57,\\ 8, 52, 10, 57,\\ 11, 51, 57,\\ 8, 51, 57,\\ 38, 51, 50,\\ 57, 23, 53, 51,\\ 9, 7, 20, 23,\\ 57, 23, 53, 51,\\ 57, 23, 53, 51,\\ 57, 23, 53, 51,\\ 57, 53, 53, 51,\\ 57, 53, 53, 53,\\ 57, 53, 53, 53,\\ 50, 50, 50, 55, 53, 53,\\ 50, 50, 50, 56, 55,\\ 50, 50, 50, 56, 56, 56,\\ 50, 50, 50, 56, 5$	229

+ Net exports. ‡ Net imports. (a) Surplus imports \*\* Subject to revision.

		is im-	ts of Stores easure.	280 - 00011 - 0001	18,23				1937-1935. (a)	Rs. (1.000)	S1,46,SS	8	39,99,55	23,95,15	35,31,55	l	1,59,76,79	the direct trade
	during		exports of Govt. Stores and Treasure.			and the second	from each	RE-EXPORTS.	1908-1997.	Rs. (1,000)	75,43,50	18	44,45,14	25,16,75	38,24,77	21,15,55	2,02,45,95	and excludo
	Foreign countries during	Net	exports + imports of Treasure.	$\begin{array}{c} R_{3,1}(1,000)\\ + 675(3,51)\\ + 675(3,51)\\ + 675(3,51)\\ + 675(3,51)\\ + 100(37,55$			to and		1935-1936.	Rs. (1,000) B	66,57,66	1	33,15,05	17,55,03	26,01,45	20,07,46	1,04,59,68	with Barma
	0	38	Exports.	Ra. (1,000) 1,7550 1,7550 1,7550 1,7550 1,7550 2,517555 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,51755 2,517555 2,517555 2,517555 2,517555 2,517555 2,5175555 2,5175555 2,5175555555 2,51755555555555555555555555555555555555	81,80 81,80		<ul> <li>A.</li> <li>mmant Stores) in 3-34 to 1937-38.</li> </ul>	5	1934-1935.	Rs. (1,000)	62,95,50	l	33,42,76	16,43,49	25,25,94	17,42,03	1,55,49,73	286. lo of British India
The second	NDIA. tsure from and t 14 to 1937-38.	TREASURE.	Imports.	h, (1,000) (1,100) (1,000)	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		INDI ling Gover from 193		1903-1934.	Rs. (1.000)	64,12.70	1	30.54,75	14,23,97	15,151,51	61,44,121	1,51,17,15	" Rhar and Orisa ", prior to April. 1838. trade of British India include the trade of
12	BRITISH INDIA t Stores and Treasure fr pees, from 1913-14 to 19			ä			ITISH IN dise (including of Purness from		1937-1935. (a)	Rs. (1.000)	52,39,15	6	74,41,40	61,15,15	59'00'65	1	1,17,29,77,1	l Orisza", pt tish India i
C	F BRI7 ment Stores Rupees, fr		Net imports of Stores.	Rs. (1.000), 6.437,14 6.437,14 6.437,14 6.437,14 6.437,14 6.437,14 8.453,30 8.453,30 8.453,30 8.453,30 8.453,30 8.453,30 8.453,30 7.533,20 7.533,20 8.453,20 7.533,20 7.533,20 8.453,10 7.533,20,20,20,20,20,20,20,20,20,20,20,20,20,	2			a spupsuou L	1936-1937.	Rs. (1,000)	36,50,05	2	49,99,99	11,99,41	15,37,65	19,49,01	1,27,70,13	ts "Biharand
1.4	TRADE OF BRITISH INDI ail Exports of Government Stores and Treasure years in Thousends of Rupees, from 1913-14 to	, vi	Exports. (Foreign and Country.)	Ra. (1,000), 123,86 123,87 123,86 123,87 123,86 123,87 123,87 123,87 133,87 133,87 133,87 133,87 133,93 135,77 14,77 15,777 15,777 15,777 15,777 15,777 15,777 15,777 15,777 15,777 15,777 1	55,S4 *Subject		A D E Exports	Province in TI		Rs. (1,000) B	39,33,36		35,06,72	15,55,43	15,53,23	52'16'01	1,36,76,37	*Kaown as ' foreign sea-borne t
	T and Export 5 years in T	STORES.	Imports.	R <sub>3</sub> , (1,000), (1,001), (1,00)	3,43,44		orts c	and	1934-1935.	8- (1.000)	36,61,49		54,28,72	16,25,35	17,47,53	6,94,15	1,34,55,25	stics of the
	ian Imports and 1 25 year	-	I		11		total Indian	Presidency	1933-1934.	1000	33,25,72		18,63,76	13,75,39	11,91,55	s,65,00	1,17,30,45	1937, the stat
	s of total Indian	a	Year.				Value of the tot		SESCE.		1			1	1	1	YOR BRITTER LYDIA	0.6
	Value			11111111111111111111111111111111111111			$V_{a}$		PRESIDENCY.		Rencal		Romber	Sind	5	Burma	TOTAL 20	. 4
															1	, <b></b>		

		showing the														
				Poreign (	countries (	at ports	in Britis		from 193		_					
						With	cargoes.					In b	allast.			
	P	RESIDENCY.		193	4-1935.	193	5-1936.	195	6-1937.	1934	-1935.	193	5-1936.	1936	-1937.	
				Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	
	Bengal Bonibay Madras Sind Burma			169 572 1,042 243 373	619,619 3,035,658 2,438,789 706,936 1,100,152	591 1,042 253	557,682 3,058,539 2,687,878 760,034 1,200,030	172 568 1,019 259 422 1	598,467 2,082,625 2,554,053 790,623 1,218,142 3,647	78 24 62 29 92	273,792 76,943 216,890 85,966 266,976	79 24 75 42 66	272,085 88,476 253,023 141,446 187,198	95 45 83 54 78	336,783 167,572 291,614 178,778 236,674	
	Orissa*	 Тотл	ь	2,399	7,901,184	2,456	8,264,163		8,147,557	285	920,567	286	042,228	355	1,211,421	
								SI	EAMERS	CLEAR	ED.					
	Bengal Bombay Madras			364 464 970	1,323,954 2,703,615 2,083,603	374 444 983	1,413,826 2,566,995 2,296,336	438	1,470,765 2,483,445 2,645,909 666,869	32 41 37 32	118,342 125,192 96,538 123,315	45 78 50 39	156,308 320,199 140,373 145 867	37 77 27 35	129,598 349,048 76,906 134,172	
	Sind Burma Orissa*			214 485	567,202 1,470,954	186 490	493,120 1,399,908	243 488	1,384,943	8	24,152	8	145,867 27,247	14	48,368	
	Burma Orissa*	  Tota		214 485  2,497	567,202 1,470,954  8,149,328 n.a.s. "Bibr	186 490  2,477	1,399,908  8,170,185	2,646	1,384,943  8,651,931 pert, 1989,		24,152  487,539	220	789,994	14	48,368	
	Burma Orissa*	Тота	L	214 485  2,497 *Know	567,202 1,470,954  8,149,328 n as '' Binn P I N G	186 490  2,477 ar and C	1,399,908  5,170,185 	2,648 or to A F B <i>PESS</i> British	1,384,943  8,651,931 peri, 1929. R I T I S ELS enter India fro	8 150 5 H 1 ed and m 1934	24,152 487,539		789,994	14	48,368	
80	Burma Orissa*	Тота	L	214 485  2,497 *Know	567,202 1,470,954  8,149,328 n as '' Binn P I N G	186 490  2,477 ar and C T R of SA atries at	1,399,005  8,170,185  A D E C ILLNG t ports in	2,648 or to A F B <i>PESS</i> British	1,384,943  8,651,931 peri, 1989, R I T I S	8 150 5 H 1 ed and m 1934	24,152 487,539	220	789,994	14	48,368	-
80	Burma Orissa Table :	t showing the f	L	214 485  2,497 *Known *Known H I P mber and to Fore	557,202 1,470,954  8,149,328 n as '' Binc P I N G d tonnage eign Coun	T R of SA ttries au Witk	1,399,005  8,170,185 Junes ", pri A D E C ILLING 4 ports in	D F B VESS British	1,384,943  8,651,931 peri, 1929. R I T I S ELS enter India fro	8 150 5 H 1 ed and m 1934 ELS EN	24,152 487,539		789,994 789,994	.14  190	48,368	
8	Burma Orissa Table :	Тота	L	214 485  2,497 *Known *Known to Ford 193	557,202 1,470,954  8,149,328 n as "Bine P I N G d tonnage eign Coun	186 490  2,477 ar and C T R of SA httries au Witk	1,399,005  8,170,185  A D E C ILLNG t ports in	D F B VESS British	1,384,943  8,651,931 pril: 1929, R I T I S ELS enter India fro	8 150 5 H 1 ed and m 1934 ELS EN	24,152  487,539		 789,094 1005 and 11 10	.14  190	48,365  738,092	
	Berna Orima Table 1 Pn Bengal Bonkay Skola	t t showing the f	stotal nu	214 485 485 - 485 - 487 - 485 - 485	557,202 1,470,954  S,149,328 P I N G d tonnage eign Coun 1-1935. Tons. 465 10,499 12,700 14,12 613	1866 4900 	1,380,005 5,170,185 7,105 7,105 7,105 7,105 1,107 1,17,37 1,17,37 1,17,37 1,17,37 1,17,37 1,17,37 1,17,37 1,17,37 1,17,37 1,17,17 1,1	 2,640 or to A p F B <i>VESS</i> . British SAILJ 19 Nos. 22 9 9 90 14 10 25 22 9 90 10 25 20 10 20 20 20 20 20 20 20 20 20 2	1,334,943 5,651,031 part, 1926, R I T I S ELS enter India fro 100, VESSI 36-1937. 1 Tons. 2 2 3,92 1,07 1 1 1 1 1 1 1 1 1 1 1 1 1	8 150 3 H 1 ed and m 1934 ELS EN 193 Nos. 1.2 2.922 0.126	24,152  487,539	s 220 220 101 105 105 105 105 105 105 10	789,094 789,094 3allast. 35-1936. Tons. 	14 	43,305 725,092 4 6-1037. Tons. 43 18,40 7,222 6,54	3 18 19
	Burna Orissa Tuble : Pu Bengal Mafras Sada	t showing the f	s total nu	214 485  2,497 *Known *Known *Known *Known to Ford 193 Nos.  193 Nos.  193 	557,202 1,470,954  P I N G P I N G I t-1035. Tons. 465 10,409 14,193 	1866 4900  2,477 2,477 ar and C T R of SA with 192 Nos. 8 2 9 8 8 2 9 9 8 122 193 10 0	1,380,005 5,170,185 7,105, 7, 197 A D E C <i>ILL NG</i> <i>t ports in</i> 1 cargoes. 35-1036. Tons. 2 92 35,1036. 1,7,7 1,7,7 5 0,10 1,7,7	 2,64n or to A ) F B VESS. British SAILJ 10 10      	1,333,913 	8 150 5 H I ed and H I 193 Nos. 4 103 Nos. 4 103 Nos. 4 103 Nos. 4 103 103 103 103 103 103 103 103	24,152  457,539  87,539  87,539  87,539  7,539  7,111  7,111  38,85	In b 105 105 105 105 105 105 105 105	789,094 789,094 3allast. 35-1936. Tons. 2 90 9 17,562 8,336 7,44	14 	43,305 725,092 4 6-1037. Tons. 43 18,40 7,222 6,54	3 18
	Burna Prista Tuble : Pn Bangal Mairas Sind m	t should be	s total nu	214 485  2,497 *Known *Known *Known *Known to Ford 193 Nos.  193 Nos.  193 	557,202 1,470,954  P I N G P I N G I t-1035. Tons. 465 10,409 14,193 	1866 4900  2,477 2,477 ar and C T R of SA with 192 Nos. 8 2 9 8 8 2 9 9 8 122 193 10 0	1,380,005 5,170,185 7,105, 7, 197 A D E C <i>ILL NG</i> <i>t ports in</i> 1 cargoes. 35-1036. Tons. 2 92 35,1036. 1,7,7 1,7,7 5 0,10 1,7,7	 2,64n or to A ) F B VESS. British SAILJ 10 10      	1,333,913 	8 150 5 H I ed and H I 193 Nos. 4 103 Nos. 4 103 Nos. 4 103 Nos. 4 103 103 103 103 103 103 103 103	24,152  457,539  87,539  87,539  87,539  7,539  7,111  7,111  38,85	In b 105 105 105 105 105 105 105 105	789,094 789,094 789,094 789,094 501 501 501 501 501 501 501 501 501 501	14 	- 43 - 35,092 	3 18

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# TABULAR HISTORY.

TRADE OF BRITISH INDIA FOR TWENTY YEARS

(Figures given are for the official years from 1st April to 31st March.)

			236	THOR					1					237						
		TABL	JLAR	HISTO	ORY C	)F TH	E TRA	DE OF	BRIT	ISH IN	DIA 1	FOR I	WEN'	гү үе	ARS					
MPORTS.				·			F	BETEL	NUTS	5.									Im	PORT
COUNTRIES WHENCE IMPORTED.	1917-18. Ibs.	1918-19. lbs,	1919-20. Ibs,	1920-31. cwts.	1921-22. cwis,	1923-23, cwts.	1923-24, owts,	1634-55. ewts.	18591	1926-27. exts.	1027-28. cwts,	1928-29. cwts.	19:19-30. cwts.	1930-31. ewis,	1931-32. ewts,	1932-33, cwis,	1933-34, cwts,	1931-35, cwts,	1975-36, owts,	1936-37. cwts.
nited Kingdom den and Dependencies ape of Goad Hope Settlements (including Labuan)			=	81,901 					11	1,368		228 1,270		2 	24					
Settlements (including Labuan)   eylon umstra	99,541,814 16,922,419	20,448,931	14,263,662	803,405 114,977	853,165 127,748		1,207,187 145,033	1,600,513 122,533	USSI	1,015,561	817,281 113,577	489 1,163,198 130,409	1.310,196	1,000,011	1159,023 97,519	\$97,156 99,960	1,071.005	1,223,275	1,218,284	1,316.05
apan Iong-Kong Ionn (exclusive of Hong-Kong and	ï11,045	602,315		 4,830	159 561	 2,429	196 589 1,535	28 1,01	18,061 - 531 - 535	35 505 1,002	150		1 320	73			5,612 5,703	3,267	1,835	6,0
Macao)	31,828	81,984 221	21,416 94,861	· 87	975 971 17	 950 191			su	atı	3,008	1,778	1,777	2,358 11,355	1,592 12,657	3,899 17,179	23,324	723 17,842	100 13,419	26,0
ederated Malay States anzibar and Pemba	4,331 	40,439	6 195	309	31  36 54	178	1,823 37  24	1 Marka	10 10 11 11	198 486 1,402 13	88 272 300	93 71 66	32 147 64	136 207 84	52 57 17	···· 49 ··· 102		``i,175	1,860	2,3
Jermany				"			2	- 1	50				19		۹ 	69	60 	10		
TOTAL	115,616,725	142,527,683	126,128,813	955,669	953,685	1,109,077	1,361,631	1,14159	- Gum	1,181.017	961,876	1,301,983	1,475,400	1,190 050	1,101.0:20	1,117,319	1.191.408	1,320,985	1,319,412	1,501,7
Imports.								CLO	ES.										Ім	PORT
COUNTRIES WHENCE IMPORTED.	1917-18. 1bs,	1918-19. Ibs.	1919-20, Ibs,	1820-21. owts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1951-55, evits,	2.51.	1620-27. owts.	1927-28, ewts.	1928-59.	1929-30, ewts.	1930-31. ewts.	1931-32. cw1s.	1932-33, ewts,	1983-34, ew18,	HSI-SS, ewts	1935-36. cwts,	1938-37. owts.
Gormany Netherlands	<u>m</u> (	· · ::: •				296 117	951 1,337	· 195	6,250	5,810	5,839	0,785	7,323	8,215 197	14,996	6,397	5,101	6,835	6,331	5,39
Zanzibar and Pemba	8,172,851 243,907	11,913,190	221,659 9,022,501 140	56,900	57,815 173	897 107,149 06	919 5-5,927 80	6,15 83,151 635	1 1 414	3,861 53,357	4.006 68,046	4,593	1,106 983 67,479	1,25%	903 65,514	 61,131	206 70,233	73,917	61,539	62.0
Other British Possessions Aden and Dependencies S. Settlements (including Labura)	3,031	23,840	 30,135		577	1 397	 153 357	: ]	8,996 303 100 193	456		· 11	4,113	2,824 20	1,250	 141 39	32 1 876		្នា	
Italy Persian Gulf United Kingdom Other Foreign Countries			5,917	85  	30  401	  108	327   		306	800 2:30	19 90 	701	120		100	6   143	   100	ة  1,190		  2.8
Hong-Kong China (exclusive of Hong-Kong and	7,639	22,160	6,574		157	17	255 	- 1	10 10 10	5,761 378 35	3,457 60 74	1,919 513 476 275	181 - 214 201	183) 139	757 98 206	20* 419	47	92 1.986	769	8,8
Madagasear and Kerguilon		1.8	(14) (14)		- 41				-					143				215	9.645	21,5
France Soycholles		1,500				- <u>-</u>		^	 5:91	718		2,081		1,038		1 .	20			et
Iraq			5,180	3	- 1		-	=	2											
Torat	8,431,02	11,051,261	1 9,992,308	57,370	59,792	109,003	67,428	100,159	145,501	71,518	82,811	The second second	82.681	64,149	83,870	68,501	78,763	81,101	78,035	p8,5
IMPORTS.								PBP	PER.				•1	inton of Sou	th Mrien,				Im	PORT
COUNTRIES WHENCE INFORTED.	1917-18, Bas,	1918-19, Dis,	1919-20, 1955,	1920-21. cwts,	1921-22, cwts,	1932-23, owts,	1963-24, ewts.	1001-05 cwts	1925-96. cwts.	1926-27. cwrss.	1927-28. ewts,	1928-29, ewts.	1929-30, cwts,	1930-31, ewfs,	1931-32 ewts.	1932A 3. ewis,	1933-31. ewis,	1934-35, ewts.	1935-36. ewts,	1936-37 ewts.
United Kingdom S. Settlements (including Labuan) Hong-Kong	2,13 3,216,52	3 906.63	1,005	49	2	85		1	3	1,494	231			-					93	
East Africa (British)		1		9,351	10,005	8,978	10,109	5,854 	4,510	31,525	5,565	11,111	4,744	617 11,470	7,965	10,248	7,714	2,931	36,821	9,8
Sumatru				 				. :	-										 92,745	
Zanzibar and Pomba Mauritius and Dependencies	379,15 14,45	7 113,07	48,313 7,373	286 396 101	 30	4 72 138		. II 8	485	4,641	9	1,563	975 960 89	2,208 333	1,546	2,551 41 47	3,471 208 74	3,237 37 73	92,745 85	29,0
Egypt Palestino Persia			2	3	-		-	-				122	9							
Blam Other British Possessions Other Foreign Countries						 165	=	-	1.1				=	-			Ë	Ξ.,		
U.S.A.		1 <sup>252</sup>	2,392			= (	=	11	21	46 1,713	5	· 14		. 1	13				]	é
TOTAL	3,650,10	1,034,935	1,343,233				10,278	6,13		1,713					10,010	12,741	11,514	0,350	129,850	39,004

		2	38					1.5	1					2	39					۰.
Imports.						•		SUGAR	(15 Du	гон St	VNDV	RD AND	BELQ	w).					Ім	POR
COUNTRIES WHENCE IMPORTED.	1917-18. cwts,	1918-19, cwts.	1919-20. cwts.	1920-21. tons.	1921-22. tons,	1922-23, tons,	1323-24, tons,	1925-51 tons,			1927-28 tons.	1928-29 tons.	1029-30. tons-	1930-31. tons.	1931-32. tons.	1932-33. tons,	1933-34. tons,	1934-35. tons,	1935-38. tons,	1936 tor
Japan Java Philippines	90 8		6,733	490	20	··· 1			- 18	155	229	51	i,678	7,439	9	12		Ë		:
Austria				,	Ξ.	=		2	1.	-	-			18 1	126					
Straits Settlements (including Labuan) United Kingdom	( , m <sup>(</sup> )			47				- I	1				6	2	65	3	<u></u> .		·	:
Ozecho Slovakia China (exclusive of Hongkong and				12	32	*		- "	- 56	- 1				si	217	12				1 .
Macao) Mauritius and Dependencies Kenya Colony	3,607			117				-	1:					11						
Belginm	1 =				. 4ŝ	20		1 2	11	Ξ		-		18	40					
Hong-Kong Germany Netherlands								= .	11	-				17	11	13	-			1
Australian Commonwealth Other British Possessions		80				4	27	·		5			8						'	1
Cuba				-16	i	90			in [	3,255	400 5,903	236	240		271					Ľ
TOTAL	3,213		6,911					~~	615	3,418	6,628		1,925	7,749	817					i
MPORTS.	i ojuna		0,011	724	500	130		SUGAR				ARD AN							I	мро
COUNTRIES WHENCE INFORTED	1917-18.	1918-19,	1919-20,	1920-21,	1921-22,	1922-23,	1023-24	1916-92.	1516	1926-27.	1927-28.	1923-29	1928-30.	1930-31. tops.	1931-32. tons.	1832-33, tons,	1833-31. tons.	1934-35. Lons,	1935-36 tons,	. 11
	ewis,	ewts.	ewts.	tons.	tons,	tons.	tons.	liters.	brx	tons.	tons.	tons.	tons	tons.						
Poland (including Dantzig) Ambin Mauritius and Decendencies						650			1-1	2,257	-14									
Straits Sottlements (including	639,847	1,513,606	409,733	11,487	61,611	ät,414	1,800	122,595	8,85	83		5	· ···				. 153			37
Hong-Kong	48,192	1,242,602 55,932	363,892 240,153	8,935 5,791	$^{5,044}_{4,378}$	2,633 4,413	2,018 5,011	2,940 2,595	1,159 1,177	1,121 2,919	$^{1,26}_{3,08}$	2 881 9 2,071		4,05	3,520	1,40	1,762			37
United Kingdom	42,121 23,425	 14 116	 1,910	486	1.269		538 69		1253	2,106 5,561	2,80	1,015 6 1,41	4 14.18	3 1,253	3.683	12,034		83	2,9	
Norway	1 77			1,564	1,992	2,006			- 11	1,632			24			) a				
Philippine Islands & Guan United States of America China (exclusive of Hougkong	8,087	2.012	55 3,000	114	5 16 2.825	10,205			1.90	11,632	5	,								مللم
and Macao)	1,755	1,828	1,651	135	20	10,203	140	- 105		145	1	8 3	0 26	2 88	1	9 79	6 1,63	1,89	9	ľ.
Federated Malay States					256 3	1,236 1	456 			121		8 3		3	s				1.5	ł.
Borneo (Dutch) Natal Samatra				596	1,525				12	-					ā					
Roumania Aden and Dependencies		-							. 12		1			1	1		1 =			
Austria Hungary }		5	60,097	4,188	193	<sup></sup> 1,014	696	~ 14	277			15 <sup>11</sup> a	۳ I	5				<sup>1,72</sup>	5	
Other British Possessions	7,274,300			-				- 1	15	584 4.650		0					1	1	1 150,4	16
Belgium			6,983,317 9,315	201,100	623,921	371,124	368,131	450,173	68,116 1,116	611,423 8	8 - C	1 .		1		(I) - S	al )	2 2	š	25
Gormany Italy Spain		1		1,635 20	12,798 127	4,850 8,905	1,303 75 21		100	1,000 1,280 277	2	56	57 0 59 1,5	16 1	· · · · ·	" <u>``</u>			1	
Denmark Czecho Slovakia	: ::				2		1	=	1.5						1			1	12	1
Japan Persian Gali	\$9,182	8,011	\$7,150	100	100	181			108	 			66 S	331	9 1	4,0		6 2,72	1 4,7	18
Muskat Territory &c	1.11		'i				2		~					1		1				
Syrin British West Indies Other Foreign Countries	:			= ]				:	85				=					[	8	:1
Other Foreign Countries Russis-Southern Portuguese East Africa		. "	8	-	<u> </u>		e	=	4:"			3	15	52	19,6		12 33 18,18	10,46		of.
TOTAL	8,410,256	10,133 017	8,167,516	236,184				(\$1,45	.88,168	1.44	1	1						105.01	177,6	31
아랫동안 것 같아요					717,130	443,237	381,475	Constant	1 10	BFigu	701,1 res. from	37] 850,0 1930-31, nr	o ahown fe	61 815,2 r Sugar 23	D.S. and a	bove, and	ielow 23 D.	8, but not b	olow 18 D	
					я															

1.0	COUNTRIES WHENCE	1917-18. lbs.	1918-19. Ibs.	1019-20 ibs.	1920-21.	1921-22	1922-23	1923-24	TEA	F		REEN).	1928-29.	1929-30.	1930-31.	1031-32.	1992-83,	1938-84.		1855-36	MPOR7
	Netherlands			105.	165,	lbs,	lbs.	lbs.	1931-35, Ibs,	15H. 15	1936-87. Jas.	1937-28. Tos.	-ibs.	- lbs,	100-31. lbs.	lbs.	lbs.	1953-54. lbs,	1134-35. Ibs.	1905-36. Ibs.	1036-3 lbs.
	Federated Malay States Other British Possessions	87		1	1 0	 100 479	i,518			F			50,466	165					•••		
	Kenya Colony Hong Kong China Jexelusive of Hong	148,893	182,197		8.640	4,308		1 010		ji ji		5,368	299	31 367	231 21	90 26,216	4,636	714 38	97 16	 159	
	China, (exclusive of Hong Kong and Macao) Straits Settlements (including	4,001,230	3,945,557				1 .		131,502 6,166,288	12,152	81,826		78,644		8 3,357	58,277	29,523	21,890		194,544	
	Labum),	269,880		200,111	209,521	169.211	250,010		1.10	<b>.</b>		3,254,038		3,741,357					1 1	3,055,077	1,993,00
	Iraq	58,090		1 .	73,366	153,823	12,735	116 149		10.34	273,105 176,354	286,983	$328,276 \\ 415,135$	203,306 56,564	146,783 17,484	9,717	7,107	26,955 6,999	19,070 10,062	21,434 3,734	11,54 53,99
1.1	Perta	3,811	6,468,126	4,985,322		1,638,345	325,414	.777,335	236 616,442	101,492	,027,546	4,128 1,360,977	1,837,923	2,581,024	30,460 2,141,145	43 2,728,924	23,473 1,985,595	\$78,218	511,990	54 563,050	4 349,75
1.00	Adan and Dependencies Maldives	16			31	19.825	1,828		140	1- 6		3,197	2.969 596		4,690 1,664	122		2,689			
201	Natal 2.			22,085	1,308	4,668	3,180		1,148 2	īm	 2.349		24								
	Zanzibar & Pemba	5,694	51,484 	25,609	5,033	1,639	41,997	57,252	99,873	1.665	2,349 10,611	\$6,079	56 66,726		$157 \\ 10,006$	14,189	313,815	735,479	1,013 152		1,661,20
	Australian Commonwealth								20,758	-		34	60		15,142			  159	  104		
	Other Native States in Arabia	65,275  190	188,329	178,031	39,230	144,740	356,271	1,046,970	365,736	15,592			4,108,735	3,406,208	15,142 1,388,883		94 201, 98	3,050	104		s
10.0	Persian Gulf Sumatra Belginm	30	. 300		··· 11	1.00				180			507				 86,573				
ł	Muscal Territory or Trucial							·	4.930	- 480			17,565	2,789		122,172	80,573				
	l'avistine l'hippings		8.994	9,460						1.											
		25	339	516	514	249	1,132		16	2,438	 985						 3.498		  591	  152	
	Stoyma U. S. & - Fia Atlantic Coast Egypt								-	2,69)	- 985 		2,155		834 	21,715				1	1
	Germany										3,796		7,864 5,011	582	 8,628	78					-
	TOTAL	0.666.01=															1				
-	1. S. 1926	0,000,010]	11,145,933	7,375,838 5	433,829 0	5,581,971	6,109,414	12,838,173	7,885,019	m (237	633 851		0 505 049						1		
ī —	and the second s	0,000,010	1,145,933	7,375,838 5	483,829 0	5,581,971	6,109,414	12,838,173	7,885,019	<i>0</i> ,037,	633,851		9,505,948	10,239,563					1		
й —	Contraction of the second	0,000,013	11,145,933	7,375,838 5	,483,829	3,581,971	6,100,414	12,838,173	7,885,019	II,037,	633,851		9,505,948						1		
		0,000,010]		7,375,838 5	.433,829 (C	3,581,971	6,100,414	12,838,173	7,885,019	<b>II</b> , <b>E</b> 37,	633,851		9,505,948						1		
	and the second s		11,145,933	7,375,838	483,829[c	3,581,971	6,100,414					7,993,933		10,239,503	6,648,261	6,969,252	5,769,017	4,716,054	1	5,126,447	4,087,30
	PORTS.	1917-18,	1918-19.	1019-20, (				COP	PER.	MWROU	GHT-	7,993,933 -(Tiles			6,648,261	6,969,252	5,769,017	4,716,054	3,074,987	5,126,447 [1	4,087,30
	ORTS.	1917-18. cwis.	1918-19. owis,	1019-20. cwts.	1820-21. cwta,		1052-23.	COP	PER.	MWROU 1958.		7,993,933		10,239,503	6,648,261	6,969,252	5,769,017	4,716,054	1	5,126,447	4,087,30
	PORTS. OODTRIDS WERKE INFORTED. United King formon wealth Strais Save Jong formon wealth	1917-18. cwts. 183 2,001	1918-19. cwis, 66 10,205	1019-20. cwts. 96,957 23,851	1820-21	1021-22	1022-23. cwts. 49,855	COP	PER. 1033-43. corts. 21.235	MWROU mis.	GHT- 1925-27. cwts.	7,993,933 -(TILES 1027-28. cwts, 21,089	, INGO	10,238,563 ots, CA	6,648,261 KES, B	6,969,252 RIOKS 1981-32. cwts.	5,769,017 AND S	4,716,054	3,074,087	5,126,447	4,087,30 (PORTS) 1998-57. crets. 2,377
	CONTS. COURTERS WEARE MUNICA Kingdon Australian Commonwealth Brists Settlements Chims Geschaure of Hong	1917-18. cwts.	1918-19, cwts, 66	1019-20. cwts. 96.957	1820-21. cwta,	1021-22. cwts,	1032-23. cwis.	COP	PER.	MWROU BSM.	GHT	7,993,933 -(Tiles 1927-28.	, INGO	10,238,563	6,648,261 kes, B	6,969,252	5,769,017 AND S	4,716,054	1631-35. cuts.	5,126,447	4,087,30 (PORTS) 1998-57. crets. 2,377
	CONTRS. CONTRING VERSICE INFORMATION CONTROL Australian Commonwealth Colling activeness of Hong- Kong and Massou Control Sciences of Hong- Kong and Massou	1917-18. cwts. 183 2,001  15,524	1918-19. cwts. 10,205  10,360	1019-50. cwts. 96,957 23,857 184  34,122	1820-21. cwts. 24,506 2	1021-22. cwts. 21,430	1022-23. cwts. 49,855 4,003	COP 1023-24. cowts. 34,0366 15,483 	PER. 1033-43. corts. 21.235	MWROU 18598. 11,308 2,100	GHT- ewts. 19,854 5,601	7,993,933 -(TILES 027-98. 0415, 021,089 500	, INGO 1988-29. owts. 14,300	10,239,563 TS, CA 1029-50. owts. 12,275	6,648,201 ICES, B 1930-31. ewts. 8,023	6,969,252 BRICKS 1981-32. ewts. 2,960	5,769,017 AND S 1032-33. ovts. 4,771 	4,716,054	1(31-35. euts. 10,481 500	[1035-36. 0.395 0.395 0.395 0.395 0.395 0.2,311 	4,087,30 (PORTS 1998-57. corts.  
	CORTS. CONTRIES FERRE INFORTED. United Kingdoments Ching (scalarise of Hong- Japan and Maso) Capan Chylon (Scalarise of Hong- Japan Chylon (Scalarise of Hong- Japan Chylon (Scalarise of Hong- Japan Chylon (Scalarise of Hong- Japan Chylon (Scalarise of Hong- Hong (Scalarise of Hong- Hong) Chylon (Scalarise of Hong- Hong (Scalarise	1917-18. ewts. 2,001  15,524 	1918-19. cwts. 10,205  10,369 	1010-30, cwts, 23,857 184  34,122 	1920.21. cwts. 24,506  3,355 	1921-22, cwts. 21,430  1,415 	1022-23. cwts. 40.855 4,003  301 	COF 1023-24 cwts. 34,0996 15,483    	PER. 1014-13. 0194-14. 0194-14	11/7BOU 115-54. erts. 2,100	GHT- ewts. 1935-27. ewts. 19,854 5,601	7,993,933 -(T'ILES <sup>1027-28,</sup> <sup>21,089</sup> 500	, INGO 1925-29. cwts. 14,300 	10,239,563 TS, CA 1029-50. owts. 12,275 	6,648,261 KES, B 1930-31. ewts. 8,623 	6,969,252 BRIOKS	5,769,017 AND S 1852.53. owts. 4,771 	4,716,054	1031-33. cvts. 10,481 500 	In 1:05-34 0:300 2:311  	4,087,30 (PORTS 1594-57. corts. 2,377    8,680
	ORTS. <u>Mited Kington</u> <u>Mited Kington</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercenth</u> <u>Commercen</u>	1917-18. cwts, 183 2,001  15,524 	1918-19. cwts. 66 10,205  10,360 	1019-30, cwts, 06,957 23,851 184         	1820-21. cwts. 24,506 2  3,355	1921-22. cwts. 21,430  1,415	1952-23. Swits. 49,855 4,003  391  45	COP 1023-24. cowts. 34,0366 15,483 	PER. 1024-43. 0048: 21,255 7,768 	MWROU 18598. 11,308 2,100	GHT- ewts. 19,854 5,601   3,201	7,993,933 -(TILES 027-28. 021,089 500 	, INGo 1928-29. ewts. 14,300  	10,239,563	6,648,261 KES, B 1930-31. ewts. 	6,969,252 BRIOKS 1881-38. ewts. 2,900  	AND S 1052-33. cwrts. 4,771  13 200 600	4,716,054	1031-33. cetts. 10,481 500 	Ito5,128,447	4,087,30 (PORTS 1594.57. corts. 2,377 
	CORTS. COURTS. Matel Kingdom waith Statistics wranker Statistics and the second second Corporation of Hong and Age and Departments United States of Amount United States of Amount Corporation of Amount Corporation of Amount Age and Amount Corporation of Amount	1917-18. cwts. 2,001  15,524 	1018.19. cwts, 66 10,205  10,369  	1019-30, cwts, 96,957 23,851 184  34,122  S03 	1820-21. cwts. 24,506  3,355  21 	1021-22. cwts. 21,4300  1,415  500	1952-93. cwts. 40,8255 4,003  301  45 	COP 1023-24 cwts. 34,0956 15,483       	PER. 21,335 7,766	AWROU B34. 005. 11,208 2,100  2,12 3,225	GHT- outs. 19,854 5,601   3,201	7,993,933 -(TILES 0915,089 21,089 500   12,151	, INGO 1928-29. cwts. 14,300   12150 	10,239,563	6,648,261 ICES, B 1930-31. ewts. 8,023     587 4,003	6,969,252 BRICKS 1881-32. owts. 2,900     715	AND S 1052-33. 6wrts. 4,771  13 200 6000 	4,716,054	101-33. costs. 10,481 500  504 4,875	In 5,126,447 11035-36. evrts. 6,395 2,311         	4,087,30
	CONTS. CONTRING VIENCE INFORTED. United Kingeneric Australian Commonwealth Series Stellenerics of Mong- Jepan Basa Africa (Pertugness) United States of America Adea and Dependencies France France Beigun	1917-18. cwts. 2,001  15,524 	1918-19. cwts. 10,205  10,360  	1919-90, owts, 23,851 184     254 	1820-21. cwts. 24,506 2  3,355  21  20	1221.22 cwts. 21,430  1,415  500	1022-23. cwts. 49,855 4,003  301  45  205	COP 1023-24 cwts. 34,0956 15,483       	PER. 21,335 7,766	107ROU 1059. 1159. 11508 2100  212 3228  51,312	GHT- ewts. 19,854 5,601  3,201  19,526 	7,993,933 -(TILES 1027-28. cwris, 21,089 500   12,151  12,151  12,151  12,151 	, INGo 1928-29. ewts. 14,300  12150  2	10,239,563	6,648,261 KES, B 1830-31. ewts. 3,023  587 4,093  178	6,069,252 BRIOKS 1881-32. ewts. 2,990   715  70 	5,769,017 AND S 1052-33. ewts. 4,771  13 200 500  60	4,716,054 LABS). 1933-34. ewts. 4,947  3,009 6,124  5	101-35. certs. 10,481         	Is, 128, 447	4,087,30
	CONTS. CONTRIST VERVOE INFORTED. United Kingdomoventh Series Stellenenis for Agaan Agaan Defonding of America Markan Company Series Stellenenis Defonding and Dependencies Cornad Dependencies Beignan Prace Pra	1917.18. cwts. 183 2,001  15,524  	1018-19. owts. 10,205  10,369  	1019-20, owts, 90,957 23,851 184  \$93  254 	1820-21. cwts. 24,506 2  3,355  21  20 	1021-22. cwts. 21,430  1,415  500  13	1952-93. Gwts. 49,855 4,003  391  45 	COF 1023-54. cwrts. 34,0396 15,483   38  100  499  	PER. 1021-13, corbs. 21,235 7,768  20  5,550 3,000 3,800	1077ROU 10558. 12100 212 3225 3225 53,512	GHT exts. 39,854 5,601   19,526  	7,993,933 -(TILES 1027-38. cwts. 21,089 500  12,151  1,460 50 10 700	5, INGO 1028-29. cwts. 14,300  12150  2  	10,259,563	6,648,261 KES, B 1930-31. ewts. 3,023  587 4,093  178 	6,969,252 BRIOKS 1881-32. ewts. 2,900  715  70  70	5,769,017 AND S 1652-53, owts, 4,771  13 200 500  60 	4,716,054 LABS). 1903-34. owta. 4,947  3,009 5,124  5	13,074,087	In 105,126,447 In 105,34 outs. 0,300 2,311      	4,087,30
	CONTS. CONTRIST ATTACK INFORTED. INFORTED. Australian Commonwealth Strates Settloments Strates Settloments Argan and Massol Settla Settloments Argan Annia Carpon Argan and Depondences Arbia Arabia Arabia Paraney Pr	1917-18. cwts. 183 2,001  15,524 	1918-18. cwts. 10,205  10,369  	1919-90. owta. 96,957 23,851 184  34,122      	1820-21. cwts. 24,506 2  3,355  21  20 	1921-22, cwts. 21,430  1,415  13  40 	1022-23. ewts. 40.855 4,003  391  45  205 500	COF 1023-24. cwts. 34,0396 15,483  38  100  499  	PER. 1023-435 corts. 21,235 7,766  5,558 3,000 3,800 	107ROU 1059. 1159. 11508 2100  212 3228  51,312	GHT- exts. 19,854 5,601  3,201  4,300	-(TILES 1027-28. cwrts, 21,089 500  12,151  1,460 50 10 700 	5, INGO 1928-29. ewts. 14,300  12150  2   	10,259,563	6,648,261 KES, B 1800-31. ewts. 9,623  587 4,093  178 	6,969,252 BRIOKS 1881-32. owts. 2,900     715  70 	5,769,017	4,716,054	101-35. certs. 10,481         	In 5,120,447 1:05-36. cvts. 6,300 2,311  5,161 7,702  12,426  12,426 	4,087,30 1POBTS 1998-57, cotts, 5,650 3,415  3,570 
	CONTS. CONTRESTENCE INTERCENT Autralian Commonwealth Constantion Commonwealth Constant Commonwealth Constant Constantion Logan Logan Atrica (Portuguese) United States of America Arabia Dependencies Cormany Dependencies	1817.18. cwts. 2,001  183 2,001  	1018-19. cwts. 066 10,205  10,360     	1010-50, ewts, 96,967 23,851 184  893  254 	1920.21. cwts. 24,506 2  3,355  21  20  	1021-22. cwts. 21,430  1,415  13  40 	1052-93. cwts. 40,855 4,003  391  45  205 500 	COP 1023-24. cwts. 34,0966 15,483  38  100  499  29	PER. 1021-83. 21,255 	1 10780U 10555. 2,100 1,212 3,225 1,112 51,812 1,511 4,417	GHT- 1085-27. evts. 10,854 5,601  3,201  19,526  4,300 4,500 2,601	7,993,933 -(These curs, 21,089 500  12,151  1,460  1,900	i, Ingo 1923-29. owts. 14,300  12150  12150  22 	10,259,563	6,648,261 KES, B 1830-31. ewts. 9,623  587 4,093  178 	6,969,252 BRIOKS 1831-82. ewts. 2,960        	5,769,017	4,716,054	13,074,987	In 1:05-30. 0:075-30	4,087,30 IPORTS 1991-57. cuts. 3,850 3,415  3,570 
	COUTS. COUTS. LICONTRING VIENCE LICONTROL Australian Commonwealth Servis Settlements of Hong- Japan Long and Massoo Japan Bait Africa (Portugness) Bait Africa (Portugness) Downaya Prance Distribution South Africa Netherlands Distribution South Africa South Africa Down British Dosessions Other Portugn Countries 	1917-18. cwts. 183 2,001  15,524  	1018-19. cwts. 66 10,205  10,360       6	1019-30, Swits, 106,057 23,351 184 34,122  S93  254  15	1920.21. ewts. 24,506 2  3,355  21  20  20  20  21	1021-22. ewts. 21,430  1,415  500  13  40 	1052-23. cw43. 49,825 4,003  391  45  295 500 	COP 1023-24. cwts. 34,036 15,483       	PER. 1021431 211235 7,768 3,009 3,009 3,009	107R0U 1054. 2100 212 3225 	GHT- evts. 19,854 5,601  3,201  19,526  4,300  4,500 2,501	(TILES) 1097-93, 1097-93, 1097-93, 1097-93, 1097-93, 1009 100, 100, 100, 100, 100, 100, 100	14, INGo 1028-29. ewts. 14,300  12150  22  22 	10,259,563	6,648,261 KES, B 1030-31. cwts. 3,023  587 4,093  178 	6,969,252 BRICKS 1651-32. cwts. 2,900  715  70  	5.709,017 AND S 1052-33. cwrts. 4.771  200 500  600 	4,716,054 LABS). 1903-34. evita. 4,947  5,124  1,012 	101-33,074,987	I2 105,128,447 105,128,447 1053-36. corts. 0,395 2,311       	4,087,30 120BTS 120L57, cuts. 2,377  5,680 3,415  3,570 
	CONTS. CONTRESTENCE INTERCENT Autralian Commonwealth Constantion Commonwealth Constant Commonwealth Constant Constantion Logan Logan Atrica (Portuguese) United States of America Arabia Dependencies Cormany Dependencies	1917-18. cwts. 183 2,001  15,524  	1018-19. cwts. 66 10,205  10,360       6	1819-20. owta. 100.967 23,851 184  84,122       	1820-21. cwts. 24,506 2  3,355  21  20  20  20  22 	1021.22 cwts. 21,430         	1022-23. ewts. 49,855 4,003  3901  45  295 500  450 	COP 1923-84, cwtk 34,056 15,463       	PER. 1014.8. corts 11.255 7,766  3,000 3,500 3,500  	1 10545. 11555.	GHT exts. 5,601 19,854 5,001 19,526  4,800 2,601	7,993,933 -(Tilles cuis, 21,059 500  12,161 10,160 10,170 10,1	, INGO 1928-29. owts. 14,300  12150  2      	10,259,563	6,648,261 KES, B 1930-31. ewts. 8,623  587 4,603  178 	6,969,255 BRIOKS 1981-32. ewts. 2,960  715  70  	5,769,017 AND S 1052-33, 6wts, 4,771  200 600  00  00	4,716,054	1:01-33. cvts. 10,481 5:00  5:04 4,875  100  5:02 4,896 	In In 1005-34. cwts. 6,300 2,311  6,161 7,702  12,426    	4,087,30 1PORTS 1998-57, ceta: 2,377  5,880 3,415  3,570  20

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	(Decompose AND SHEETS).
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OUTTER	Photo:

Imports.

Імр	ORTS.							00	PPER	€80D)	311'
	COUNTRIES WHENCH IMPORTED.	1917-18. cwts.	1918-19, owts,	1019-20. cwts.	1920-21. owts.	1921-92. cwts.	1922-23. cwts,	1933-24. owts.	1924-25, ewis,	ets.	10
	United Kingdom Denmark Nedherlands Redherlands Franco Germany Mauritius and Dependencie Italy Mauritius and Dependencies Italy Mauritius and Dependencies Italy Mauritius and Dependencies Italy Mauritius and Dependencies Italy Hangary Hangary Hangary Swelten Ternia Swelten Other Statish Toessesions Other Statish Toessesions	 754  1  4  1,617  32 1	5,437         	105,730     3,176  S,058	99,955  5,835  30    1,074	64,436 	93,029   338	71,953	23,546 	19,983 1937 1911 1911 1911 1911 1911 1911 191	1
	Iraq Torat	 2,409						173,467	211,713	E.01	2

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858. ats	1925-27. ents,	1927-28. cwts.	1928-29. owts.	1929-30. ewts.	1930-31. ewts.	1931-32, owts.	1632-33. cwrts.	1933-34, owts.	1934-35. cwts.	1935-35, owts,	1996-37. Cwts,
	25,722	61,436	70,108	22,783	35,634	44,465	66,295	105,960	180,140	94,078	38,97
M,083											
125		20					1,035				
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		34,981	36,609	25,448	35,564	28,89	2,051	22	105,129	146,220	57,0
11,577	153,125	59,854	83,152	42,827	50,024	58,354	181,553	97,658			
13,771	1004100										
	131	127	7	34	15		26				j
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Ξ.,	38,337	33,732	19,014	7,006	7,218	2,658	9,231	2,911	2,198	3,364	1,
18,841	38,351		10,014							1111	
				5,418	220		12,601	899	8,572	4,10	비 :
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ñ,730	64			34	29,020	7,020	20	1,001	76,360		5 4,
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÷								208,351	375,303	280.07	7 102
2.04	230,685	190,342	211.205	103.55	157,958	141,600	272,85				

IMPORTS.

BRASS, BRONZE, ETC, ROUGHT-(YELLOW METAL FOR SHEATHING).

Imports. 1936-37. cwts.

53,822

... 163,929

45,390

428,292 263,131 562,673

1935-35. cwts.

92,799 ...

220,211

.... 71 105,302 114,307 50 125

PORTS.					BRAS														1
COUNTRIES WHENCE IMPORTED.	1917-18. cwts,	1918-19, cwts.	1919-20, cwts,	1920-21. cwts.	1921-22. cwts.	1922-23. cwts.	1923-24. cwts.	1921-25. cwts.	ESH, pris.	1105-27. owts	1927-28, cwts.	1928-29. cwts.	1929-30, ewts.	1930-81. cwts.	1931-32, cwts.	1932-33. ewts.	1933-34. owts.	1934-35. cwts.	195 61
United Kingdom Straits Settlements Caylon Demmat. and Dependencies Switzerland Switzerland Anne Frances United States of Americas Laby Article (Initial) (Inited States of Americas Laby Article (Initial) (Inited States of Americas Laby Article (Initial) (Inited States of Americas (Inited States of Americas) (Inited States of Americas) (I	631 6         	1,133 398    	145,153 146         	276,914	124,327  100 1,172 1,719  9,839    10,136  10,	186,648  178 552  20 89,421 9,516  435 	145  108,357	259 203     185,631 	19,971 	5,253 471    5,253 471    5,253 471     5,253 471     5,253 471  	194,756 500 101   5 1,859 	62,92	···· ··· ··· ··· ··· ··· ··· ··· ··· ·	 1,12	7 652	95,69	95,49		8 2
Other British Possessions TOTAL	3.351	5,167		7		5		412,783				4 456,31	2 363,38	 6 308,48	8 298,41	482.87	7 422,30	6 562,67	78 -

Імро	ATS.							I	RON.	(Pig).										Імр	ORTS
	COUNTRIES WHENCE IMPORTED.	1917-18. tous.	1918-19. tons.	1919-20 tons.	1920-21. tons.	1921-22, tons.	1922-23. tons.	T	1934-25. tons,	19559. 1008.	1926-27. ton7,	1927-28. tons.	192S-79. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33, tons.	1933-34. tons,	1934-33. tons,	1f35-36. tons.	1936-37 tons.
-	United Kingdom	165	67	4,155	8,858	7.858	8,736			-	999	4,068	2,373	2,697	3,082	331	746	1,964	1,537	1,730	1,5
	Ceylon		1 "					3,284	2,147	2,463											
	Norway					13,492	3,228	2	168		219 50	55	23		1	49					
	Belgium France	1				10,402	0,220	482	817	1 <sup>41</sup>				1							
	Sweden						24			60	2	7	9	21							
	United States of Amorica					251				- 1											
	Aden and Dependencies							]		-											
	China-Hong-Kong				90	1,172	622	15	27				130								
	Netherlands				·	220		10	24	12											
	Turkey in Asia									-											
	Iraq				0		69			-											
	Straits Settlements Other Foreign Countries				0					1			109								
	Other British Possessions							3		12					•9						
	Italy								264	110	357	425		543							
	Japan									-											1,
	TOTAL	. 16	5 67	4,155	8,954	23,093	12,779	3,786	3,423	2,895	1,627	5,104	3,160	3,262	3,083	380	746	1,964	1,537	1,730	1,
T									IRON	Thor	our_]	BARS	AND C	HANNEI	s).					Iv	IPOR
-11	PORTS.	1	1	1	1					<u>}</u>		1927-25.	1928-29.	1529-30.	1839-31.	1931-32,	1932-33.	1933-34.	1934-55.	1935-36.	1936
	COUNTRIES WHENCE IMPORTED.	1917-18. tons.	1918-19. tons,	1919-20. tons,	1920-21. tons.	1921-22, tous.	1923-23. tons,	1923-24. tons.	1924-5. tora.	255-98, 1085,	1926-27. tons.	1927-28. tons.	1928-28. tons.	tons.	ton						
	United Kingdom	8,60	1,58	5,195	11.700	7,433	5,519	2.53	3,154	3,316	1,569	1,863	1,593	1,723	999			415	731		1
	Austria-Huogary		1		1	1				1			i.042				567		47	1 600	6
	Sweden			577	1,321	697	1,078	95		1,044	1,081	1,00	3 1,042			1					
	Madagascar		18	246	· '	· *	2		5	11	"		· · · ·								
	i Straits Settlements .	2	22 17	0  5					3	I 1				J ,							1
	Netherlands			198						۱			7 34	32				1	· ··· .		J
	Norway			170	22	1	3 1,134		a 63	116	34	2	7 64			5	3) 1.				3
	France		1		1	571	5 1,104		1 T	1 7	100	5			1 8	10					
	United States of America	1,0	02 4,14	0 3,18	3 1,158	3 15	1 6			3				5 25		··· 10					
						44	0 4	8,35	1 4,930	8,174	7,664	1,98	8 2,59		1,85			4 13	10		
	Czecho Slovakia				9 5,265	2 7,90	2 14,260	0,00		1.11	1,001	1,000			25	D				1	1 ::
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	Cape Colony Japan Kenya Colony Sian Hongkong China (exclusive of Hongko and Macao)			12 1  78	s 					8 											
	Cape Colony Japan Kenya Colony Siam Hongkong Clima (exclusive of Hongko and Macao) Other Countries.	ng	97 10 	12 1	8 																
	Cape Colony Japan Kenya Colony Stam Bongkong China (exclusive of Hongko ndh Anceo) Uther Countries Iraq Other Foreign Countries	ng	97 10 	12 1 18 	8 			  		8  								2			
	Cape Colony Japan Kenya Colony Biam Hongkong China (exclusive of Hongko and Macco) Other Countries Iraq Other Foreign Countries	ng	97 10 	12 1 18 	s  														  	  31 1	2
	Cape Colony Japan Kenya Colony Bongkong Ohina (exotusive of Hongko and Maeao) Other Countries Iraq Other Foreign Countries Other Dritish Possessions	ng 	97	12 1      	s  	···· ···· ····		··· ··· ··· ··· ··· ···	0	8 			  	1		4		2 2	   I	  31 1	2
	Cape Colony Japan Kenya Colony Bongkong Ohina (exotusive of Hongko and Maeao) Other Countries Iraq Other Foreign Countries Other Dritish Possessions	ng 	97 10 17 2	12 1 18    	s  	···· ···· ····		··· ··· ··· ··· ··· ···	0	8 			  	1		4		2 2	   I	  31 1	2
	Cape Colony Japan Kenya Colony Bongkong Ohina (exotusive of Hongko and Maeao) Other Countries Iraq Other Foreign Countries Other Dritish Possessions	ng 	97 10 17 2	12 1 18    	s  	···· ···· ····		··· ··· ··· ··· ··· ···	0	8 			  	1		4		2 2	   I	  31 1	2
	Cape Colony Japan Kenya Colony Bongkong Ohina (exotusive of Hongko and Maeao) Other Countries Iraq Other Foreign Countries Other Dritish Possessions	ng 	97 10 17 2	12 1 18    	s  	···· ···· ····		··· ··· ··· ··· ··· ···	0	8 			  	1		4		2 2	   I	  31 1	2

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Im	ORTS.							I	RON,	ISEL	e, Tee,	Bolt	and ]	top.)						Iм	PORTS.
	COUNTRIES WHENCE INFORTED.	1917-18. tons.	1918-19. tons.	1918-20. tons,	1920-21. tons.	1921-22. tons.	1922-23, tons,	1923-24. tons,	1924-25. tons.	22	1986-57. 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.
	United Kingdom Straits Settlements	1,585	313 16	405	875	204	446	193	453	138	256	102	98	205	443	71	861	319	53	n	22
	Ceylon France Austria-Hungary	6		24	5				1	- 8			37 101	10	4	16	9	3	-		
	Aden and Dependencies									-			251  523								
	Germany				34	124 8	129 50	61 100 128	260 15	1-10	33 3	 495	414	108 2	266 502	555 1,535	2,061 1	516 511	509 998	10 5	2
	Other British Possessions Italy	2								1.1											
	Sweden Norway Luxemburg	13			66		9			1	9				1						
	Netherlands									1 1								496	1,231 494		
	United States of America	448 5	486 103	 311 . 15	388	3 1	2	2		-	2 										
	Other Foreign Countries TOTAL	2,059	918	755	1,369		1			-									1		
		2,000	913	100	1,005		638	484		299		597	1,424	325	1,216	2,177	2,932	1,845	3,286	21	3 32
Im	ORTS.	1917-18					IRON			· • • • •				LUDIN							MPORTS.
_	COUNTRIES WHENCH IMPORTED.	1917-18. tons.	1918-19, tons, 90	1919-20. tons.	tons,	1921-22. tons.	1922-23, tons.	1933-24, tons.	1921-25. tons.	2	1926-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1930-31. tons.	1931-32. tons.	1932-33. tons.	1933-34. tons.	1934-33. tons.	1985-36. tons.	1936-37. tons.
	Persia Persian Gulf	 14 79	51	 11 15	 32 75	5			-	-					8						
	United Kingdom Egypt Ceylon	24,003  22		77,241	112,180	51,009	78,226	105,331	78,511	583	28,102	61,816	69,144	67,055	34,392	24,067	25,949	25,265	29,635	2 32,06	
	Other British Possessions United States of America	22	 12,505	37 26,619	34 24,807		9	7	5 14 10,705	5 6 11532	14	12	3 56	4	6	3 <sub>149</sub>	5	 218	23	 5 15	6 4 69
	Sweden	15			24,007	2,442 10	4,260 11	6,853 	10,100	11342	11,427	7,543	12,358	9 367 	8,802			218			3
	Canada	103	1 1		104 359				1,584	919	- 1			 128	 413	2	2			1	1
	Java	 548	  267		57			213 		1									<u></u>		
	Hong-Kong China (exclusive of Hongkong and Macao)	294	1 1															1			
	Japan Czecho-Slovakia	1,708		3,706 94	7,613 443	16,010	29,505 1,094	22,964		12,136 ~		30,688 24	24,003	14,313	11,385	4,658 25	2,700	3,120	S	23	0 447
	Straits Settlements	721	402	441	 137	25 1 1 102	116 186 177			-	125 	1	69	32							
	France			·	1,154	1 772	1.508	 538			3,571	212 2,337	 579	383		  554				335	
	Luxemburg Other Foreign Countries			103 	1,710 20	14,733 16	23,505 227	15,706	15	12,414 23	9,064 555	951 871	609	1.050	756	73	74	1,961	E 1,92	4 2,90	3 165
	Italy	1.2					140					11 35			1  23		- 10		3		
	TOTAL	50,857	49,943	108,267	148,725	85,803		152,232	154,59	61,425	84,211	104.687	107.176	92,898				·	37,02	9 43,89	2 27,940
Im	ORTS.						IRON	OR S	TEEĮ	SUET	AND	PLATE	s—Pl	AIN &	Jorrug	ATED	(GALV	ANIZED	) <b>.</b>	- I	APORTS.
	COUNTRIES WHENCE IMPORTED.	1917-18. tons,	1918-19, tons,	1919-20. tons.	1920-21. tons,	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-95. tons.	BA N	1006-27. tons,	1927-28. tons.		1929-30. tons.	1930-31.	1931-32.	1032-33.	1983-34. tons,	1934-35. tons.	1935-36. tons.	1938-57. tons.
	Germany United Kingdom	1,303		55.183	12 50 000	449	406	299	1,037 205,209	100	0.000		5.214		4,863	1,089	476	86	5 1,37	546	1,114 40,582
	Austria-Hungary	1		55,183 82	59,936 11	83,273 163	114,517	159, 134 3	8	1.150	2,826 249,024 4	297,680 63	286,040 23	3 200,295 16	91,373	54,939	49,667 1		52,76	1	
	Other British Possessions					15 2	1			1	152	32	19							5	3
	Arabia Nathorlar 4		202			16		- 21			13	348			1,147	480	1,357		2,76	6,578	15,818
	Straits Settlements	4,200	629	3,141	59 6,530	 4,016/	 26 7,050	4,922	14 1,867	12	215 12,068	 298 4,330		 1,618	 1,898	 103	 48 6				33
	Bolging					26		678		11.	5	15	2	8 8	1					10	17 7,030
	Hongkong Other Foreign Countries		1 59	• 1 	101	373 	472			1	10,489	22,025	32,06			27,401	21,103	5,521	1,96		2
	Total.	5,50	9 2,474	58.412		88,343	122.478	165,038	209,14	1 20	1	331,50	326,23		147,432				58,816	73,203	64,599

			24	18											2-	19				17	4PORTS
IMPO	ORTS.								LEAD	71000	ar-(1	21G).					1				1038-37
	COUNTRIES WHENCE INFORTED.	1917-18. owts.	1918-19. ewts.	1919-20. cwts.	1920-81 cwts.	1921-22, cwts,	1922-23, cwts,		1934-35. Cuta	22 12	x5-27, 1 yts.	027-28. cyrts.	1928-29. cwts.	1929-30. ewts.	1930-31. owts,	1931-32, ewts.	1932-33, cwts.	1833-34. ewts.	1934-35, owts,	1935-36. ewts.	1036-37 ewts.
	Hong-Kong	400								1				 			 1,71	1,336	1,01	i,23	
	Spain	 12 162		15,137	7,548	2,379	4,399	5,008	3,522	ī.522	1,993	1,925	601	941  432	929 		1				
	France									-		324	100			1					
	Germany Tanganyika Territory								-	-										2	6
ļ	Persia Ceylon	1,668	2,377	ï,379	i,506	2,739	983	 837	1,522	1657	1,178	1,090	1,39	2,339	1,93						Ĩ
	United States of America Turkey in Asia-Persian Gulf	<sub>377</sub>		 <sub>211</sub>	<sup></sup> 100	45	1,927	144	85	- 11	-										1
	Australian Commonwealth Other British Possessions		4,498							1			1			s	6	1	9	n	
	Egypt								-	÷.						2		s		324 1	
	Other Foreign Countries								25	E		3,33	9 2,10	-	6 2,80	1 4,1					21
IMD	TOTAL	2,819	6,884	16,762	9,742	5,274		6,082 D, (WR	5,109		3.180										Імро
	COUNTRIES WILENCE	1917-18.	1918-19,	1919-20.	1920-21.	1921-22,	1922-23.	1921-24.	1991-55,	1553	100-27.	1927-28 ewts.	1	. 1929-30 cwts.	1830-31 ewta	. 1931-3 owts.	2. 1932-3 cwts	1933-34 cwts.	1834- owt	5, 1935-3 s, cwt	i. Ci
	Switzerland	cwts.	owts.	ewts.	cwts.	cwts.	cwts.	ewts,	ewis,	erk.	ewis.										
	United Kingdom	9,913 2,837	10,803 3,661	 900 18,502	· 18 21,754	 15,073	95 11,962	12,992	7.612	H 232	8,750	14,2	89 8,1	52 5,5							
	Eranoa						3				446	i <sup></sup> ı	32	82 2	25	520	797				
	United States of America Aden and Dependencies Mauritius and Dependencies	313		2,890	287		139			2							1		1 .	. ]	• 1
	Hong Kong					  640	 1,633	 1,954	 736 28	1173	 1,00	1		305	164 L	106 090 1, 124	152		912 170	42 1 411	171 182
	Other Foreign Countries		 2,005	 <sub>210</sub>		82					4	2	2	00	123	145	940	358	12		253
	Belgium Italy				55	951	5,496	5,887	3,874	· · ·	9,20		353 13, 1	20	30	100	2	.			-
	Notherlands Australian Commonwealth Other British Possessions						492		39 <sub>112</sub>	30		2		25				7	26	146	16
	TOTAL	13,064			22,720	16,933	31 19,919	21,413		h			135 23	348 24,		,705 19	,056 15	,002 17	,227	9,922 2	0,274 IM
IME	ORTS.								LEAD	53000	HT(	OTHE	R SORTS	).			[	2.53, 1935		4-55. 19	95.90
	COUNTEIES WHENCE IMPORTED.	1917-18. cwts.	1918-19. cwts.	1019-29. cwts,	1920-21. cwts.	1921-92 cwts.	1922-23. cwts.	1923-24. cwta.	1924-55. ewts.	165-96. rets.	1926-23 cuts.	1927- cw	28. 1928- ts. cw	29. 1929 ts. cw	-30. 193 ts. cw	0-31. 193 rts. ov	1.32. 193 /18. Cv	2-53. 1935 rts. cw	1-34. 10. rts. C	uts. c	wts.
	Spain Iraq									9			258				386		:		
	Japan					-	825	3,168 9	51 	L		4 292	208 9 184	1,307 14 90	23 57	31 107	8 264	108 2,508		1,027 2,278	744 2,617 23
	United Kingdom France	572	1,763 503	370 5,728	144 7,243	102	72 4,207	73 4,540 960	4,19		5 5. 2 1.	139 (	5,452	3,176 2 1,342 1	2,665	1.111	810	667 2,483	58 312	25 167 226	394 164
	Ceylon Netherlands Straits Settlements	20	1 7	5,728 229 127 16	176 45 31	270 36	96 1 73	152	31	1 -	8	15 . 58		267	40	732 66 165	4	38	198		
	Zanzibar and Pemba	70	5 4	4		1 20	13			1:	1	42					19				
1000	Gibraltar Manriting and Design						·			1:											-
and the second sec	Esthonia			77		6			-	11:				132	56	 			69	··· 2	
	Itale						5		35 18		84	259 1	206 43			180	2				
	Turkey in Asia Red Sea Persian Gulf		§ ,	12 72											69	40	··· 12			54	 <sub>52</sub>
	Other British Portuguese)	835  20	2,009	$784 \\ 146$	1,255	167 440	 11 42	16	184	111	50	22 	79  109	98	177	67	 118	 67	46 187	54 102	104
	Other Foreign Countries			16 5	1 26	··· 1	30	1	l i	11	9	9	17	1	91	1		6,136	6.139	3,881	4,098
10	Total	2,77	8 4,550	7,598	9,302	5,820	5,375	8,944	6,28		118	7 567	7,666	9,841	6,606	6,565	3,748	6,130			
1.1		-	1	1	0,002	0,020	0,010			15	2	1									

			2	50					1	Γ					- 2	51					
IMPORTS.									TIN.	[NWR	OUGHT-	-(Bro	ск, &с	s.)						Iz	PORTS.
COUNTRIES WHENCE INFORTED.		1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1921-22. ewts.	1922-23. cwts,	1923-84. cwta,	1924-25, curts,	95.91. rets.	1026-27. ewts.	1027-28. ewts.	1928-29. cwts.	1929-30, cwts.	1930-31. cwts,	1931-32. cwta,	1932-33. ewts.	1933-34. cwts.	1934-85, owts,	1935-36. ewts.	1036-37. cwts.
Germany Java Iraq Berger Bergelong and Mong-Kong Hong-Kong Date Hong-Kong Date Hong-Kong Date Hong-Kong Hong-Kong Date Hong-Kong Hong-Kong Date Hong-Kong Hong-Kong Dersin Aden and HpernHonice Persina Gul ZaurUse and JepenLouise Date and Among Aden and AppenLouise Date and Appendencies Date and Appen	y, &c.)		26,350  1,061  202 11    202 11     203 	1,189 44,208 20  949  151  100  3	 519 38,444 20 61 2,541  7 26  1 19  10  134  1	206 51,287 195 1,538         	 223 36,441 527 6,049  4  4	20 84  42,157 340 5 900  2 1  300   	48,603 62 3,016	1 52,904 85 20 1,675 - - - - - - - - - - - - -	1,311 11		1,107 1,033 250 7  7	 55,319 489 1,557  3   	53,058 201 1,084  14  5 		5 821	37,204 10 1,023	44,227	···· 50,563 283 1,601 ··· ···	41,270
Japan Other Breign Countries Other British Possession Belgium TOTAL INPORTS.	s		199  28,086	126    46,835	41,783	282  	  	43,800	410  52,188	78000			66  49,837 DING P	100  57,468	34 12  54,408 0R SH	1931-32.	1932-33.	INNED 1933-34	1834-35,	1935-36,	46 10 210  42,706 PORTS.
Corrange warred Frontane Germany United ingloom Hungary Hungary Hungary Halanad Halay Strait Settaments China Hang Kong Netherland Netherland United State of America Angan United State of America China Foreign Countrie Other Foreign Countrie Other Foreign Countrie		cwts.	265       		cwts.  131  8  14 1     	cwts.	cwts. 5,663 8  16  7	ewts. 100 3,374  8  2   	ewts. 18 470  36 	- 53 - 3 1,152	 113 	1827-88. cwts. 38 22  109     13  13  13 	1928-29, cwts. 10 40 	1220-30. cwts. 277 60  92      	1930-31. ewts. 33 260  94  94    3	1031-322. cowfst. 500 1322  7      	ewts. 45 608  77     9	owts. 146 175  11      	owts. 108 504  22      	cwts. 210 219  22  22    	ewts. 81 61  16  10 
Тотл	5	470	854	1,478	806	2,515	6,295	3,531	1,02	1,405	315		203 BFigur	179 179 19:	390 29-30, are fe	190 or Tin Fo	739 ils and		670 rts.	506	168

				25	2			v			1		,				253	Part				
Імі	PORTS.						ZI	NC OI	R SPE	LTER	Town	OUGHT.									· Ir	PORTS.
	COUNTRIES WHENCE INFORTED.		1917-18. cwts.	1918-19. cwts.	1919-20. cwts.	1920-21. cwts.	1931-22, cwts,	1932-23, cwts.	1923-31. cwts,	1924-25, ewts,	-	1020-27. ewts.	1927-28. cwts.	1928-29. cwts.	1929-30, cwta.	1930-31. cwts,	1931-32. cwts.	1932-33. owts.	1933-34 cwts,	. 1134-35. owta	1935-36. cwt8.	1936-37 cwts.
OJUS ACU U	ortuguese East Africa anada Inited Kingden Inited Kingden Initis Settlements Initis Settlement	ui un ui u	50,301 213 500 	 55,262 17 41 23,246  204 	5,825 96,633 88 630 6,022	33,704 20 4  38	 57,241 183  12  109	3,012 45,453 412	 1 52,278 503 610 12  17	8,19 1	2 1.450 2 1.455 335 1,559	83 200	 84,633 87 8,003 320 787  127	79,737 . 8,000 . 247 2,802 	3,181 430 200 51,626 1  231 12,179  44	7,205 1,000 34,431 24,871 405 82,185		8 00,22 1 75,15 1 75,15 3 56,70	6 64,8 6 112,9 7 4 6 33,4	41 64,8 08 100,49 78 2 50 110,3	0 70 0 43,47 0 230,510 1 40 1 65,54	1 950 9 16,742 9 206,893 5 516 7 13,800 
CONTRA	Surinany Seylon Uther Foreign Countries Anziber & Penba Bolgium Jong Kong Setherlands (syn	AL		00  1,084  80,814	197 1 5,549  117,013	1,508 66  2,102   36,522	1,803 89  8,149  67,589	4,030 38  2,836   55,811	760	2,02 3: 1,000 1,000	7,522	9,954 110 520 522  36,934	8,770 38  3,288  10 105,922	25,804 266 268 13,531 	72,801 205 504  740  399  142,682	16,832 77 1,720 1,721 1,731  326 	3,97 4,33 1,31 	2 21 0 1,97 4 <sup></sup> 12,96 0 1,50 	6 2 4 9,0 9 2,4 9 18,2 0 1,5	98 4 60 2,00 56 15,61 50 2,00 00 1,61	0 9,55 9,55 28,855  20	85 16,107 89,648 900
IM	PORTS.						ZI	NC 01	R SPE	LTER	81000	HT OF	Man	UFACTI	JRED.						In	PORTS.
- 1	COUNTRIES WHENCE INFORTED.		1917-18. cwts.	1918-19. cwts.	1919-20. ewts.	1920-21. cwts.	1921-22. cwts.	1922-23, owts,	1923-24. cwts.	1021-25 ents	15%. 19%	1926-27. cwts.	1927-28. cwts-	1928-20, cwts-	1929-30. cwts.	1930-31. ewts.	1931-32. cwts-	1032-33. cwts.	1933-34 cwts.	. 1934-35. ewts.	1935-36. ewts.	1038-37. cwts.
	weden real as straits Settlearnts inited Kingden inited Kingden inited Kingden inited Kingden inited Kingden Fortunations East Atrica Sermany Ser	eao)		380 3,504 27 4,781 1,102 3,660 3 4 12,510	 834 5,141 5,141 89 83  1,205	       	       	456 700 3,911 12,850 9  6,238 1,016 13,401  63  16  16  12  10 12  10 12 13,401 12 10 10 12 10 10 12 10 10 12 10 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 12 12 10 10 12 12 10 10 12 12 10 10 12 10 10 12 10 10 12 10 10 10 10 10 10 10 10 10 10 10 10 10	5,470 17,742 40 1 242	600 5 1,455 33,477 5 33,477 6 5 4,44 2,155	1 790 1 5,690 5 7,691	414 10 	785 17.502 1 887 10,358 423 554 31,711 220 157 62,007		10 8,586 1 3,290 6,552 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,052 1,055 1	900 	1,06 5,62 14,35 14,35 11,35 39	1 6 7 8 1 21,71 0 0 0 0 0	2 2,0 0 3,3 0 22,7 0 0 0 0 0	86 1,10 61 3,82 49 7 1 60 5 88 21,42 00 7 1 13 7 13 7	4,136 	3,480 5,635 1,603 19,100 117 30,311
IM T	PORTS.									CER0												PORTS.
-	COUNTRIES WHENUE INFORTED.	1917-18. Gals,	1918-19, Gals,	1919-20, Gals,	1920-21. Gals,	1921-22, Gals,	1922-23, Gals,	1923-24. Gals.	1924-25. Gals.	1925-8. Gak	1988-07. Gale,	1927-1 Gn1	8. 1928- Gal	20. 1920-3 5. Gab	80. 1930- s. Gal	31, 193 8. Gi	-32. 1 ils,	032-33. 1 Gals. 1	933-34. Gals.	1934-35. Gals,	1935-38. Gals.	1936-37. Gals.
	Perpi Perpi Construction (Athentical Construction) United States (Athentical Construction) States (Athentical Construction) States (Athentical Construction) States (Athentical Construction) Construction (Athentical Construction) Construct	22,744,131 	2,891,70	5,678,371 60 115,531,254 0 27,140,691	2,600,4 3,407,5 7 1,208,6 3,601,0 810,4 12,127,5 9 1	15 15 15 15 15 15 15 15 15 15	2 9336,5 4 4 4 5	50 34,055,07 11,558,47 50 1,507,00 50 1,507,00 50	20 5,225,325 39 1,311 39 1,311 30 5,355,072  20 20 20 20 20 20 20 20 20 20 21 20 21 22 23 5,355,072  20 20 20 21 21 21 22 23 5,355,072  20 20 20 20 21 21 22 23 5,355,072  20 20 21 21 20 21 21 22 23 5,355,072  24 25 25 26 27 27 27 27 27 27 27 28 29 20 29 20	6,739 6,739 5,730 5,730 5,730 5,730 6,810 1,6 1,6 1,6	44,446,431 11,138,633 2,890,758 - 7,85 - 5,877,08 - - 5,877,08 - - - - - - - - - - - - - - - - - - -	4 3,460 3 1,854 5 1,854 5 1,856 5 1,856 5 1,856 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,565 5 1,9,555 5 1,9,5555 5 1,9,5555 5 1,9,55555 5 1,9,55555 5 1,9,5555555555555555555555555555555555	,770 ,800 ,571 ,571 ,571 ,571 ,571 ,571 ,571 ,571	,1980 407 ,178 11,200 00 ,450 ,610 29,305 ,004 ,561 3,422 ,788 2,161  ,75	(058) 1,00 (002) 435 20) 435	5,428 15,705 4, 145 4, 145 4, 4, 4, 5,740 2 16 	104,388 15,154 9 100,969 53,629  116,867  116,867  222	3,605,073 66,638       	291,875         	1,369,977 1,422,081 2,787,745 9,515,463 359 320	50	2017/201 155,721 298,183 298,183 201,183 201,183 201,183 201,202 201,045 201,0
1		1	1	1 295,134,640	57,192,2	55 46,497,77	8 50,312,5	19 68,954,00	0 71,078,930	1	64,049,1	80 94,40	1.595 101,650	,805 106,457	,320 08,89	3,330 85,6	150,920 5	0,493,915 58	147,619 6	8.610.155	15,422,747	02,209,963

F

Imports.

Kenya-Colony

Java ... Persian Gulf

Fiji Islands Italian East Africa

Austria-Hungary ...

Egypt Arabia (Native States)

China-{Hong-Kong Union of South Africa

Japan Other Foreign Countries East Africa (Portuguese)

Transvani Federated Malay States British West India Islands

TOTAL ...

Philippines Borneo (Dutch) ... Borneo (British)

Other British Possessions

Sumatra

Brance Cape Colony ...

Belgium Netherlands ....

Turkey Asiatic ....

Iraq United Kingdom ... Australian Commonwealth

Maintus and Dependencia United States of America Ceylon ..... Russia Aden and Dependencies Germany Straits Settlements

.... ...

Spain Mauritius and Dependencies.

COUNTRIES WHENCE

254

310

150

17,417

4,203

32,930

1917-18, tons, 1918-19. tons.

....

3,657 7,691 3,119

8,102

.... 818

30

505

....

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... ....

1,639

78

55

92 8,457

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23,673

230 10

....

..

....

1919-20, tons.

282

...

....

1931-32, tons, 1932-33. tons. 1933-31. 1934-35, tons, 1928-29. tons. 1929-30. tons. 1930-31. 1935-36. tons. 1920-21. tons. 1921-22. tons. 1922-23, tons, 1927-28. tons. 1923-24 tons. 1955. 1956-57. teas. 1921-85. 6005. tons, tons. 720287 260 .... 7,281 5,880 284 ... ... .... ... 310 82 705,353 88,375 38,902 1,393 23,760 3,805 6,935 3,554 9,209 52,336 8,727 18,812 23,245 15,994 3,015 9,776 6,165 11,5% 4,4% 10,291 496,518 23,857 70 10 79,036 107,780 13,871 12,905 5,172 33,678 1,840 1,455 61,074 12,613 80 .... .... 394) .... ... ... 594 .... .... 128.22 ... 1,974 511 1,218 174 710 .... 795 558 1,628 697 300 1,660 2,580 355 549 1,221 ... 70 .... 343 23,865 320 150 1,001 1,146 50 155 105 685 'n ... 2,19 236 3,604 512 104 310 175 1,102 100 1955 140 ... 678 1,035  $1,122 \\ 668$ 379 2,085 1,329 523 492 1,191 156 793 585 1,769 352 765 .... 105 333 40 ... .... ÷., 380 ... 128 ... .... .... .... 472 300 ... .... 275 30 .... ...<sub>240</sub>i .... ... .... ••• 105 ... .... .... 55 10 25550 .... .... 320 276 1,400 ... 80 400 .... 120 .... 158 201 253 32,353 19,203 253,729 273,658 201,763 \$5,788 154,586 130 121,033 13,516 35,770 17,037 6,900 339,631 調 105,238 197,404 23,2411.777 15 12 387 5,639 610 275 770 23 118 .... 980 825 1.815 705 647 10,075 83,162 38,161 2,794 1,151 ``117 695 747 30  $1,500 \\ 5,274$ 600 132 18,430 268,272 34,397 169,272 118,115 5,061 5,921 25,521 35,216 20,681 ••• .... .... ... ... ... .... .... 500<sup>)</sup> .... 488 1,070 .... .... .... .... ... ... .... ... .... 800 275 .... 56,754, 59,437 74,923 66,634 38,180 85,993 1,489,282 881,810 591,968 448,02 304 141,733 262,997 170,557 224,226 56,351 55,619 34,800 155,688

Iwn	ORTS.									<u> </u>										т.,	
IMP	owns.						_	CO.	TON	1W.										IMI	PORTS.
	COUNTRIES WHENCE EXPORTED.	1917-18. cwts.	1918-19. cwts.	1919-20. tons,	1920-21. tons,	1921-22. tons,	1922-23. tons.	1923-24. tons,	1924-25, tons,	75-96. V25.	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.	1935-34. tons.	1938-31. cwts.
and the second se	Ine	5,159       	 214 692  14,151	···· ···· ···· ···· ···· ··· ··· ··· ·	5,259 	1 401 12,402 18  4 7 4 7 4 5  15  15 15 182 37 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 2 3 2	 90 2  101 2  101  5  3   3  3    3 			1 103 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5,003 5,003 11 25,039  452  25,039  452  21 22,039  452  22 13 3 3 3 3 3 22,039  25,039  20,039  20,039  20,039  20,039  20,039  20,039  20,039  20,039  20,039  20,039  20,037	661  49,910         	···911 ··· 11,787 1 ··· ··· ··· ··· ··· ··· ···	54         	3 2,4700 9,756  4  21,343 0 674 7  22,69  22,69  1 48 1 89 3	18 28,624     14,856  14,856  14,856  14,856  14,856  14,856  100 102 256 5  100 122 5 	···· ····· ····· ····· ····· ····· ····· ····· ····· ····· ······	81 14 24,188 45  2,589 898	       	3,363  4,630 5,042	148 118,546 103  18,546 103  1,023  4,143 4,104
			1	51000	5,519	4a,400	10,708	12,718			45,6	16 66,00	28,88	2 23,98	0 58,46	4 79,32	3 84,708	42,000			

CO.

IMPORTS.

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5,287

239

201

410

10,008

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447 12,742 620

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1938-37.

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17,377 2,391

250

12,720

35

<sup>...</sup>470

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37,415

2,648

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682

									4				
							CO	TTON,	1157	ND YA	RN (ALI	. KINDS	).
	1917-18. Ibs.	1918-19 Ibs	1919-20. lbs.	1920-21. Ibs.	1921-22, lbs.	1922-23. lbs.	1023-24. Ibs.		15% 35	1935-27. lbs.	1927-28. lbs.	1928-29. Ibs.	1929-30, Ibs,
				Ξ	Ξ.	1,800			:				
	144,800	·		416,773	··· 828,849 1,283	724,190	181,784	1,007,185	Kali	691,130	484,059	350,431	694,41
°	14,946,792 18,800 12,050 13,854	9,611,527	114,900	23,395,580 208,272	40,074,148 407,392	312,005	21,789,923 301,300	20,730,078 214,948	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	20,106,156 313,612	20,559,641 425,256	23,094,208 811,127	20,111,89
-	12,050	14,432	52,477 8,000 8,000	113,533 144,524 8,000	62,174 463,397	3,300 1,200 394,300	148,656 132,303 382,840	230,744	8,10 51,40 61,00	91,614 45,200 498,435	56,436 22,400 587,965	24,045	2,58 40,30 35,84
۰		··			13,660		•••	560,595	-			11,490	10,40
	53,502	4,466	17	14,878	87,355 9,432	21,346 1,495	1,274	2,000	1,80	3,590 1,943	157,000 1,317	300,800 211	14,39

IMPORTS.

IMPORTS.

COUNTRIES WHENCE 1930-31. lbs, 1961-32. Ibs. 1932-33, Ibs, -163-34. lbs. 1934-35. Ibs, 1935-36. Ibs. 1935-37. lbs. Nata! ... Sweden Sweden Switzer Philippi ... 73,600 51,201 65,900 15,500 <sup>...</sup>11,300 30,000 7,995 10,314,913 64,435 918 6,000 15,015 1,200 United Italy Ceylor Austri Nethe 11,912,546 142,489 13,357,005 5,444 2,518 9,952,435 18,090 9,792,311 4,420 9,767,035 ... 111,892 429,840 2,581 40,300 35,814 10,400 ... 14,390 38 94,051 4,471 12 7,651,753 8 20,000 2,031 15,046 1,904 11,906 564 155 Egypt Australia Straits Set4 .... 2,052 1,853 18,574 \$0,007 16,000 20,250 142 184 505 ... 400 3,945 105 Germany Other Foreign Countries 211 57,985 25,348 ... 953 23,200 11,960 31,677 47,985 100 100 100 100 1,515 33,883 245 1,121 155,293 -3,880 56 \$15 .... 2,000 18 3,294 11,500 Iraq Bahrein Islands Persis (Iran) ... Belgium 1 75,800 87,092 14,100 .... 6,000 338,280 133,600 449,600 130,008 43,000 61,097 64,430 21,776 821,600 2,074 57,330 67,600 29,200 14,600 85,700 90,115 1,000 1,900 20,000 Hong K ong Kong hina (exclusive of Hongkong and 145 "20.000 42,000 496,500 159,200 .... 1,057,671 160,000 2,281,587 21,609 Macso) Turkey in Europe Aden and Depend 80,000 140,010 950,433 12,044,703 11,396,355 10,494,718 11,723,238 13,815,238 13,315,400 10,200,275 8,800, 400 330,586 800 12,725,925 12,922,487 4,834,096 181,785 8,700 .... 6,450 <sup>....</sup>8,000 Zanzibar & reason Kenya Colony, Muskat Territory, and Oman 33,98 600 ..... .... 1.66 Japan Greece Spain United States of America Other British Possessions Statu 14,915,009 4,400 4,206,491 27,290,398 1,917,956 20,122,799 7,631,645 14,400 26,516,905 20,430,025 32,721,778 3,181 26,619,033 16,974,830 10,870,160 6,891,903 6,206,197 18,149,800 11,683,938 11,339,411 21,507,259 15,829,914 900 31,434 .... 3,000 ... 2,640 800 25 4,61 39,617 ``i1,915 ... 1,159 932 80,000 57,311 38,114 13,168 110 276 . 331 791 20 4,491 ... .... 100.000 19,400,439 38,095,413 15,097,204 47,333,495 57,124,612 59,274,220 44,574,815 55,607,338 [E08 40,424,538 52,344,534 43,766,366 43,852,041 29,130,915 31,575,100 45,103,382 32,025,163 34,021,850 44,570,317 25,520,333

IMPORTS.

25

### COTTON PIECE ODS, GREY-(UNBLEACHED), ALL KINDS.

257

IMPORTS.

										3	.,	(		.,,							
_	COUNTRIES WHENCE IMPORTED.	1917-18. yards	1918-19, yards,	1919-20 yards.	1920-21. yards.	1921-22. yards.	1922-23. yards,	1923-24. yards.	1934-35, yardş.	58, 108,	1926-27, yards.	1927-28. yards.	1928-29. yards.	1929-30. yards,	1930-31. yards,	1931-32. yards.	1952-33. yards,	1933-34. yarûs,	1934-35. yards,	1935-36. yards,	1936-37. yards,
- }-	Australian Commonwealth Iraq Muscat Territory & Trucial Oman		  1,130	 <sub>3,000</sub>	:	5	3,600	1,500	14	- 13	540				38						
	Switzerland Other Foreign Countries	Ξ	1,130 \$00	3,000	1,110  14	110			7,18	B,149		4,028	72		541		14,953	 38.068	1		5,158
	United Kingdom Ceylon Arabia	544,990,990 2,530	375,302,367 23,247	464,599,986 24,381	420,287,678 7,204	526,493,155 10,281	833,320,603 191,551	599,707,857 319,945	9 727,421,19 20,49	21,459 5,291,190 77,331		651,160,598 38,550	5.800	1,000 520,515,039 80,801	1,432 143,296,706 28,705	20 59,679,324 46,842	111,073,648	88,200,910 55,081	102.718.45	85,484,652	8 53,492,979
- 1	United States of America Atlantic Straits Sottlements	5,640,200	236,902	5,354,227 4,373	8,444,357 440 22,384	21,197,038	4,447,425	525,020	2,648,00		2,600,125	2,841,237	1,566,850	916,003		482,645	259,065				1
1	Aden and Dopendencies	3,900		171,000 71,420	41,496 72,240	103.029 8,405,950	45,211 48,000 130,380	53,883 83,600 37,850	297,15 6,09 328,00	18 101	60,450 34,160 72,750	6,592 102 206,212	258,978 685 15,200	67,449 2,358 94,500	56,872 	1,760	"18,718 	6,270 	2,64 41,90		
	Japan Hong-Kong China (archusiya of Hometalus) and	73,278,195 427,392	206,838,199 197,608		150,428,376 138,197	8,697 83,490,369 69,168	90,036,967 38,104	5,713 96,936,225 300,370	109,839,11 116,29	- 1,866 2,859,765 21,120	 1,561 154,865,422 1,300	49,129 214,773,511	10.579 241,746,270	359,796 393,696,299	300,640 218,319,100	185,215,899	4,095 243,949,344 23,150	141.625.88		246,064,87	0 208,542,653
. 1	Persin C Red See	1,182,900		2,030	675,300 	736,000 1,800	2,737,805 1,858	6,023,901 3,816	4,809,33		*1000	112,800 6,935,600 1,560	28,525 13,313,408		69,940 2,421,600	43,415 3 910,545 2,400	661,300	 	453,50		
	Austria Ervet			{ 2,442 86,250					=	1.500	 15,030			19,400   3,579				-			=
	France Belgium Abyssmin				11,780	=	218		13,55	2,319	3,600 120 100	7,600	  2.214	18,000		 20			-		E
	Zanzibar and Pomba East Africa (British) Siam Federated Malay States								E /	Ξ		Ξ		-		-			Ξ		Ξ
	Natal Philippine Islands & Guam		537,250		70,000			11,1		2	<sup></sup> \$,018	-	100	69,675	. II :		Ē	Ξ.		=	=
	East Airica (Portuguese)		=	-			900		E	- 1700		-			1	 2,890	Ξ			Ē	
	Mauritius and Dependencies Kenya Colony			85,789	6,230 	14,250 56,200		4,200	1	E		-	150		18	Ē	- B	E	Ē	181	
ľ	TOTAL				550,208,683	19,625 2,400 635,609,133	931,024,984	703.956.012	843,51,508	40	-	-	 4,800			Ξ			297, 509, 695	\$31,882,733	201,810,295
Ī		1 1 - 1 - 1 - 1 -					****,*27,951	103,050,012	-1	83	748,410,976	875,537,917	838,613,367	925,548,701	365,039,424	249,400,102	356,019,813	\$30,185,251			
1									1	60											

IMPORTS.

258

COTTON PIECE, DODS (WHITE, BLEACHED) ALL KINDS.

259

Imports.

	COUNTRIES WHENCE IMPORTED.	1917-18: yurds,	1918-19. yards.	1919-20. yards,	1920-21. yards.	1921-22. yards,	1922-23, yards,	1923-24. yards,	1924-25, yards,	1925-94. Jurds,	2014 1920.	1927-28. yards.	1928-29, yards,	1929-30 yards.	1930-31. yards.	1931-32, yards,	1932-33, yards.	1933-34. yatits,	1934-35 yards.	1935-30. yards,	1936-37. yards,
	Poderatod Malay States Ozecho-Slovukia Iraq Kenya Colony	84 916,637	231  109,5*8	20,220	220  65.000	107  1,245 40	1,000 53,948	24 24,938 3,327	77,801		-1,799 1,005	70,294 3,014	 8,729) 2,000	7,806 16,465	 402 1,000	 					
	United Kingdom Notherlands Caylon Italy France Nature	495,160,805 1.513,332 27,154	274,889,099 100,783 161,046	\$11,042,528 4,053,503 46,568 9,600 147	408,560,383 5,839,025 27,010 243,212 77,178	200,330,523 4,390,956 103,152 14,536 4,073	395,419,351 3,216,132 100,254 65,677 5,447	402,862,428 4,492,855 287,638 227,370 9,519	532,914,653 5,402,051 87,011 548,653 8,808	446.003,765 0,327,810 96,760 937,680 9,709	1993 1993 1994 1994 1994 1994 1994 1994	526,753,840 7,505,704 183,806 1,692,016 65,897	525,361.457 8,414.536 136,645 1,445,013 240,049	435,947,700 7,503,055 152,824 1,001,670 205,863	220,950,908 4,255,804 160,148 800,262 77,187	207.045,989 3 549,081 193,914 1,193,699 453,200	281,005,055 9,230,020 146,306 574,015 278,016	184,150,410 1,453,492 75,814 70,735 31,625	236,607,862 2,000,246 81,031 464,635 103,132	108,987,679 1,463,799 20,722 142,949 75,685	163,974,611 1,616,571 21,010 112,377 125,961
	Other Native States in Arabia Italian East Africa	-	25	208,430	42,161			 4,100	800		- 40	 145	38,000	785	 80		 100			-	
	Georgia Straits Settlements Austria U. S. A. [Atlantic	44,527	316,148  400,152	194,470	138,315	195,331 14,835	81,520 8,741 52,265	126,648 88,327 40,781	7,460 113,719 126,274 34,853	578,596 525,331 159,608	- 11,06 52,654 52,654	161,581 1,050,900 783,196	158,198 2,211,200 1,468,691	147,011 3,023,040 1,731,513	111,516 1,190,463 1,314,270	121,435 574,354 636,905	122,035 1,153,121 162,904	124,453 158,021 2,550	100,948 839,200 30,112	53,806 654,051 7,101	18,653 750,815 1,183
	Persia Persia Egypt	120	18,625	60,863	2,926 40,307 10,450	359 24,188 	12,894		8,676	17,005 17,005 17,005	1,144 290 17,711	 100 183,187	 90 153,430	9,992 242 164,765	20 132,812	··· 44 ··· 89,575		18,552	30 ïi6,011	142,307	122,957
-	Aden and Dependencies Hong-Kong China (exclusive of Hong-Kong and Merce)	8,000 6,767	31,871 44,249	1,536,245 10,038 5,700	11,241 10,029 223,587	36,385 10,547	62,505 20,034	20,185 8,829	 9,111	7,589 10,559	- (,290 18,420	30,683 10,519	8,000 2,554	 24,516	 21,053		0,818	1,374	892	Ξ	Ξ
	Turkey in Asin— Persian Gulf Belgium Siam	4,612	 2,484  224	92,290 92,290	8,999 16,468 3,006	2,685  290	· 200 ···· 1,535 705	25,808	18,301 33,459	3,155 43,224 1,066	- 2,4%	4,200 155,848	123 234,269 590	3,103 157,497 886	1,016 52,200 233	1,643  39,310			  4,750		 
	Zanzibar & Pemba Japan Java Muskat Territory	123,990 2,601,817 50,000	41,327 10,483,894	316,459 2,753,233 	70,783 3,819,617	1,860,768	2,375,105	306 2,307,209	1,569 4,483,707	1,998 4,651,987	1(f75 U00 15235	123 5,598,521	5,461,307	13,850,453	233 20 28,105,332 	50,820,081	120,354,174	75 ÎÏ7,491	 40,261,974 	 58,245,854 	 48,057,102 
	& Trucial Oman East Africa—Portuguese Switzerland Other Foreign Countries Other British Posses-	090 167,436 30	5,045 25,750 540	17,243 919,423 568,034 60	252 63,870 2,239,520	2,196 8,339 155,719 20	473 991,492 70	990 45 4,726,651 557	2,570 2,100 4,905,552 214	451 5.503,749 3,469	730 93,118 1357	140 12,176,183 6,247	6,151 8,710,617 7,146	4,740 8,584,401 20,552	40 5,444,803 805	172 5,924,399 2,579	6,491,396 8,460	 612,835 53,595	 4,593,253 38,223	, 3,500,585 2,910	 4,743,125 44,185
	sions	87 502,353,454	675	312	00	1,158	310	526	• 1,154	505	8,535	60.0	7,662	4,525	757	111	12,202	4,418	1,475	903	550
	IUIAL	002,053,454	256,615,237	322,047,039	481,781,132	306,166,634	402,491,795	415,356,711	548,875,592	465,112,18	281,537	\$56,462,293	551,077,816	473,554,013	271,641,057	279,681,954	412,744,124	261,916,775	285,943,075	263,297,077	219,021,151
Ix	IPORTS.							COT	TON :	PIECE	00DS	. (Colc	URED,	Printei	о, ок D	YED) ALL	KINDS.			Ŀ	MPORTS

								CO.	LION 1	TECR	oods,	(Colo	URED, F	RINTED	, or Dy	ED) ALL	KINDS.			1	MPORTS	
	IMPORTED.	1917-18, yards,	1918-19. yards,	1919-29, yards,	1920-31. yards.	1921-22, yards.	1922-23, yards.	1923-24. yards.	1924-25. yards,	1925-56 yards,	28-87. 3003.	1927-28. yards.	1928-29. yards.	1929-30. yards.	1930-31. yards.	1931-32. yards.	1632-33. yards.	1933-34. yards.	1934-35. yards.	1995-86. yards,	1930-37. yards.	
	Austria Francis Straits Sottlements Coylon Persia Musikat, Torritory and	302,974,122 7,005,140 175,615 140,083 339,187 78,291 2,050	201,283,243 1,321,759 84,778 360,991 18,753 6,747	187,025,342 1,385,311 26,540 18,599 1,359,116 21,871 43,301	448,603,019 9,757,438 183,894 112,204 449,107 135,800 23,859	121,550,458 2,312,707 3,570 23,057 480,198 18,857 21,007	32,880 211,036,345 1,891,191 1,818 37,029 1,874,068 178,098 21,978	303,696,463 5,567,289 43,819 79,282 2,501,448 175,923 16,786	3,835,567 1,463,137	267,404,8 9,907,8 24,8 158,0 3,053,4 358,4 9,0	5,531,975 71,535 331,519 350 149	332,210,936 24,562,728 246,447 130,990 3,167,853 285,021 9,365	335,606,433 361,112,032 364,524 315,092 2,146,715 203,188 30,814	278,620,280 22,880,015 208,785 203,231 1,489,232 272,505 8,677	147,640,729 8,749,773 218,920 81,994 711,782 305,810 15,650	110,270,875 9,924,457 122,088 155,969 424,339 296,973 14,839	194,326,118 7,197,120 609,154 79,958 235,014 106,109 300,235	142,400,275 407,256 7,170 8,937 894,102 108,635 51,475	213.067,703 1,815,639 594,504 210,508 399,463 158,965 23,931	155,953,352 203,971 214,925 68,100 258,476 158,885 7,549	731,135 555,449 87,263 56,992 9,485	
	Federated Malay States Hong-Kong Ohina (exclusive of Hong-Kong and Macno) Philippino Islands & Guam	17,249 172 71,611 45,538	97,568 3,370 210,314 8,924	41,570 17,153 103,500 5,910	6,160 010 144,224 6,249	3,456 960 123,713 604	715 160,955 37,479	9,123 100 32,780 31,275	7,525 75 57,634 31,608	18,4 73,5 7,5	1,011 5,235 115,455 189,524	610 500 315,428 56,567	2,265 2,319 95,600 112,676	3,290 1,234 220,894 91,026	430 2,319 432,145 48,129	484 632 34,210 86,238	 146,357 82,627	 21,134 138,977	 88,543 735,353	 45,303 55,720	 114,668 50,950	
1111	Egypt Mauritiust Dependencies Natal Turkey in ( Red Sta Ašia ( Persian Guilt	32,176 11,330 6,490 9,492	560 26,664 55,702	63,595 4,053 5,300 15,071 650 464,030	10,224 63,993 7,276	16,661 11,456 11,120	2,317 64,178 3,050	<sup>112</sup> 2,229 180	10,145 580 32,542		10,815 405 .12,848	10,051 330 15,685	1,350 1,650 19,777	180 40 15,511	 110 435 5,118	 137 166 4,812	1		14,423	"50,676 		
1.1.1.1	Japan Georgia Keana Colony Zamikur and Pemba Cape Colony	18,676,305 167,178 17,515	20,808,046 45,434 51,307 1,040	10,455,547 894,031 779,988	79,600 16,074,955 156,943 96,356	94,330 4,924,076  4,520	36,725 15,366,024 461	92,633 23,422,940 9,825	1,444 40,979,076 1,107 27,421 9,510	29.5 69,512, 47,1 2,5		 32,026 102,667,851  20,447	 11,161 109,798,321  6,192	26,722 154,909,631 27,044 1,782	 11,171 74,320,501  85,859 510	30,162 94,665,416 	26,689 214,225,744 6,253	42,668 124,018,355 	\$,809 139,758,970 1,279	58,895 191,427,821 71	160,616,789	
	U.S.A. {Atlantic Pacific } Aden and Dependences Germany Sumara Belgium	193,496 23,169	1,356,972	492,071 300,348	<pre>{ 637,540     21,805     60,530     198,814</pre>	7,714 8,801 99,381	62,565 372 15,041 173,275	406,848 190 846,246	203,143 78 200	642,0 23,61 1,757,9	101,412 10,119 102,586	8,081 1,949.201 	3,296 3,038,241 3,306 2,183,596	1,782 6,502,062 47,388 1,403,889	9,830,372 	1,741,762 	518,183 1,975 587,113	90,698 65,346 46,552	631,528 12,200 185,221	4(3,145 43,133 182,750 51,334	135,604 314,899	•
	Australian Common- wealth Scycholes	4,503,053		61,532 3,418,965 	2.795,106 7,013,297 10,274 12,000	239,243 7,637,829 61,220 216	141,128 9,895,331 112,724 23,036	823,761 6,421,906 	897,749 6,907,790	949,9 10,101,5 33,3 1.9	101,294 450,457 9,117 122	1,745,167 12,069,810 114,451 274	2,167,840 11,255,778 96,759 225	917,169 14,185,817 521,565	397,474 8,544,830 47,619 1,906	204,566 3,074,350 24,072 456	232,266 2,544,898 12,776	35,051 184,614 3,472	105,613 213,636 9,452	51,331 231,191 6,552	235,553 2,578	
	Java Portuguese East Africa Sam Bahrien Islands Other Nativo States in Arnbia Other Countries	6: 20: 1,34 12,97	6 10,050	 145,013 456 22,724	3,859 140,195 2,358 32,400	 10,396 3,055 100	7,420 113,423 3,429 12,916	557,751 2,000 1,375 5,522	698,925 222 6,035 240	1575 15 15 10	135 1583 1,585 1,595 1,5	 7,833 2,110 4,657 210	 2.090	 950 2,062 2,643 2,317	 455 1,592 5,046 113	 632 818 1,212 420	519 359	 23,124 				
an view local data	Other Countries Other Foreign Countries Switzerland Other British Possession TOTAL	32	0 494,838 0 750	2,340 	1,083 1,861,223	 084,705	2,640 70 1,570,003 	420 175 2,644,835	23,667 2,477 2,467,133 68	6,0 	758 1,595 40,514 1,05,319 357	670 2,882	24,521	2,007 574 45,673 1,586,373 5,966	1,385  17,420 655,529 1,179	996 	727 56,055 8,320,063 21,557		11,503 3,058,356 4,165	16,124 2,390,356 8,539	820 2,865,553 1,099 282,553,634	
Number	1.1		1	208,285,932	489,255,755	138,278,689	243,789,513	347,483,345	406,971,390	365,835,11	\$2,623,227				245,772,459	223,943,268	424,795,935	258,683,457	\$01,100,984	351,547,962	283,003,034	

				260	,		• .			1				·		261					
1 M	PORTS.			1. ľ	e di s		8 A	00	TTON.	e yDI	ERCHI	SFS AN	d Sha	WLS I	N THE	PIECE.				IM	PORTS.
	COUNTRIES WHENCE IMPORTED.	1917-18. No.	1918-19, No.	1919-20. No.	1920-21, No.	1921-22, No.	1922-23. No.	1923-24.* No.	1924-95, No.	51	1998-17. No.	1927-28. No.	1928-29. No.	1929-30, No.	1930-31. No.	1931-32, No.	1932-33. No.	1933-34. No,	1964-35. No.	1935-36. No.	1936-37. No.
	Decise Selection and a selection of the		1,720 4,578,261 11,556         				1,500 4,020,451 	1,305 5,651,511 15,701  151,577 151,577 1015 1,614  27,187  27,187  800 5,914,880	6,274 6,274 8,970,360 33,381 4,469 15,555	2,50 447 1,447 1,4488 1,448 1,448 1,448 1,448 1,448 1,448 1,448 1,448 1,448 1,	3,500 955 43,915 136,204 	105 246 7,465,334 61,766 90 18,000 18,000 1,401 52,953 5,124 19,800 10,800 10,8	6,074,534, 50,182 4,650, 6,718 57,929  11,859 23,230  11,000  500  1,144,430 1,144,430  7,835,020	21,520 90 \$,996,523 42,738 22,759 2,412   2,586 45,101  27,852  2,580 1,225,006 14,531 10,414,212	9,000 1,1578 3,147,311 	6,015 1,512,856 1,512,856 1,520,850 1,860 1,860 1,440 1,500 266,772 6,578 1,807,146	<sup>2</sup> 21,783 3,542,907 <sup>1</sup> 7,857 <sup>1</sup> 7,857 <sup>1</sup> 5,159 <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> <sup>1</sup> 5,159 <sup>1</sup> 5,	0,484 3,095,494 504 504 2,663,544 2,663,544 5,294,647	"63,650 2,580,520 " " " " " " " " " " " " " " " " " " "	54,555 9,403,532 	1,005,605

IMPORTS.

COTTON READ, SEWING.

IMPORTS.

<u>-</u>	COUNTRIES WHENCE IMPORTED.	1917-18. Ibs.	1918-19. lbs.	1919-20. lbs,	1920-21. lbs.	1921-22. Ibs.	1922-23. Ibs.	1923-24. lbs.	1024-25 108. 1	2506. 13	1926-27. Ibs	1927-28. lbs,	1928-29, Ibs,	1929-30, lbs,	1930-31. lbs,	1931-32, lbs,	1932-33. lbs,	1933-34. 10s.	1934-35, lbs,	1935-86. lbs.	1936-37. lbs.
	Czecho-Slovskin								. 8												1
	Other Foreign Countries	4					5,247	148		- 50					1.0					1 18	i ai
	Italy	1,589,123	1,114,481	907,585	1,310,720	949,233	1,106,050	1,228,965	1,593,	111 440	1,711,226	162 1,940,565	961 1.786,262	26	305 1,619,128	1,626,791	1,783,707	1,628,630	-1,841,154	1,601,655	1,795,753
17 - F	China- [Hong-Kong		· · · ·				5,656	2,519	-9.8	16,859	1,381	1,040,303	1,180,202	1,000,001	1,010,165	58.506	3.270	1,000,000	220		
	Straits Settloments	1,242				•••			}	-									·		
		550	1,390		253	972	652			3.017	9 9 4 1	5,339	3,806	4,153	26,658	992	500		739		1
144 144 1	Austrin Germany	9,997		12,025	107,029, 26,413	2,621 4.031	31,220	45.651	21,8	\$2,628	2,247 53,330 148,732 23,576 2,186	41.567	31,913	\$5,676	\$8,860	19.002	18,737	22,011	26,292	17,109	21,640
	France	· · · · · ·		·	20,413	4,031	46,913 3,303	147,709 5,112	126,	18,411	148,732	198.570	109.272	149,951	104,729	61,199	18,737 76,961 1,465 8,234	58,853 3,547	98,389 1,925	128,793	119,102 1,518 9,€37
	Ceylon	5,968	3,917		1,810	1,645	1,202	186	- 13	9,656	23,576	17,012	1,769 11,939	2,493	1,151 6,110	1,315 14,708	1,400	8,649	7.218	7.257	9,637
	Notherlands Kenya Oolony		0,241/	. 11,894	4,493	4,160	4.035	2.952	13	154	153	2,028	11,025	i							179,283
				424		7,936	9,435	45,999	46,8	57,818	81,732	148,522	144,095	184,691	108,042	84,050	164,878	132,065	218,439	197,989	119,220
	Zanzibar and Pemba	ć			280	1				- 19											
	Native States in Arabia			1,783	1,420						40		00								1
				303	84		40		· •• }												
			197	1,217	\$ 224	68	323	762		·	169	ï.114	19	3,045	957	··· \$24	··· 1.857				
	Turkey in Asia	·			1 115		17					1,119	12	3,045			*,001				
	Erypt				1,650	·** •	00		}	10								*** ***			j
	Japan	148,265	210.052	171	· ]	1								· •••							
	Aden and Dependencies	110,200	210,052	137,069	41,396	32,782	15,674	52,921	41,8	\$7,233	- 37.550	9,477	4,271	4,760	3,941	2,862		15,107	68,605	65,803	350,278
· · · ·	Other British Possessions			2,900			500		· · · · · · ·	10 <sup>13</sup>											
		4	19		209		33	88		<sup>~</sup> 190					1.098	470	84		102	956	526
<del></del>	TOTAL	1,755,152	1,565,028	1,075,119	1,495,126								0.9	32						2,019,827	2.516.784
. C. M					4, 700, 120	1,003.679	1,230,344	1,534,434	1,659,8	109/02	2,037,871	2,356,699	2,004,467	2,402,078	1,841.039	1,870,740	2,072,933	1,869,448	2,264,585		

	262							263					
MPORTS.			SILK	BAW AND	COCOONS.							$I_M$	PORTS.
COUNTRIES WHENCE 1917-18. 1918-19.	1919-20. 1929-21. Ibs. Ibs.	1921-22. 1925-23. 19 lbs. lbs. 19		1925-26, 1925-27. Ibs. Ibs.	1927-28. 1928-29 lbs. lbs.	. 1929-30. lbs.	1930-31. Ibs,	1931-32. Ibs.	1932-33. lbs.	1933-34. Ibs.	1834-35. Ibs.	1935-36. Ibs.	1936-37. Ibs.
INFORTED.         UDC.         UDC.           Hame form	463,683 463,683 1,850,539 1,850,539       	276,509 209,875 12,78,451 1,443,163 1       	173,981 234,154	83,855 78,555 1,855,755 1,654,800 6 8 1 9,852 1,954,800 8 1,954,800 8 1,954,800 1,954	1,976,548 1,977,14 1,978,548 1,971,4 1,972,7,1 1,143 1,1,035 1,1643 1,1,035 1,1643 1,1,035 1,1643 1,1645	113 1,064,372 36 11 6,224  57 1 90 29,540  71 37,613 	298,233 1,623,039 	172,735 1,356,162 	306,001 2,663,287  3,338  87,088  164,789	305,625 1,799,700 	107,459 1,181,855  1,806  1,806  19,382  896,544	13,933	316
Indo-China	56	46 3 2 13		1,35		20 2,175,239	1,939,519	1,562,885			 421 2,216,920	207,328	  316
IMPORTS.				HECE-GO	DS.	. 1929-30.	1930-51.	1931-32.	1932-33.	1933-34.	1934-35.	IN 1935-36.	1938-37.
COUNTRIES WHENCE 1917-18. 1918-19. IMPORTED. yards. yards.	1919-20. 1920-21. yards. yards.	1921-22. 1922-23. yards. yards.	yards. yards.	nnis. yards.	yards. yards.	yards.	yards. 79	yards.	yards.	yards.	rards.	ynrets.	yards.
Vederated Malay States United States of America	97         7,723,223         4,219,60           (79)         160,926         248,35           (86)         87,740         143,13           (95)         2,4,622         162,35           (95)         2,577         189,00           (91)         2,577         189,00           (91)         2,257         2,460           (91)         2,226         2,4	3 2,657,073 2,061,377 8 3,380,531 3,073,69 15 102,440 123,511 15 102,440 123,511 15 20,586 10,779 11 20,586 10,779 12 80 15 4 1,48 1,48 1,48	5,837,634 82,979 164,80 53,526 54,85 27,011 1,572 1,572 1,572 1,572 1,572 1,572 1,572 1,572 1,572 1,572 1,553 1,555 1	10100 025,04 105,020 8,454,92 105,031 145,20 107,031 145,20 107,031 145,20 107,031 145,20 117,03 1,464 ~ 1,03 12 10 10 10 10 10 10 10 10 10 10	8,130,435         7,620,9           128,151         02,2           91,521         104,4           83,337         159,7           13,558         19,2           5         432         1,5	140         8,002,702           121         43,604           142         92,946           67         55,838           103         18,677	07,923 8,279,317 28,725 57,933 9,292  561 141	92,726 7,735,678 147,516 14,639 38,238 857  661 250  16	129,023 7,812,445 91,903 8,139 21,805 927  	909,785 6,746,229 48,224 9,232 23,758 396  334  334	628,182 4,462,081 86,723 17,279 85,259 2,878	1,447,811 3,803,003 11,325 8,203 216,515 2,372	23,288
Austration Commonweals Address & Dependencies Coron Association for the second	47 278 20,108 12,5 584 50 60 7,1 	25 47 100 10 1.30	7 "2,448 ".3,9 	3,225 6,02 2,085 75 8,636 10,43 1866 1,466 3,835 0,32	4,787 5,4 8 10 9 5 9 845 8,4	05 802 449 8,243 9 134 3 170 <sup>11</sup> ,736	2,359 310 8,721  19 8,154 20,055	261 24,731    5,861 1,772	"20,134  "4,685 "3,212	20,674  2,968 14,196	204,637  1,537  1,789	178,354 	21,979 
Germany	4,053 3,311 16,589,111 12,892, 4,259 33,317 40, 100 51 649 53	645 7,537,670 8,032,7 067 12,406 9,9 	44 7,619,402 9,6013 50 5,255 2,5 59 14,165 14,4 	13,76 15,224 25,19 307 3 	5 2,525 1,022 5,8 5 526 4	138 820,091 179 47,591 10 10 147 6,360 110 240	361,253 12,191 10 3,077 193	 11,744,663 82,833 8,040  2,693 10,127	 26,768,108 74,805 16,320  1,809 	34,289,068 35,407 31,355  100	27,796,539 5,761 15,351		34,005
Java Enst Africa-(Brilish) Ozocho Storakia Iraq Other British Possessions Other Porispi Countries		100	38 173 187 52	195 2,55 299 74 199 32 430,665 18,912,09	7 9,959 6 1 733 1,4 9 803 2,1	\$2 6,474	1,212 1,858	815 329 2,017 9,350 19,924,223	1,448 2,939 34,957,931	4,597 5,073 41,123,380	3,829 5,313 33,339,724	4,499 26,491 27,430,045	19,027 40,619
TOTAL 18,122,797 17,1	10,159 29,134,689 22,43	13,955,656 14,531,	111 14,086,562 16,128,1		21,291,416 21,872,8	48 22,924,625	10,754,831	19,854,223	-4,807,101	-literador			

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IM	PORTS.	
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  | RIALS.  | ,  |  |  
  |   |  | IM   | _  
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| •                | COUNTRIES WHENCE<br>IMPORTED.   | 1917-18.<br>yards.  | 1918-19.<br>yards,   | 1919-20,<br>yards.   
   | 1920-21.<br>yards.   | 1921-22.<br>yards.  | 1922-23.<br>yards,   | 1923-24   | 924-05  |   
   |  |  | 1928-29.<br>yards.  
  | 1929-30.<br>yards.  | 1930-31.<br>yards.   | 1931-32.<br>yards.   | 1932-33.<br>yards.   
  | 1933-34.<br>yards,  | 1934-35,<br>yards,   | 1935-36.<br>yards.   | 1930<br>yar                                      
  |
|                  | United Kingdom<br>finly<br>Arabia   | 172,040<br>991,972  | 174,359<br>362,626   | 272,649<br>171,632   
   | 335,751<br>528,327   | 164,449<br>396,300  | 141,336<br>306,205   | 121,661   | 216,654<br>339,178  | 11.175<br>田288  
   | 187,546  | 226,863<br>261,273   | 213,152<br>314,056  
  | 232,503<br>89,568   | 192,449<br>30,002  | 185,152<br>30,924  | 249,889<br>85,285  
  | 133,144<br>64,712   | 212,978<br>41,632  | 90,149<br>29,235<br>   | 11   
  |
|                  | U. S. A. Atlantie   |   |  |  
   | 4,040  |   | 37   | 5 12,565  |   | 14,299<br>13,342  
   | 15,391   | 597  | 6,287   
  | 9,712<br>60,017   | 1,692<br>320<br>20,300   | 2,183<br>53,793  |  
  |   | 0<br>19 091  | <br>39,352<br>1,332  | 5  
  |
|                  | Hong-kong<br>Chima (exclusive of Long-<br>Kong and Merge)   | 780,225<br>21,875<br>729  | 893,326<br>5,821   | 281,785<br>38,968  
   | 289,994<br>30,853  | 211,916<br>10,255   | \$30,542   | 811,149<br>11,517   |   | 17,658<br>17,658  
   | 212,470<br>20,170  | 311,280<br>43,829  | 14,919  
  | 1,834   | \$,395<br>, 179,135  | 2,115  | 19,195<br>852,935  
  | 4,832   |  | 1,352<br>252,001<br>53,939   | 5  
  |
|                  | Straits Settlements<br>Australian Commonweath   |   | 1,270<br>4,797<br>   | 25,289<br>7,329<br>37,139  
   | 43,163<br>3,741<br>  | 13,798<br>1,164   | 31,207<br>31,796<br>3,273  | 62,011<br>192<br>3,379  | 12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>12<br>1   | :1,551<br>1,511<br>15   
   | 126,969<br>2,067<br>833  | 87,684<br>19,769<br>1,345  |   
  | 1,610   | 2,709<br>20,112  | 2,882  | 3,160  
  | \$,242  |  | 209,694  | 1 :  
  |
|                  | Netherlands   | 3,123   |  |  
   | 415,132  | 71,545  |  | \$16,609<br>12,000  |   | 50,575<br>19,604  
   | 401,005<br>21,469  | 381,838<br>39,109  | 552,750<br>19,168   
  | 358,955   | 149,447  | 170,083  |  
  |   | =  |  |  
  |
|                  | Natal<br>Oeylon<br>Persia<br>Turkey in Asia   | 175   |  | 7,787<br>1,018   
   | <br>1,096<br>203   | 404<br>   | <br><br>534  | -   | -   | 445<br>7,585  
   | 927  | 361  | 281   
  | 1   |  |  | 6,23   
  | 1,200   | 68,506   | 253,414  |  
  |
|                  | Do, in Europe<br>Belgium<br>Occhin-China, Saigon  |   | -  |  
   | <br><br>41,886   |   | <br>1,146  |   |   | -<br>1.171  
   | -  | 5,942  |   
  | 32,891  | 9,458  |  | 5,16   
  |   | 9,15   | 30,80  |  
  |
|                  | Zanxibar and Pemba  |   | 2  | 2,405  
   |  | 187   |  | =   |   | -   
   | 2,415  | 20   |   
  |   |  |  |  
  | 8,018,47  | s 11,755,11  |  | 1  
  |
|                  | Portuguese East Africa  | 90,115  | 95,783   |  
   | 130,923<br>  |   |  |   | 301,55  | 60207<br>-  
   | sii7,351   | 1,054,785  | 1,235,99  
  | 2,019.805   |  |  |  
  | 2 8,048,44  |  | =  |  
  |
|                  | Czocho-Slovakia   |   |  |  
   |  |   |  |   | - 19  | -<br>Tug  
   | 3,178  |  | s 51  
  | 6 30  | 2 91   |  |  
  | 1,15  | (j. 13,2   | 6 1,94<br>3 13,21<br>6 1,16  | 6  
  |
|                  | Switzerland   | 65,210  | 24,482   |  
   | 87,727   | ·   | 51,821   | Ï3,898  | nad   | 122   
   | 39,196   | 5.48   | ā 6,34  
  | 1 12,19   |  | 32   |  
  | \$ 18   | 2 1,9  | PG 1,10  |  
  |
|                  | Other Foreign Countries   |   | 718  | 78,818   
   |  | 8,651   |  |   | 'US   | 7   
   | 20   | 7,51<br>5,48<br>57   |   
  |   |  |  |  
  |   | 9 13,371,3   | 15 8,802,35  | 25 6,  
  |
| _                | Other Foreign Countries<br>TOTAL  |   | 718  | 1,014,758  
   |  |   |  |   | 'US   | 7   
   | 20<br>9,138,251  |  | 3 1,75<br>0 2,864,77  
  |   |  | 5,059,84   |  
  |   | 13,571,5   | 15 8,802,35  | 3 6,   
  |
| _                | Other Foreign Countries   |   | 718  | 235  
   |  |   |  |   | 'US   | 7   
   | 20   |  |   
  |   |  |  |  
  |   | 13,371,3   | 15 8,802,35  | 23 6,  
  |
| -                | Other Foreign Countries   |   | 718  | 235  
   |  |   |  | 2,056,334   | 119   | 1/4/2   
   | 20   |  | |
  |   |  |  |  
  |   | 13,371,3   |  |  
  |
| 13               | Uther Foreign Countries<br>TOTAL  | 2,137,98  | 718  | 1,014,758  
   |  |   |  | 2,056,334   | 119<br>1,770,138  | 1,0029  
   | 20   | 2,419,27   | 0 2,864,77  
  | 8 2,016,59  | 4 4,600,24   | 1 5,039,64   | 10,103,25  
  | 1933-34   | 1934-3   | I 1945-3   | MP(  
  |
| 12               | Uther Foreign Goundries<br>TOTAL<br>IPORTS.   | 2,137,933   | 11554,518  | 235  
   |  |   |  | 2,056,334   | 119   | 1,0029  
   | 20<br>2,138,251<br>1830-27.<br>lbs.  | 2,449,27<br>1927-23.<br>Jbs.   | 0 2,864,77<br>1928-29<br>Ibs.   
  | 8 2,018,59<br>1929-30<br>1bs,   | 4 4,600,24   | 1 5,039,84<br>1031-32,<br>1bs,   | 5 10,103,25<br>1032-33<br>1032-33  
  | 2 9,855,39<br>, 1933-34,<br>Jbs.  | . 1934-3<br>Ibs.   | I<br>5. 1835-3<br>105.<br>941 300,4  | MP(<br>6. 1<br>510                               
  |
| I»               | Uther Foreign Gonistics<br>Total<br>COUNTRIES WHERE<br>INTOITED,<br>Foreis<br>Somisini, McKran<br>Somisini, McKran  | 1917-18.<br>lbs.<br>2,288,611   | 718<br>1,564,518<br>1918-19,<br>10x,<br>973,472<br>2   | 233<br>1,014,768<br>1019-20,<br>105,<br>1,081,278  
   | 1.918,448<br>1.918,448<br>18:0-21,<br>1bs,<br>716,789  | <br>906,036<br>1921-22.<br>1bs,<br>539,279  | 1,174,174<br>1922-23,<br>1bs,<br>609,184   | 2,056,334<br>2,056,334<br>1023-24.<br>108.<br>801,555   | 100<br>1.776.138<br>WOOL<br>1694-51.<br>1.771.138<br>2.750.93   | 4W.   
   | 20<br>2,138,251<br>1930-27.<br>ibe.  | 2,449,27<br>1627-23.<br>jbs.<br>2 - 2,496,4<br>3 - 1,605,2   | 0 2,864.77<br>1928-29<br>Ibs.<br>37 2,363,6<br>96 1,248,5   
  | 1929-30<br>1929-30<br>105,<br>47 2,379,2<br>32 1,218,9  | 4 4,000,24<br>1839-31,<br>1958,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>105,<br>1 | 1 5,039,84<br>1031-32,<br>1054,8<br>30 1,054,8<br>79 973,5   | 10,103,23<br>10,103,23<br>11032,33<br>1105,<br>11,203,1<br>12,2,127,1<br>5<br>5,72,5<br>5,72,5   
  | 2 9,853,39<br>1,103,34,<br>1903,34,<br>195,<br>79 649,0<br>11,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,3<br>14,639,5<br>14,639,  | - 1931-3<br>Ibs.<br>72 301,<br>82 2,218  | I<br>5. 1835-3<br>1b5.<br>941 300,6  | MP(<br>6. 1<br>510                               
  |
| Ix               | Uther Powign Geminica<br>TOTAL<br>COUNTRIES WHERCE<br>INFORTES.   | 1917-18.<br>lbs.<br>2,288,61  | 718<br>1,564,518<br>1918-19,<br>108,<br>973,472<br>  | 233<br>1,014,758<br>1919-20,<br>105,<br>1,001,278<br>34,340  
   | 10:0-21,<br>lbs,<br>710,789<br>55,653  | <br>906,036<br>1921-22.<br>Ibs.   | 1,174,174<br>1,174,174<br>1822-23.<br>Ibs.<br>609,181<br>56,052<br><br>14  | 1023-24.<br>lbs.<br>801,555<br>1,095,907  | 113<br>1,770,138<br>WOOL<br>1024-51.<br>Ibs.<br>1,71113<br>2,1169,13<br>2,1169,13<br>2,1169,13<br>2,1169,13<br>2,1169,13<br>2,1169,13<br>2,1169,13  | 4W.   
   | 20<br>2,136,251<br>1850-27.<br>1bs.<br>2,988,387<br>1,464,39   | 2,449,27<br>1927-29.<br>jbs.<br>2 2,498,4<br>3 1,605,2<br>   | 0 2,864.77<br>1928-20<br>11525<br>1255<br>1255<br>1255<br>1255<br>1255<br>1255<br>1   
  | 8 2,018,89<br>8 1929-30<br>105,<br>47 2,379,2   | 4 4,000,24<br>1890-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990-31,<br>1990   | 1 5,039,84<br>1031-32,<br>1054,8<br>30 1,054,8<br>79 973,5   |
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  | MP(<br>6. 1<br>510  |
<u>I</u> »	Uther Yorsign Gonistre, TOTAL TOTAL COUNTRIES WHERCE INFORTS. COUNTRIES WHERCE INFORTS. COUNTRIES WHERCE INFORMATION NOT REALING NOT REALI	1917-18. lbs. 2,288,61	718 1,554,518 1918-19, 105, 973,472 	233 1,014,728 1019-90, 105. 1,001,978 34,310	 1.013,448 10:0-21, 10:a, 716,789 55,653 	 906,086 1921-22. 10s. 	1,174,174	1023-24. 1023-24. 1bs. 801,555 1,095,997  15,920	113 1,776,138 WOOL 1824-53. Ibs. 1,71133 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,156,155 2,156,155 2,156,155 2,156,155 2,156,156,155 2,156,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,155 2,156,156,155 2,156,155 2,156,155 2,156,155,155 2,156,155 2,156,155,155,155,155,155,155,155,155,155	4W.	20 2,136,251 1905-27. 1bc. 2,988,263 1,464,39	2,449,27 1,627-53. 1,55. 2,448,4 3,465,2   	0 2,864.77 1928-20 Ilus. 37 2,363,6 96 1,248,6	1929-30 19529-30 1955 17 2,379,2 32 1,278,0 183,1 183,1 183,1	4 4,000,24 1830-31. 1958- 155 165 17,2 165  165  1830-31. 105  1830-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 105  1959-31. 1959-31	1 5,059,84 1031-32. 1031-32. 1051-32. 1051-35. 1051-35. 1053	5 10,103,23 1032,33 1052,35 1055,55 1055,55 1055,55 1055,55 1055,55 1055,55 1055,55 1055,55 1055,555 1055,555,555 1055,555,555,555,555,555,555,555,555,555	2 9,855,59 1,033-34, 1033-34, 1053-34, 1053-34, 1,539,3 49 23,3 49 23,3 40 23,5 40 25,5 40 25,5 40,5 4	1931-3 Ibs. 72 391; 82 2,213	I 5. 1055-30 1057-3000,0 670 1,685, 650 1,685, 657 1,685, 657 1,085, 657 1,085, 1,085, 1,085, 1,085, 1,095, 1,005,	MPC 6. 1 6. 1 6. 1 701
<u>I</u> »	Other Presign Consists - Torat - Torat - Corx Starsa Writerer (Alforites) - Denie - Vergen - United Xingenia Xerg Kollevier Outher Scalevier of Massal Others - Corysten - Massa - (Peelse ) - Massa - (Peelse )	1017-18, 1017-18, 102-137,083 102-138,	718 1,564,018 1918-10, 1018, 573,472 	233 1,014,728 1019-90, 105. 1,001,978 34,310	18:0-91, 18:0-91, 18:5,653 710,759 55,653	 906,056 1921-52. 10s, 10s,076  559,279  559,279	1,174,174 1,174,174 1922-23, 1953, 1954, 1955,032  14  15,994	1023-24. 1023-24. 108. 801,555 1,095,907 	113 1.730.132 WOOL 1024-51. 103. 1.711.33 2.7152.13 2.7152.	4W. 2558. 34. 559. 34. 559. 559. 559. 559. 559. 559. 559. 55	20 2.138,251 1830-27. 1be. 2,208,255 1,464,39  37,86	2,449,27 1027-58, 1bs. 2,496,4 1,605,2  1,605,2  1,605,2 	0 2,864.77 1025-20 1025-20 108 37 2,363,6 06 1,245,6       	1929-30 1929-30 10x. 17 2,379,2 32 1,218,0 183,1 183,1 776 20,2  	4 4,690,24 1930-31, 1958-31, 1958-31, 1958-31, 1958-31, 1958-31, 1959	1 5,059,84 1031-32 1051-32 1051-32 1051-3	b 10,103,23 1032-33 1052-33 1054 1,203,1 12 9,127,1       	2 9,855,59 1, 1833-34, 1bs. 1, 1833-34, 1bs. 1,639,3 40 23,3 1,639,3 40 23,3 40 23,5 40 20,5 40 20,5 40,5 40,5 40,5 40,5 40,5 40,5 40,5 40,5 40,5 40,5 4	1934-3 Ibs. 73 301, 152 2,218 82  044 \$ 576 236	I 1955-33 Ibs. 843 300,4 670 1,653, 670 5, 670 5, 843 300,4 1,653, 1,653, 1,653, 1,653, 1,653, 1,653, 1,653, 1,653, 1,655, 1,655, 1,055	MPC 6. 1 510 057 1 791 831
	Unter Presign Consider Toras	1917-18. 1917-18. 2,289,041 2,289,041 1917-18. 302 1917-18. 1917-1917-18. 1917	718 1,564,518 1918-10, 108, 1918-10, 108,	233 1,011,758 1010-20, 108, 1,001,278 3,540 	1030-21. 1030-21. 10.,	 905,080 1921-22. Ibs. 559,379  559,379  559,379  559,379  559,379  559,379  559,379  10,0576 	 1.174,174 1022-23, 1bs. 609,181 E9,032  14  15,904 11,794	1023-24. 1023-24. 1bs. 801,555 1,095,900  15,920  8,400 127,180 	113 1.730.132 WOOL 1024-51. 1153. 1.71133 2.159.159.15 2.159.150.159.15 2.159.150.159.150.159.150.150.150.150.150.150.150.150.150.150	4W. 2558. 34. 559. 34. 559. 559. 559. 559. 559. 559. 559. 55	20 2.138,251 1830-27. 1be. 2,208,255 1,464,39  37,86	2,449,27 1627-28. 1bs. 2,496,4 3,605,2  4,36,6 1,605,2  1,605,2  1,605,2  1,605,2  1,005,2  1	0 2,864.77 1028-20 1058-20	1929-30 1bs. 17 2,379,2 32 1,28,0 1,28,1 1,2	4 4,600,24 1950-31, 1bs. 579,37 7,2 66  15,3 15,3 15,3 15,4	1 5,059,84 1031-32 1051-32 1051-32 1051-3	b 10,103,23 1032-33 1052-33 1054 1,203,1 12 9,127,1       	2 9,855,39 4 1903-54, 1958- 79 649,0 23,31 1,539,0 49 23,3 49 23,3 40 23,5 40 25,5 40 25,5 40,	1984-3 Ibs, 73 394- 182 2,215 182	I 1055-35 1055-35 1057 1058	MPC 6. 1 610 1057 1 791 831 831
	Uniter Presign Consider, Toria Toria PORTS. CONTINUE WRISES DOWN TAKEN TORIA CONTINUE WRISES DOWN TAKEN Something Action Toria Something Action Something Action Something Action	1807-18. 1807-18. 1807-18. 1815-1 2.286,041 	718 1.561.518 1918-10, 105. 973,472 678 	233 1,014,755 1010-59, 105,1 1,001,278 1,001,278 1,001,278 1,001,278 1,001,278 1,001,278 1,014,759 1,014,559	18:00-21. 18:00-21. 18:00-21. 18:00-21. 18:00-21. 18:00-21. 18:00-21. 19:00-21.	 900,036 1821-52. 1bs, 559,270  25,002  100,576  14,165	 1.174,174 1892-23, 188, 609,185) 26,052  14  1,794 1,794	1023-24. 1023-24. 1bs. 801,555 1,055,900  0,171  8,400 127,180  1,729,397	WOOL 1094-51. 1095-51. 1005-51. 1005-51. 1005-51. 1005-51. 1005-51. 1005-51. 1005-51. 1005-51	28 (2892) 41W, 55 (8), 18, 18, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	20 2,136,251 1935-27. 1bs. 2,938,257 1,464,39 1,464,39 1,464,39 1,464,39 1,464,39 1,464,39 1,30 2,135,46 1,30 3,55,40	2,449,27 1027-58, 1bs, 2,2,465,5 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,005,2 1,	1928-20 1928-20 11928-20 11928-30 11928-20 11920	1929-30 1929-30 1947 2,575,2 32 1,215,2 32 1,215,2 1,2	4 4,000,24 1830-31, 1850-31, 195, 105,	1031-32. 1031-32. 105.	1032-33 103	2 9,853,39 4, 1933-34, 193,544, 1	1834-3 Ibs. 72 304, 152 2,218	I 5. 1635-35 1085- 843 300,0 500 1055,0 500 1000,0 500 1000,	MPC 6. 11 610 157 1 831 859 1791 1791 1791 1791
	Uniter Presign Consider, Toria Toria PORTS. COVINERS TORIA PORTS. COVINERS TORIA Sometime Association Torial States Torial States	1807-18. 1807-18. 1807-18. 1815-1 2.286,041 	718 1,553,518 1,553,518 1,553,518 1,553,518 1,573,412 0,53,310 1,575,410 1,575,410 1,575,410	233 1,014,753 1010-50, 105,105 1,001,278 	1030-21. 1030-21. 10-37-21. 10	1921-22. 1921-22. 1958, 279 25,907 22,900 100,576 14,105	1,174,174 1,174 1,17	1023-24. 1023-24. 1085-001 1005-001 1005-001 15,920 15,920 15,920 1,779,387 1,779,387 1,779,387	113 1.2300,124 1.0204,6210,6210,6210,6210,6210,6210,6210,6210	4W. 4W. 558, 10, 500,517 5,000 5,000,517 7,17 5,000 5,000,517 7,17 5,000 5,000,517 7,17 5,000 5,000,517 7,17 5,000 5,000,517 7,17 5,000 5,000,517 7,17 5,000,517 5,0000,517,0000,517,0000,5100,500,500,500,500,500,500,500,5	20 2,156,251 1860-27. 1bs. 2,258,251 1,464,38 2,258,251 2,258,252,252,252,252,252,252,252,252,25	2,449,27 1097-5% 1bs. 2,2469,4 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,605,2 1,205,4 1,005,2 1,00	0 2,864.77 1025-20 1025-20 1025-20 1,248,5 10 1,248,5 1,248	1929-30 1929-30 1935 1938 19 19 19 19 19 19 19 19 19 19 19 19 19 1	4 4,000,24 1850-31, 10,000 10,000 10	1051-382 1051-382 1051-382 1051-382 1053-382 1054-382 1055-3	1032-33 1103-3	2 9,833,39 4 1003-54 1055-54 1055-54	1984-3 Ibs, 73 394- 182 2,215 182	I 5. 1105-35 1108- 1.058, 670 1.058, 670 1.058,       	MPC 6. 1 510 557 791 831 831 831 831
<u>I</u> <u></u>	Unter Presign Consider, Toria Toria PORTS, COUNTRISTING PORTS, COUNTRISTING COUNTRIST COUNT	1817-18. 1817-18. 1817-18. 1818-1. 1819-1. 1818-1. 1918-1.	718 1,551,518 1918-16,	235 1,014,755 1,014,755 1,014,755 1,014,755 1,041,575 1,045 1	1899-21, 1899-21, 18,445 710,783 5500 7,000 19,000 10,0,701 10,702 10,0,701 10,0,701 10,0,701 10,0,701 10,0,701 10,0,701 10,0,701 10,0,000	 906,030 1921-62. 10a. 559,279 "32,900 "00,576 "14,105 445,655 445,655 445,655	1922-23, 1923-23, 193,	1023-24. 1023-24. 1055-201,555 1,055,503 1,055,503 1,755,120 1,729,307 1,729,307 1,729,307	115 1.570,126 WOOLA 1.270,232 1.180,252	1 (1993) 4177, 1558, 10, 15, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	20 2,106,251 1800-27, 1,06,351 1,06,35 1,06,35 2,258,250 1,06,35 2,46,35 2,46,35 2,46,35 2,37,54 2,462,00 1,3,3 7,355,46 9 2,37,54 9 2,37,54 9	2,449,27 1027-528. Jbs. 2 2,468,4 3,465,2 1,665,2 1,665,2 1,665,2 1,657,5 1,265,4 1,657,5 1,265,4 1,657,5 1,265,4 1,657,5 1,265,4 1,657,5 1,265,4 1,657,5 1,265,4 1,657,5 1,265,4 1,265,4 1,265,4 1,265,4 1,265,4 1,257,5 1,457,5 1,257,5	1025-20 1025-20 1125- 1205- 1205- 1125- 1205- 12	19629-30 115. 115. 115. 115. 115. 115. 115. 115	4 4,000,24 1820-31. 1830-31. 1850-31. 1857-30 1957-3	1031-322 1031-322 1054-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 1055-5 10	11032-33 110,103,27 11032-33 1118- 65 1,203,1 12,9,127,5 755 755 755 755 755 755 755 755 755	2 9,853,39 4, 1833,344 1bs. 70 643,0 811 1,539,3 459 2331 816 3,4 816 3,4 816 3,4 816 3,4 817 2,2331, 854	1934-3 772 391; 1282 2,218 1292 391; 1292 2,218 1292 391; 1293 3,045 1300 3,045 10	I 5. 1655-3 1058- 10	MPC 6. 1 6. 1 791 831 831 831 831 833 833 833 833 833 83
1 <u>»</u>	Uniter Presign Consider, Toria Toria PORTS. COVINERS TORIA PORTS. COVINERS TORIA Sometime Association Torial States Torial States	1817-18. 1817-18. 1817-18. 1818-1. 1819-1. 1818-1. 1918-1.	718 1.561.576 1.561.576 1.561.576 1.561.576 1.561.576 1.561.575 1.561.575 1.561.575 1.575.416 1.575.	233 1,014,755 1010-259, 188, 1,001,278 34,310 	1030-21. 1030-21. 10-37-21. 10	 905,036 1821-22. 1bs. 558,379 "35,005  100,578  144,105 445,655  445,655 	1022-23, 1bs. 609,181 66,032 14  14  5500 803,085  5500 803,085 	1023-24. 1023-24. 1055-201,555 1,055,503 1,055,503 1,755,120 1,729,307 1,729,307 1,729,307	113 1.2300,124 1.0204,6210,6210,6210,6210,6210,6210,6210,6210	4W. 4W. 55 88, 10, 10,100	20 2,136,231 18,05-27. 1,164,201 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,66,20 1,166,20	2,449,27 1,027-58, 1bs. 2,466,4 3,1,605,2 1,705,2 1	1828-20 11828-20 11828-20 1183- 37 2,965,5 96 1,245,5 96 1,245,5 96 1,245,5 96 1,245,5 96 1,245,5 96 1,245,5 96 1,245,5 1,245,	1969-30 1969-30 1958-30 1958- 1958-30 1958- 1959-30	4 4,000,24 1 1909-31 105 105 105 105 105 105 105 10	1031-02. 1031-0	1032-63         10,1032-63           11032-63         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4           1103         110.4	2 9,833,39 1 1833,54, 79 643,6 79 643,6 105, 110,5 79 643,6 105,	1934-3 Ibs. 772 301; 182 2,215 182 2,215 182 180 3,645 180 3,655 180	I 5. 1655-3 1058- 10	MPC 6, 11 600 1701 831 831 831 833 833 833 833 83

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1<br/>yards,</td><td>1923-23.<br/>yards,</td><td>1923-24. 1</td><td>894-95</td><td>1858</td><td>1926-27.</td><td>1927-28.</td><td>1928-29.<br/>yards.</td><td>1929-30.<br/>yards,</td><td>1030-31.<br/>yards.</td><td></td><td>1933-33.<br/>yards.</td><td>1933-34.<br/>yards,</td><td>1934-35.<br/>yards.</td><td>1935-36.<br/>yards,</td><td>1936-37<br/>yards,</td></th<> |   | COUNTRIES WHENCE  |  | 1918-19.<br>yards,  | 1919-20.<br>yards.   |  | 1931-22. 1<br>yards,   
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r/>5<br/><br/>5<br/><br/>5<br/><br/>5<br/><br/>5<br/><br/>5<br/></td><td>3,073,000<br/>3,073,000<br/>637<br/>9,716<br/>1,131<br/>241,023<br/></td><td>10<br/>9,543,362<br/>218,552<br/>218,552<br/>357,758<br/>57,758<br/>9932,193<br/>1,435<br/>9932<br/><br/>43,55<br/><br/>445,55<br/><br/>41,117<br/>139,554<br/>41,117<br/>139,554<br/><br/><br/><br/><br/><br/><br/></td><td>122<br/>12453,2500<br/>191,010<br/>4453,2500<br/>191,010<br/>4453,250<br/>5,1453<br/>5,1453<br/>5,1453<br/>5,1453<br/>5,1453<br/>5,1453<br/>5,1453<br/>11,143<br/>423<br/><br/>20,351<br/>20,4314<br/>22,660<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>01<br/><br/>00<br/><br/>01<br/><br/>00<br/><br/>01<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00<br/><br/>00</td><td>103<br/>1253,372<br/>1253,372<br/>1253,372<br/>1253,372<br/>1253,372<br/>1253,372<br/>1253,372<br/>1253,372<br/>100<br/>057,982<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>057<br/>100<br/>100<br/>100<br/>100<br/>100<br/>100<br/>100<br/>10</td><td>3,948,482<br/>744,942<br/>16,167<br/>857,670<br/>255,670<br/>255,670<br/>423<br/>423<br/><br/>2,750<br/><br/>2,750<br/><br/>2,750<br/><br/>2,750<br/><br/>2,750<br/><br/>2,750<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,950<br/><br/>2,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,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.150,057<br/>1.00<br/>1.00<br/>1.150,057<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.00<br/>1.0</td><td>355<br/>7,125,281<br/>4,417,311<br/>7,120<br/>1,574,376<br/>3,571,716<br/>3,571,716<br/>1,413,022<br/>1,413,022<br/>1,413,022<br/>1,413,022<br/>1,414,022<br/>1,414<br/>3,5115<br/>1,442<br/>3,166<br/>2,5166<br/>2,5166<br/>2,5166<br/>2,5166<br/>4,5115<br/>1,604<br/>1,1604<br/>1,1604<br/>1,1604<br/>1,1604<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2605<br/>1,1712<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701
<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1,2701<br/>1</td><td>9,876<br/>5,460,870,224<br/>9,617,224<br/>9,617,226<br/>1,705,2307<br/>2,055,2307<br/>2,055,2307<br/>2,055,2307<br/>2,055,2307<br/>2,055,2307<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,205<br/>1,</td><td>3,752,331<br/>3,602,441<br/>2,605<br/>1,151,550<br/>2,129,366<br/>2,129,366<br/>1,311<br/>711,553<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/>1,655<br/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8,472,803<br>8,602<br>235<br>2,503<br>6,04,504<br>6,116<br>915<br>5,116<br>915<br>5,116<br>915<br>5,116<br>915<br>5,116<br>915<br>5,116<br>915<br>5,116<br>915<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15,711<br>15 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| 3,073,000<br>3,073,000<br>637<br>9,716<br>1,131<br>241,023<br> | 10<br>9,543,362<br>218,552<br>218,552<br>357,758<br>57,758<br>9932,193<br>1,435<br>9932<br><br>43,55<br><br>445,55<br><br>41,117<br>139,554<br>41,117<br>139,554<br><br><br><br><br><br><br> | 122<br>12453,2500<br>191,010<br>4453,2500<br>191,010<br>4453,250<br>5,1453<br>5,1453<br>5,1453<br>5,1453<br>5,1453<br>5,1453<br>5,1453<br>11,143<br>423<br><br>20,351<br>20,4314<br>22,660<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>01<br><br>00<br><br>01<br><br>00<br><br>01<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00<br><br>00 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3,948,482<br>744,942<br>16,167<br>857,670<br>255,670<br>255,670<br>423<br>423<br><br>2,750<br><br>2,750<br><br>2,750<br><br>2,750<br><br>2,750<br><br>2,750<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,950<br><br>2,9 | 241<br>0.015.000<br>1.387,949<br>1.387,949<br>1.387,949<br>1.387,949<br>1.1.281<br>1.005,829<br>1.078,185<br>025<br>025<br>025<br>025<br>025<br>025<br>025<br>02 | 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175<br>175<br>1872,568<br>1.537,579<br>1.480,057<br>3.575,1100<br>1.150<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.150,057<br>1.00<br>1.00<br>1.150,057<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.00<br>1.0 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355<br>7,125,281<br>4,417,311<br>7,120<br>1,574,376<br>3,571,716<br>3,571,716<br>1,413,022<br>1,413,022<br>1,413,022<br>1,413,022<br>1,414,022<br>1,414<br>3,5115<br>1,442<br>3,166<br>2,5166<br>2,5166<br>2,5166<br>2,5166<br>4,5115<br>1,604<br>1,1604<br>1,1604<br>1,1604<br>1,1604<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2605<br>1,1712<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1,2701<br>1 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9,876<br>5,460,870,224<br>9,617,224<br>9,617,226<br>1,705,2307<br>2,055,2307<br>2,055,2307<br>2,055,2307<br>2,055,2307<br>2,055,2307<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1,205<br>1, 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| 540<br>540<br>540<br>540<br>540<br>540<br>540<br>540   
   | 111,511,659<br>2,006,216<br>2,311,859<br>2,006,216<br>2,311,255<br>2,317<br>1,255,512<br>1,255<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,257<br>1,25 | 401,002<br>3,607,710<br>2,170<br>1,412,061<br>                        | 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  | Distribution         Distribution<   | T   | COUNTRIES WHENCE<br>INTORTED.   | 1917-18<br>No.   | 1918-19<br>No.   
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   | 1996-27.<br>No.  | 1927-28.<br>No.   | 1928-29.<br>No.   | 1929-30.<br>No.  
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   | 30,063<br>355,224<br>309,754<br>38,919<br>8,919<br>8,919<br>8,919<br>188<br><br>188<br><br>188<br><br>188<br><br>188<br><br>1957<br>90,310<br>1,003<br>285<br>285<br><br>285<br><br>285<br><br>285<br><br>285<br>  | <br>37,855<br>38,667<br>320,469<br>450,000<br>1,775<br>23,112<br><br>696<br><br>121<br>9,985<br>240<br><br>240<br><br>240<br><br>121<br><br>240<br><br>240<br><br>100<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>121<br><br>  | <br>5,409<br><br>3865,022<br>3865,100<br>250<br><br>2,525<br><br>2,525<br><br>114<br>348<br>10,889<br>1,850<br><br>1,850<br><br>1,850<br><br>1,151  | <br>3<br>37,167<br>186,359<br>280,247<br><br>17,762<br><br><br><br><br><br><br>  
  | <br>23,075<br>129,869<br>223,949<br>233,949<br>233,949<br>3<br>1,840<br><br>11<br><br>224<br>3<br><br>224<br><br>8<br>224<br><br>224<br><br>224<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>225<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br>2<br><br><br>2<br><br>2<br><br><br><br><br><br><br><br><br><br><br> | <br>4,015<br>40,574<br>113,689<br><br><br><br><br><br><br><br><br><br>-  | 29,912<br>56,540<br>185,382<br>2,813<br>10<br><br>58,388<br>429<br>12 | <br>8,893<br>35,197<br>171,456<br><br>90<br><br>90<br><br>171,456<br><br>90<br><br>90<br><br>171,456<br><br>90<br><br>90<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br><br>171,456<br>  
   | 2,575<br>21,671<br>143,367<br>886<br>                    | 45,535<br>50,140<br>113,055<br>                       | 11,<br>235,<br>11,<br>235,<br>11,<br>11,<br>11,<br>11,<br>11,<br>11,<br>11,<br>11,<br>11,<br>1 |

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| COUNTRIES WHENCE<br>MIORTED.   | 1917-18.<br>ewts.              | 1918-19.<br>cwts.  | 1919-20.<br>ewts.   | 1920-21.<br>cwts.   | 1921-22, 1<br>cwts.  |   | 923-24, 14<br>owts.   | 184-25,<br>owts,  | 1935-28.<br>evits.  | 1926-27.<br>outs.  
   
  | 1927-28.<br>cwts.  
   
   | 1928-29.<br>cwts.   | 1929-30.<br>cwts.   | 1930-31.<br>owts.  | 1931-32,<br>ewts.   | 1932-33,<br>cwts.  
              | 1933-84,<br>owts,  | 1934-35,<br>cwts,   | 1935-36.<br>owts.  | 1936-3<br>cwts,  |
| co CAtlantic   | 26,253<br>15                   | 11,651<br>54,114   | 48,410<br>46,353  | 192,931<br>49<br>30,667   | 51,003<br>57<br>4,054  | 114,412<br><br>884  | 90,017<br>  |   | 129,695   | \$6,345<br>104<br>253  
   
  | 103,210<br>200<br>199  
   
   | 115,848<br>557<br>442   | 97,520<br>1,179<br>367  | 76,679<br>1.059<br>295   | 49,928<br><br>506   | 44,465<br>264<br>417   
              | 46,339<br>319<br>1.096   | 39,343<br>114   | 43,314   | \$3,1<br><br>2,6   |
| onia   |                                |  |   | 510   |  |   | 1   | 934   | :   | \$30   
   
  | 166  
   
   | 3,162   | 11,650  |  |   | 2,085  
              | 5,174  | 2,422   | 1,972  | 1,0  |
|  |                                | 435  |   | 16,419  |  |   | 3,957   |   | .ïi,617   | 17,045   
   
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   | 146   |   | 48   |   | 12   
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| erlands  | 109                            |  |   |   |  |   |   |   |   |  
   
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   | 672   | 43,934<br>353<br>17   |  |   |  
              | 8,209  |   | 8,946  | 7.5  |
| ho-Slovaka   |                                |  |   | 137   | 18   | 1,612   | 376   |   |   | 7,010  
   
  | 6,354  
   
   | 17,893  | 20,309  |  | 3,507   | 4,450  
              | 11,217   |   |  |  |
| tria   | 77                             |  |   | 1,906<br>711  | 3,903<br>173   | 2.724   | 25,483<br>2,289   | 40,953<br>15,195  | 60,522<br>12,600  | 13,295   
   
  | 32,646   
   
   | 126,000<br>31,255   | 23,9091   | 18.324   | 19.275  | 152,099  
              | 147,128<br>5,986<br>100,730  | 135,595<br>6,170  | 93,487<br>5,374<br>141,981   | 32,3<br>1,21<br>86,9<br>430,9  |
| and  |                                |  |   | 13,559  | 26,598   | 44,764  | 110,639   |   | 11,210  | 133,455  
   
  | 51,015   
   
   | 89,942  | 90,849  | 54,214   | 74,303  | 60,911   
              | 61,973   | 73,505  | 320,619  | 430,9  |
| na-Treaty Ports  | 65 1.01                        | 95,244   | 74,914  | 177.177   | 58,972   | 139 639   | 106.243   |   | 12.14   | 156,941  
   
  | 173.487  
   
   | 197.982   | 258.709   | 231.805  | 130.629   | 230,919  
              | 218,831  | 207,510   | 270,740  | 243,7<br>32,7  |
| den  |                                |  | 26,249  |   | 9.272  | 40,828<br>892<br>182  |   | 2,0   | 90  |  
   
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   | 53  | 45  |  | 30<br>186   | 6  
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   |   |   |  |   | 679,493  
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| COUNTRIES WHENCE<br>INPORTED.  | 1917-18.<br>Gross<br>boxes     | 1918-19.<br>Gross<br>boxes.  | 1919-20.<br>Gross<br>boxes.   | 1920-21.<br>Gross<br>boxes.   | 1921-22.<br>Gross<br>boxes.  | 1932-23.<br>Gross<br>boxes.   | 1923-24.<br>Gross<br>boxes,   | 1924-33.<br>Gross<br>boxes,   | 1925-96.<br>Gress<br>boyes,   | 1926-27.<br>Gross<br>boxes.  
   
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| nited Kingdam  | 6,52                           | 5,000  | 46  | 1,50  | 3,345  | 25,899  | 13,595  | 12,55   | 3,975   | 2,938  
   
  | 1,894  
   
   | 1,679   | 3,556   | 3,692  | 2,824   | 1,906  
              | 3,189  | 2,145<br>4,6%3  | 2,167<br>1   | 5,1  |
| ance   |                                |  | '   |   |  | 17.970  |   |   |   |  
   
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| DAD .  | 15,630,34                      | 10,743,60  |   |   | 2 12,694,600   | 8,320,273   | 5,555,382   | 3,491,8   | 2,190,535   |  
   
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   | 45,750<br>78,964  | 51,618  |  | 127   | 11,255   
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|  | 255,0                          | 215,00   | 09,22   | 0 51,25   | 0 17,500   |   | 108,950   | 238.5<br>3,011.5  | \$5,501   | 125,951  
   
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| taldives<br>tassia Northern<br>Other Foreign Countries<br>Jauritius & Dependencies |                                |  | s   | 22 <sup></sup> 6<br><sup></sup> 1,2<br>21 <sup></sup> 1   | 11 271<br>50   |   |   | 111   |   | 18<br><br><br>   
   
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|  | BETORETES.           BIL (NED) | Construct Pro-<br>match Free Pro-<br>ting Construction of the second se | COURTERSON         Covins.         Covins.         Covins.           At Kinghun | CONSTRUCTOR         Conta         Conta <thconta< th="">         Conta         Conta</thconta<> | CODE RECORTER:         Conta         Conta | CONSIDERT AND<br>DESCRIPTION         CONS.<br>CONS.         CONS.<br>CONS.         CONS.<br>CONS.         CONS.         CONS. <thcons.< th=""> <thcons.< th=""> <thcons.< th=""></thcons.<></thcons.<></thcons.<> | CONSTRUCT         Carta         Carta <thcarta< th="">         Carta         Carta</thcarta<> | CONSIDERT ALL         Carting         Carting | CADE Series         Cartes         Ca | CONSISTION TATE.         CONS.         Contr.         Contr. <t< td=""><td>CONSTRUMENTS         Conts.         <thconts.< th=""> <thconts.< th=""> <thcont< td=""><td>Current and the second secon</td><td>Constraints with the series         certs         certs</td><td>Current of the state of the state</td><td>Correspondence         Default         Orders         Orders</td><td>Correnting with the Correct in order in ord</td><td>Correspondence         Description         Order         Order<!--</td--><td>Correnting with the corres         Descha         Owners         Owners</td><td>Corrent with Minker         Dot Mail         <thdot mail<="" th=""> <thdot mail<="" th=""> <thdot mail<="" th=""></thdot></thdot></thdot></td><td>Correspondence         Default         Origin         <t< td=""></t<></td></td></thcont<></thconts.<></thconts.<></td></t<> | CONSTRUMENTS         Conts.         Conts. <thconts.< th=""> <thconts.< th=""> <thcont< td=""><td>Current and the second secon</td><td>Constraints with the series         certs         certs</td><td>Current of the state of the state</td><td>Correspondence         Default         Orders         Orders</td><td>Correnting with the Correct in order in ord</td><td>Correspondence         Description         Order         Order<!--</td--><td>Correnting with the corres         Descha         Owners         Owners</td><td>Corrent with Minker         Dot Mail         <thdot mail<="" th=""> <thdot mail<="" th=""> <thdot mail<="" th=""></thdot></thdot></thdot></td><td>Correspondence         Default         Origin         <t< td=""></t<></td></td></thcont<></thconts.<></thconts.<> | Current and the second secon | Constraints with the series         certs         certs | Current of the state | Correspondence         Default         Orders         Orders | Correnting with the Correct in order in ord | Correspondence         Description         Order         Order </td <td>Correnting with the corres         Descha         Owners         Owners</td> <td>Corrent with Minker         Dot Mail         <thdot mail<="" th=""> <thdot mail<="" th=""> <thdot mail<="" th=""></thdot></thdot></thdot></td> <td>Correspondence         Default         Origin         <t< td=""></t<></td> | Correnting with the corres         Descha         Owners         Owners | Corrent with Minker         Dot Mail         Dot Mail <thdot mail<="" th=""> <thdot mail<="" th=""> <thdot mail<="" th=""></thdot></thdot></thdot> | Correspondence         Default         Origin         Origin <t< td=""></t<> |

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IMP	PORTS.								UM.	BEL	LAS.									IM	IPOR
	COUNTRIES WHENCE IMPORTED.	1917-18. No.	1918-19, No.	1919-20. No.	1920-21. No.	1921-92, No.	1922-23. No.	1923-24. No.	1624-25. No.	155	1895-27. No.	1927-23. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33, No,	1933-34. No,	1934-35. No.	1935-36. No.	1936. No
	Belgium Netherlands	  395,592 64,596		 5,991  119,195 27,980	1,500 1,204  960 373,528 175,480	1,800 1,853  647 197,188 51,962	 4,400  2,418 252,012 94,908		1,075 5,831 20,184  5,612 180,844 1,034	103 1961 1961 1981 1981 1980 1980 1980	65 102 6,000 490 4,189 215,895 1,657	594 229 7,344  14,353 173,000 326	48 2,093 1,500 5 1,097 211,031 893	3.006 2,848 6,756  4,454 92,365 196	1,730 1,110 4,550  476 40,119 556	1,200 996   41 38,599 	2.358	     		  2,463 26,932 	
	China (exclusive of Hongkong and Mazeo) Mauritias & Dependencies Straits Settlements Persia Ceylon France Spain (excluding Gibraltar)	30 32,078 6,010 19,136	36,984	39,383 6,913	34,353 4,953 15,460		3,469 190	7,043 12,641 5,158 411	145 6,505 4,756 3,805	1	471 4,406 10,082 17,784	656 3,207 13,465 11,162 2,285	157 2,648 12,863 14,088 9,684	74 5,140 16,247 17,365 1,623	698 1,653 15,556 14,108 1,628	2,884 1,063 11,012 17,122	909 10,901 11,443	 501 10,467 3,819	2,773	 8,727 2,501	
	Italy Austria U. S. of America Atlantic Pacific				1,806 { 777 { 36	2,312  	560 41 3		236	97 6 51	896 7 } 19	2.285 411 72	9,654  22	1,025 108 445	1,628 78 619	3,025  10	1,368 		251 	<sup></sup> 986 	2 
	Aden & Deptatencies Japan Natal Other British Possessions Portuguese East Africa Other Forcing Countries		 273		  	9,675       	42,085  12 		1 1	(537) - - - - - - - - - - - - - - - - - - -	7,447    40  14	66,801        	8,747  80  245	14,079   10  128	4,828  1,224 	14,802  1,084 	250,537  1,776  615	692,571   288  398		 	
	TOTAL	551,323	341,111	295,918	682,098	353,708	475,110	319,759	255,443	1,530	259,565	294,036	265,201	164,344	89.048	92,005	308,953	738,874	280,527	353,268	30

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spanel							ĪNI	DIAN P	EX.	PORTS.	URES.								l
EXPORTS.	18 <sup>1</sup> - 1	-				<sup>1</sup>		. 00	TTON	17.								Ex	PORTS.
COUNTRIES TO TRICE	1917-18, cwts,	1918-18. corts.	1919-29. owts.	1920-21. tens.	-1921-27. tons,	1920-23, tons,	1908-04. tons.	1924-55. tons,	1171-94. tons,	127 53. 15 Leon.	1925-20. tens.	1929-33. tone.	1930-31. tens.	1031-22. tons.	1822-33, tons,	1833-55. tons,	1034-55, 1084-	1035-30. tous,	1906-37. 6618.
United Kingdom	1,137,455	236,166	\$40,995	17,144	6,560	31,131	61,855	28,883	40,151	28,000	43,050 56,576	48,255 45,159	50,148 41,570	\$0,112 14,310	29,434	61,937	61,655	81.451	111,142
Frace	103,433	21,005	204,270 46,225	4,967 2,470	10,128	23,037	31,151	\$3,929 75	24,300	ER 20,00		-		16,200	21,277	28,690	\$5,500	29,635	22,638
China - (reclasire of Hone- Erng and Mcao)	\$3,007	\$3,605	275,075	\$1,708	70,417	\$3,295	47,923	50,656	1,338	10,940	72,039	101,150	105,125	27,840	23,928	61,612	12,774		~
Ing		·		~	n	14	10	62	71	1 - 1	-						~	10,503	13,671 37
Kenya Colleg	12,443	 2,458	154,648	3 13,475	5,887		- 15,6m	17.115	- 38	0,173	35,539	14,281	18,035	8,074	9.335	10,865	~	***	
Netherlands		2,450	54,001	\$,110	859	1,717	7,433	17,155 0,754	1.386/35	12 0,278	\$,047	11,850	10,500	5,921	6,004	11,604	13,7N 8,3M	19,002	4,643
Dermork			-		18	1 10	31	10		1 20	10	50 840	25	5	88	10	2	7,800	9,051
Ceplon	13,340	11,610	10,650	655	454	· 023	1,139	108	1.50	22 E407 (22 45,119	670 57,875	61,454	1,045 55,172	540 59,535	506	110	45	567	224
Germany		·	123,640	55,859	41,916	44,090	48,627	31,145	21,380	7 - 1	67,8790 				20,171	43,105	\$7,587	47,070	34,925
Russia (Northern)	42,611									-							1		-
Nazeitias Dependenties			. 40		8				- 13	1 1	1	1	- 1	,			1		
Indo Ohins etc.		31,313	12,012	1,020	6,815	8,553	4,753	4,822		ni 6,913	2,750	4,263	1,334	2,625	502	3,114	5,400	2,720	4,474
Siam	12				77	17		·n.		1 2 1						~	-	***	
Aden & Dependentis	587		1,179	23		- 40		- 15	1.0			18					- 1	~~	
Beleinm			199,518	43,378	55,411	45,011	45,776	35,810	4.00		61,827	60,682	\$8,630	21,549	\$2,820	\$5,750	\$7,342	40,185	55,604
Aueries (U.S.) [Mantie ]	31,597	{ 8,509	63,590	3,675	1,659	3,580 35	7,595 Di	5,000 240	310	5,492 8 517	7,863	13,603 800	7.012	4,922 400	\$38 110	4,618	6,519 613	9,424 7D	15,595
Turkey in Avia, Avia, Avia, Frendan Guiff	789		( <sup>10</sup>	#1	***					1:1	- 1	-	-		-		·	Ξ	Ξ
Torkey in Europe			1 "1,08		-			-	- 1	1:1	=		-		-		=		1 =
Austria				~	5,000	7,560	7,40%	1,351	- 1	8 10	38	106		-	_	-		 {}	2 28
Hungary J**			31,410	6,006	-	~		-	- J-				]					-	
Italy 2	533,295	410,285	354,254	35,014	27,575	43,091	1 69,399	90,508	\$1, <b>0</b> <sup>31</sup>	8 59,028	93,531	70,121	64,021	\$3,392	27,538	40,005	40,508	\$7,53	
East African Pretotorate	1		147				~	-	- 1	2	21		1			-			
East Africa (Pertaparso)	**	3				***	57			-									
Do. (Genuen) Egypt	. *	in m				~			- 1	~		-		-		-		J,	-
Maskat Territory of Terrate		in .			~	~			- 1			-	\$07			1	*	1	· ··
Omin Ambia	243	5	63	10	e	1	1	63	1		- 1								
Other Native States in Arabia		169	173	· .	10	10		15	- L				-			-			
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 Sweden	 5.201	400	4,552	405 189	181	498	500 133	445		247 101 247	273	429	357	245 200	. 62	196	. 35		
New Zealand		254			88		"]		11	-	287	308	31 44	200	723	327	52	1"	1
Czecho Slovakia													"	-				25	2 39
Fiji Islands	. 1,811		1,919	 219	· at		85		- 14	1 - 1	-	-		-		-			
Natal		11,985	1,000				10		: 🌒 -	1.1	5		25	- 50	20	23	3	1	
Jopan	5,187,700	2,197,491	5,918,078	167,681	314,333	259,465	307,577	203,455	515 24	825 \$20,450	253,508	292,781	301,015	100,818	193,698	107,414	366,88	316,187	433,513
Benjima			···		105	150	52		-11:	1 - 1	-	- [		- [		[		-	
Cape Colony							_		-11 -	121	-	-		÷.		- 1		12	
Cots								1	11 :	1 - 1	_	-		,	-			12	~
Ronmania				•••	~		- 1	29	11:	1 - 1	-		[		-	36		5 217	. 138
Other British Possessions		· ,					-	-	11 *	- 1		-	35		~	22	- 11	1 708	 508
Portagal		'	200	- 81	71	- 47	74		11 - 1	2 20	50	100	163	8 118	10 504	22 449	11		1,450
Switzerland	. 9,24	1	25,240	410	15	2	39	- ]	11.1	1 - 1	53				1	2		1 . 1	
Other Foreign Countries			- i		-	44	20	"							[				22.10
TOTAL	7,308,100	8,639,661	8,551,031	\$30,599	533,902	600,287	671,935	\$63,517	569,58		63	720,561	305	423,090	162 364,852	3,804	\$,50 623,27		762,133
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COUNTRIES TO WRITE STOCKIES	1917-18, R.a.	1918-19. Ibs.	1910-20, Ibs.	1950-51. Ibs.	1001-22. Ibs.	1923-23. lbs.	1023-24, Ibs.	1011-13. ibs.	85	1989-17. 108.	1967-08. - Ibs.	1928-29, Rs,	1929-30, Ike,	1939-01. Ibs.	1931-32.	1832-55	Bas	1934-33, Iles	1932-59.	150
erb-Creat Blorenc State		-		۰.	20,000	20,090	7,000	-	T	43,100	10,000	2,400					Its,	-fto.	104. 25.500	
tongery	<u> </u>					•••			÷۳	· ••		400		[		- 1		-	25,600	i'
folgeria					-		9,680	12.2	1.00	105,000	5,899	12,500	13,220					10,951	\$11,400	
	46.989.991	35,065,200	59,924,181	47,022,593	41,429,114	35,396,804	128,400	1.3	2 20,000	105,000	650,500	479,319	393,900	190,000	656,409	\$87,000	122,400	155,599	10,000	Į.
long Keng liten (recimite of Hong Keng and Macae)	\$5,800,000	16,735,200	01,635,312	23,402,830	17,556,500	7,092,760	19,813,641			16,685,530	101,400	75,693	22,000	\$50,000	120,000	4,000		-		i.
den & Decendencies	1,044,599	2,555,565	1,517,455	2,579,047	2,501,582	2,721,724	910,971			263,602	3,509,150	4,418,052	4,020,512	4,735,020	40,190	4,00e	~ (	1 -		Ł
Other British Possessiens	163	1,500					78	2,803,5	er.M	100,000		±,750	433	6,500	2,849,740	2,075,425	2,125,660	1,490,510	1,510,000	P
traffs Settlements	8,800,992	2,616,503	,4,466,150	3,784,900	2,499,178	1.678,500	1,416,004	1 * 1		1,177,564	1.093,792	1.151.650	923,292	\$15,104	741,710	4,121	6,803	5,502	7,993 1,974,380	١,
faits and Gano		6,000			8,000	31,000	83,20	530,0		29,694	22,400	\$1,850	23,030	4,950	8,000	409,056	503,935	679,533	1,274,393	Ľ
itester 📖 🖓 🛶			6,400					111,00	1					1,201		13,200	33,299	10,900	20,000	ŀ
antes 💷 🖓 🛶	124,000	10,000	16,400	230,000	252,000	276,400	162,60	20.0	<b>1</b> .10	402,420	506,025	150,010	346,900	194,500	\$33,614	123,630	251,215		\$14,266	
comiani and Mekres												- 1								Ľ
fauzitius à Depredercies	11,223	1,200	617	1,192	318	3,539	5,88		50	2,993	2,400	985	2,000	/ 1,500	2,000	~ 1				Ľ.
Juited Kingdom	633,660	595,430	635,021	654,628	68,335	140,031	\$18,29	1.4	570	255,090	355,310	263,323	155,090	219,016	151,850	197,910	412,400	211,390	185,450	ł
1971on	238,117	235,706	178,099	267,263	\$18,515	144,157	142,84		تغرور	111,057	12,995	99,055	139,117	260,245	135,561	131,416	177,185	145,365	187,101	Ľ
span	42,833	114,430	1,825,000		-113,500			1 3	- (11)	4,600			1,520				27,000	170	·	1.
innilar and Pentia	23,390	13,245	28,620	59,418	40,248	63,351	32,48	- 14	2,48	00,116	35,000	45,100	80,881	69,459	43,521	75,000	\$3,950	\$5,136	51,330	1
fatal	14				12,550			1 20	<b>i</b> - 1	0,000	241,565	48,500	\$7,000	231,200	254,0 10	30,606	12,000	8,465	1,606	1
frica-North	22,940		-	~				1 -1	- I	- 1	]	- 1								Ł
Gerra Colean	22,940	95,500	17,200	78,700	57,545	291,660	140,23		676	67,638	65,650	33,400	61,300	47,231	\$9,630	32,058	47,750	\$3,500	63,800	
erman East Africa	5,600	17,945	9,507 1,568	17,010	21,174	19,400	17,80	ન મણે		54,999	50,903	78,968	63,915	67,792	81,891	83,500	195,176	89,708	127,105	1
vertuguese East Africa		1,000	1,569	1,750 400		~ 400	-	- 1		-		36,690	117,240				~			ľ
rench Stunaliland	6.800	83,300	17,000	495	3,200	400		1	1,580 9,590	131,600	900 149,590	38,680	690,100	573,660	91,455 1,970,999	\$2,728 1,330,756	1,596,350	425	299,995	
ederated Malay States					232			1 - 1	1,000	11,500	110,000	477,104			1,970,999	1,300,120	1,211,250	100,001	200,000	1
uskat Territory and TratialOrgan	188,006	133,543	\$8,559	184,934	212,285	157,516	140,545		nee	193,683	157,735	201,713	212,919	105,350	 192,076	149,370	141,510	151,053	103,03	1
ntia							110,01	51.5	<u> </u>	1					in the second		1917/10	100,000		1
ther Native States in Arabia	262,600	163,215	\$7,500	53,747	120 858	81.516	48,70		12.576	82.539	80.815	\$9,190	118,578	201.550	217.430	245,790	171.022	117.150	125,99	0
14					1,031,100	955,600	\$72,729	51.4	38,526	1,033,032	\$35,160	1,591,851	1,550,901	1,135,421	1.702.200	1.009.000	805,500	740,000	863,70	ю.
elestine					8,100	12,000	12,40		13,400	\$18,800	00,000	87,499	155,200	191,800	307,200	339,000	385,525	325,575	337,80	a.
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Red Sta	8,200 543,540	25.680 649.311	132,910 2,054,110	32,910	7,200	~	62,50		11,550	450,900	1,810,335	417,000	375,600	242,370	\$55,000	315,000	400,400	\$68,850		1
Do. in Durope			8.00	129,200	· /	- 1			253, 900	121.000					- 1	. (		125.211		1
78	509,729	633,789	8,400 266,800			-	441,400		21,820		410,900	210,000	94,998	\$18,000	e5,400	64,900	\$6,70	15,81		1
3794	8,234,104	633,780 4,791,334	266,800 7,243,314	827,630	173,200	39,155	\$3,400		10,000	45,000 5.061,450		10,000		-	- 1		203.16	101,140	433,54	1
wlo-Egyptian Stidan		7,105,034		8,401,460	4,666,304	8,685,483	4,593,560	6,560,6	1.00	5,851,450 \$2,000	5,115,350 2,800		4,598,400	3,950,623	2,499,316	\$25,671	1,100		- 18,00	
na				-	3,560	1,900	- 240		4,000	23,200	190,000	1,200	45,000	1,200			1.100	1	10,00	Ľ.
Deanyiks Territory			~			800	 3,600	- 14	A18	12,005	2,456	13,310	19,712	15,498	15,76%	90.012	21,99	23,219	33,17	
pulie/a	1.0				1,100	· _ ]]		<sup>*</sup>				16,010	10,112	10,000	10,100	50,012		1		1
					66,000	- 1	-		6000	20,400	2,500	26,000	13,031	800	65,200	48,000	59,68	of 24,000		1
ited States of America	• •• •								- 1	- 1									}	1
ippine Islands and Guam	1,172,000	493,200	833.440	789,000	1,757,111	1,185,960	1,227,500	1.458.00	161,048	1,003,000	1,022,616	1,510,325	1,007,000	1,575,800	1,051,000	754,500	\$29,50	x 657,90	530,9	00
tes and other Islands	22,000	30,000	133,663	55,650	66,000	35,000	22,000	800	72,000	51,000	\$1,253	65,000	21,000	5,000		\$,000	•••	1	-	1
er Countries in Asia	· •••	1,200	29,000	49,600		\$5,000	49,000	6(2	2,00	6,000		15,999	58,990	~			1,3			
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7	3,000		· · · ·		- ··· · ]	~	10,000	130	11-m		- 1	4,000							12.40	J.
fers land				- 1		8,000	53,999	24,42	1.500	47,500	112,150	\$5,010	9,705	25,000			- 8,4	() () () () () () () () () () () () () (	15,40	1
Na	- 2,415,166	1,332,811	3,196,254	2,689,502	2.218.834	2,128,200		14,58	182.316	11,999	2,000 8,317,420	13,490 1,160,651	5,700	29,990	4,000	3,633,600	4,319,5		\$,20	j.
atra			34,000	\$5,000	3,3116,825	7,178,700	1,314,690	8,228,555	11.	1,110,000	8,217,470	4,100,01	4,180,580	********	4720'002	2,653,600		1		1
o Chiera		8,660	- 1		21	-	. 1	1.59	12.50	18,000	3,200	9,140	11,000	- 1	-					1
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	2		7,990	-41° [		- 1	320	<u>(</u>	ŀ	-				-			1			ł
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ian Commonwealth	181,521	216,616	27,400	25,290	-	6,000	8,000	50	1 EU				1	. 100		· ···	00,9		11	1
			18,600	105,280	22,000	13,200	32,560	28,800	lair,					18,820	0,52	1 100		20,100	- 1	1
Islanda	95,500	114 800	176,100					2,316,314	187,1						8,171,30	2,598,80			2,415,915	4
· · · · ·	- 1		178,100				235,000	226,196	600,5						125,50	ງ ສ,	¢ 133,4	00 115,70	123,05	٩.
und (British)	8,500		~ (	-	36,600		105,200	633,660	1		-	1	1	1 414,880	10,40	1 ~				
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ORTS.	1017-18.	1218-12	1919-00.		1021-02.	108 1			Øsst,	UNBL	BAOHED		LL KIN		· · · · ·				E	хP
COUNTRIES TO WEICH BAFORISE.	1917-18. yards.	yards,	yards.	1920-21. Jurds,	yards.	yards.	1005-24, Junds,	1121-21. Junda	253-56. jarda	1999-07. 3404.	1007-08. yanla.	1028-20. yards,	1929-30, 3mrds,	1830-31, 3%rdis,	1931-32, yarda,	1032-55, yards,	1903-34, 2007dis,	1016-35. 38cds.	1012-38. yards.	3
Info-China			-					3,50	LIN	164		1,800	2,00			-				-
Officialise	· ** .			-			855	~			***									
Anstria	-						 \$3,000		9,539		-			- ÷			·		_	
	123,700		4.900			19,500	**,000	~	-	··· .	8,000						•••			
South the second second	1,792,550	1,390,007	8,050,501	3,500,762	\$16,550	292,941	401,436	~	- 1	·	. ur	·								
Straits Batticesta	15,615,823	6,789,330	5,411,900	2,814,783	1,451,200	2,718,590	3,891,501	31235	40,10	598,550						222,60	151,647	221,039	664,02	1
iyea	461,493	\$100,727	327,875	301,376	187,832	105,290	453,000	5,003,50 503,50	UN,225	111,743	510,000	81,978 854,169					130,600		75,00	
Aden & Dependenzies	14,137,970	11,409,970	10,827,685	12,413,891	3,223,053	2,290,613	2,414,910	1,01.52	129,799	2,040,210	1,321,617			10,11			67,355	67P, 191	a15,10	
United Kingdam	***			10,833	- 65	2,510	- 460	101.04	1,05,610	519	450	785	3,557	1,108,10	4,166		\$45,010	\$13,840	433,05	
Other Fereign Countries						450		1	1000	80,550	1.654	23,168		2.04		113,32	11,601	2,899	116,55	
Inc					1,492,193	5,765,642	9,617,565	13,69(-0)	-1115	851,513	336,300	01,019				2,09	4,20	1 -	2,13	
Grives		-					3,566	21,04	13,990	47,520	\$1,000	51,000		1			189,60;			1
Syria				-	164,000		233,230	2,0	6,833	465,820	82,890	128,788	75,000							1
Batavin falanda	1,574,713	\$29,811	877,054	209,830	365,270	894,015	477,558	64.00	11210	632,010	229,493	123,700	158,000	31,53		1.59		31,517		
Soumiani and Mokran		1			·			~					1		1		7,00	1	2.00	1
China- {Hong-Keeg	1,500			10,027	-	1,213		1	1.	810		·						1		
Crimy Para an	11,005	5 m	\$\$1,300		7,800	1,020		1	).						·					1
Zanziber and Peerla	2,192,527	1,129,255	2,331,109		1,457,650	2,252,999	1,201,013	2,64(,95	103,539	1,527,527	1,456,520	1,153,858	1,194,014	611,514	412,800	255,080	200,842		28,23	8
Abyssinia							***					·								Ł
Maldives		2.177.000	4,900	1,000		830,409		1,65	4,600		7,660	660	400		1,550					
Mauritins & Dependenties	8,419,000	812,534	991,720 4,437,235	1,178,478	761,604	501,997	592,017	*1.0	408	415,450	672,600	\$12,611	178,418	54,175	55,420	118,449	49,635	1,235,555	8,356,00	4
Sisn	5,318,490	812,334	4,497,294	7,725,870			131,058	45,00	30,99	\$9,153	102,715	458,750	113,410	43,285	22,010	7,410	129,150	1,500	1,23	0
Turkey in Europe				14.000				- 1	61,220	\$3,290		70,860								L
Do. in Asia Red Sea	2.508.058 8,105.341	233,000 10,535,103	1,621,600	430,231 6,142,323	Ξ	Ξ	-	3	= }	93,100	411,999	25,312								
Nyamland		37,133																		
British	4,559,500	3,547,985	1 20 1 10	2,841,953							_				_					
East Africa- Perturness French Semalliand	3,483,876	4,505,653	1,213,120 1,933,292 455,795	3,907,216	3,208,010	5,533,045	6,053,035	6,651,35	uin	2,885,655	4,517,175	2,233,220	2,333,200	2,205,450	1,000,200	1,491,459	1,332,268	1,850,055	2,054,63	
East Africa-Italian	1,313 610	\$55,375	644,020	1,301,665	478,650	941,022	245,205	314,55	42,32	910,105	226,000	176,825	510,105	375,990						٩.
Nuskat Territory and Tracial Orean	1,189,140	1,250,125	\$\$1,000	008,555	352,735	539,152	414,555	\$59.24	KR,800	207,303	107,550	143,753	141,410	159,947 76,337	7,420 83,632	37,835 20,810	45,005	10,550	12,25	
Antis													101,020	10,031	63/555			35,50		1
Other Natire States in Ambia	549,335	113,700	335,939	\$83,550	242,581	273,499	391,822	\$29,13	11.05	323,740	178,405	230,550	\$15,155	152,270	155,300	 21,840	77,520	54,920		
Australian Commonwealth	141,190	50,611		10,560	\$9,675	18,158			3,685	1,000	840	47,260	53,879	63,747	45,530	\$6,200	42,223			
Fiji Islanda				2,500	12,995	3,000	2,565	~	110	600	3,820	7,478	11,990	1,000	425	3,512	560			
Germany								~	-			·		7.000	7,000					i.
Henjam Island	12,868								-	-	- 1	-							-	
Besyrns			·	~				1,9	1,336	24,000	8,640	40,000	18,000	·		-		-		ſ
Palostine		1		~		·		1	. 179	10,030		5,760	1,520		-					L
Ferry	9.216,472	1.325.501	10.828.353	2,600,338	72.000	48,833	234 500	105,11	- 1	- 1		32,400		· ••	- a	·	·*			Ŀ
Japan		48,000	F.600	1,509,150	75,000		234,144		11,00	878,970	1,310,932	774,300	679,800	474,000	437,400		'	-	301,000	12
Stychelins	51,500	7,399	131,314	127,000	\$5,700	41,000		87,09								··· .		-		1
Madagascar	374,704	165 252	30,000	P2,410			800		17.92	31,095	170,150	33,784	63,000	2,600	27,000	33,600	\$7,500	\$5,500	56,550	
Natal	734,167	\$16,003	130,100	62.150	429,555	50,729	142,211		3123	75,040	101,635	165,433	87,506	4,000	55,312		 12,659	1,200	1,165	Ł
Tenganyika Territory		· · · ·			1,095,106	2,342,238	2,780,100	4000	1,06,722	10,040			2,145,196	1,745,220	2.017.088	1,900	393,370	41,000	\$20,485	
Java	197,464	6,525		63,550	4,534	820	505	100	192	3,111,920 602	5,700	2,210,311		2,275	2,400	000,149	530,870			
British Galans				7,990				- \		992						_	- 1	2		
Barneo (Dutch)	`	[						~ V	1.1			38,109						- 1		
Reunion		225,550	\$0,900	23,500	555			- 1	1.1	-								11	- 1	
Federated Maley States	441,373	102,072	1,025,230	208,100	,73,409	80,909	54,490	65,22	22,80	163.538	155,729	121,522	121,899	41,219	41,557	30,007	41,200	\$0,597	23,282	
Anglo-Egyptian Sudan	· · · .	·		··· .	1,430,890	1,833,660	1,050,655	1,417,154	10,00	435,510	1,150,956	1,565,197	1,056,168	419,050	231,630	114,330	144,168	163,730	101,500	1;
New Zesland									11-	1			\$5,400			2,603		-		
Other British Possessions Kenya Colony	1,000		474					1,080	11-	17,450	\$4,300	25,920	290,250	43,400	37,000	3,410	500	\$20,569	1,224,720	1,80 34
			7,314,031	6.671.005	4.142.207	4.312.715	2,910,800	4,185,551	l has			1,610,165	2,282,831	959,134	1,013,931	523 091	403,420	305,247		

Operating to mother three barries and the second synchronic synchroline synchyneline synchronic synchronic synchronic synchronic sy	· Elite	and the second	terres from a	5.4						-	~									Sec.	
COURT         UNITAL         UPACH         UPACH <t< td=""><td>- Andrewski (1994)</td><td>ويصدحنهم</td><td>فتبدية ضتنعه</td><td>V.3.</td><td>27</td><td>8</td><td></td><td></td><td></td><td>1</td><td></td><td></td><td></td><td></td><td>•</td><td></td><td></td><td></td><td>ť</td><td>( Series and series of the ser</td><td>a fan ar star</td></t<>	- Andrewski (1994)	ويصدحنهم	فتبدية ضتنعه	V.3.	27	8				1					•				ť	( Series and series of the ser	a fan ar star
Description         1910bb         1940bb         19	PORTS.	1.1						COTTO	N PIECE	-GOODS	IOURED	D, PRINTI	ed or Dy	ED. (ALL	KINDS)					E	XPORTS.
Structure         Image         Table	COUNTRIES TO WHICH ENFORTED.	1917-18. yards.	1918-19. yards.	1919-20. yards.		1921-22. yards.	1922-23. yards.	1923-24. yards.		1925-94 yarda	98.27. prds	yards.	1928-29, yards,		1930-31. yards.			1933-34. yards.	1934-35. yards,	1935-36. yards.	1936-37. yards.
Name         Name <th< td=""><td>Smyrna</td><td></td><td></td><td></td><td></td><td></td><td>·</td><td>45</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Smyrna						·	45													
Sameline Preventers         Residue Preventers         Residu	Fiji Islands	1	975		30,000	2,600	3,200	400			17,770 600		2,600	29,200		4.561		46,312 19,600	58,135 5,582	162,827	25,600 91,294 1,900
Structure         Structure <t< td=""><td>Somaliland Protectorate Cevion</td><td>10,565,097</td><td></td><td>1.1.1.1</td><td></td><td>17,921,706</td><td>16,648,938</td><td>15,573,810</td><td>1,591,180</td><td>17,503,509</td><td></td><td>500</td><td>17,344,862</td><td>18.446r</td><td>26.456</td><td>974</td><td>1 100</td><td>9 400</td><td>17,229,664</td><td></td><td></td></t<>	Somaliland Protectorate Cevion	10,565,097		1.1.1.1		17,921,706	16,648,938	15,573,810	1,591,180	17,503,509		500	17,344,862	18.446r	26.456	974	1 100	9 400	17,229,664		
Orthogo         Orthogo         Construction         Orthogo         Construction         Constrution         Construction <th< td=""><td>Straits Settlements</td><td>1.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>7,823,064</td><td>4,951,566</td><td></td><td></td><td>10,123,193</td></th<>	Straits Settlements	1.															7,823,064	4,951,566			10,123,193
And m         m <td>Other Native States in</td> <td>1</td> <td></td> <td></td> <td>917,560</td> <td>1 1</td> <td>5,230,006</td> <td>3,506,848</td> <td>3,210,647</td> <td>1 : 31</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2.803.042</td> <td></td> <td></td> <td></td> <td></td> <td>1,494,048</td>	Other Native States in	1			917,560	1 1	5,230,006	3,506,848	3,210,647	1 : 31						2.803.042					1,494,048
Chine Linghom         Bill         Discussion	Arabia	0 161 061	3.987.219	4,154,368	4.623.098	5,106,203	4.077.118	3,769,409	3,699,571			4.251.025	3,098,388	2,379,326	1.800	3,000		'			2,105,45
bit here and Soundhall	United Kingdom	\$1,151	108,802	134,677	110,522					15,69	31,549				56,032	12,434	66,848	4,396	13,045	164,032	2,105,45
Thrack Sets         Thrack Sets <ththrack sets<="" th=""> <ththrack sets<="" th=""></ththrack></ththrack>	Mekran and Sonmiani					34,064,110	27,003,823	30,864,575	35,508,112	3	<b>1</b> 1,406	28,635,719	18,521,176	12,469,338	8,756,565	12,747,992	4,927,469	4,562,673	2,321,141	1.304,694	2,869,03
Display         Display <t< td=""><td>Turkey Black Sea</td><td>1,931,239 17,682,449</td><td>1,745,501 17,276,719</td><td>1,978,945</td><td>1,410,872</td><td></td><td></td><td></td><td></td><td>1</td><td>1</td><td>26.700</td><td></td><td></td><td></td><td></td><td></td><td>  </td><td></td><td></td><td></td></t<>	Turkey Black Sea	1,931,239 17,682,449	1,745,501 17,276,719	1,978,945	1,410,872					1	1	26.700									
Kerg Active         m         L4.202         L1.200         L4.202         L1.200         L2.200         L2.000         L2.001         L2.001 <thl2.001< th=""> <thl2.001< t<="" td=""><td>Gibraltar</td><td> 300</td><td>2,660</td><td>2,953</td><td>9 119 959</td><td></td><td>1.035</td><td>1.832</td><td>106.045</td><td>102,450</td><td></td><td>599,792</td><td>143,490</td><td></td><td></td><td></td><td> 2,100</td><td>14,700</td><td>24,210</td><td></td><td></td></thl2.001<></thl2.001<>	Gibraltar	300	2,660	2,953	9 119 959		1.035	1.832	106.045	102,450		599,792	143,490				2,100	14,700	24,210		
Turney na weight         Sold Sold         Sold Sold Sold Sold Sold Sold Sold Sold	Kenya Colony U. S. A   Pasific			14,352	17,830 4,380	\$34	4,000	2,821	2,593	1	19,222	4,544	39,380	10,721	135,424 16,718	129,263 13,791		6,847	52,792	794,170	
Perish         - 1114407         20173         - 1017         - 101	Tanganyika Territory					2,081,037	1.240,956	1.434.482	1,807,418	3,457,50	336,494	9,270,458	9,668,052	9.030.907	8.372,665	8,618,966	5,056,124	2,325,720		1,294,588	1,783,1
Affer         Typerings         Typerings <thtyperings< th=""> <thtyperings< th=""> <thtyper< td=""><td>British</td><td>1,145,078 48,110</td><td>2,017,213 310,275</td><td>122.579</td><td>998,399</td><td></td><td></td><td></td><td></td><td></td><td>-</td><td>· · · ·</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></thtyper<></thtyperings<></thtyperings<>	British	1,145,078 48,110	2,017,213 310,275	122.579	998,399						-	· · · ·									
Data Atthe-Tulinin         199,011         292,291         45,700         282,297         47,701         71,900         292,297         497,701         71,900         292,297         497,701         71,900         292,291         290,400         292,295         291,400         292,201         291,400	Africa French Somali-	261,475	156,499	12,600		990			2,400	109,045	168,940	390,685	364,160	496,875	236,352	400,103	386.275	323,440	99,030	62,410	22.0
Description         Description <thdescription< th=""> <thdescription< th=""></thdescription<></thdescription<>	East Africa-Italian Egypt	2,024,072	884,517	1,921,814	2.616.677	343,133	1,131,732	2.145.413	1.762.610	2.330.756	007.339	1.132.458	53,960	51,340	30,347	219,435 7,860 22,140	3,341		11,493	92,624	426.3
Mainting Transform       State       130000       130000       120000       2000,790       1,00000       2000,790       1,00000       33.84       71.000       33.84       71.000       33.84       71.000       10.0000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000       10.000       33.84       71.000       33.84       71.000       33.84       71.000       10.000       33.84       71.000       33.84       71.000       33.84       71.000       10.000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000       33.84       71.000	Sumatra Java	458,302	357,266 324.013	326,830 912,047	508,396 449,320	320,866 1,204,802	158,449 1,266,964	961,614 1,796,535	1,705,231	1,502,723	1385 175 1/20.907	2,725.383 1.725.588	4,072,592 1,866,227	3,194 500	2,990,358 1,276,036	2,832,480 655,558	2,417,054	726,065	184,727	134,857	121,0
Law <td>Maldives</td> <td>834,826</td> <td>3,139.005</td> <td>497,874</td> <td>1,235,506</td> <td>1,360.001</td> <td>2,233,123</td> <td>1,366,081</td> <td>1,129,630</td> <td>9.976 351</td> <td>1924.570</td> <td>2.435.370</td> <td>9,000 1,074,201</td> <td>2,050,749</td> <td>1.052.989</td> <td>571,063</td> <td>383,421</td> <td>6 526</td> <td></td> <td></td> <td>1,945,9</td>	Maldives	834,826	3,139.005	497,874	1,235,506	1,360.001	2,233,123	1,366,081	1,129,630	9.976 351	1924.570	2.435.370	9,000 1,074,201	2,050,749	1.052.989	571,063	383,421	6 526			1,945,9
Ialy <td>France</td> <td>32,140)</td> <td></td> <td>1,257,780</td> <td>108,341</td> <td>22,986 3,039,161</td> <td>23,550 863,988</td> <td>61,300</td> <td>1,059,543</td> <td>1.476.59</td> <td>12,140</td> <td>25,320</td> <td>765,335</td> <td></td> <td></td> <td>133,970</td> <td>1,840</td> <td>() 7,200</td> <td>66,554</td> <td>134,555</td> <td>3 26,2</td>	France	32,140)		1,257,780	108,341	22,986 3,039,161	23,550 863,988	61,300	1,059,543	1.476.59	12,140	25,320	765,335			133,970	1,840	() 7,200	66,554	134,555	3 26,2
Optime         Description         Description <thdescrint< th=""> <thdescrint< th="">         Descri</thdescrint<></thdescrint<>	Italy Greece	·							15,840	1 62.64	25 574		18,000						<u>ا</u>	1	
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	Turkey in (Iarant & Binek Sen Starkey in (Izel Sen Asis (Persian Gulf)	18,775,000	16,090,100	21,532,000 8,537,500	13,525,000	\$1,705,333 \$46,500	10,505,100	1,164,520	18,596) 19,596)		1,199,200	1,765,100		1,278,425	1,258,312	1,051,857	9,458,500 4,119,295	6,518,100	1,907,154	19,790,000	1 537,900	
	Asia Urenian Galf J po, in Dampo Mablies Exastor Inde-Chira, etc.	=		2,012,100	1,619,100	·		3 805 160	1,120/	10,130	335,110 400	836,755 400	719,400 1,000 FIS,100	675,536 1,790	1,108,860	1,416,500	8,000,003	3,801,500	1,055,120	2,939,900	4,898,000	
	Do, in Damps Mablies Ecostor Inde-China, etc.	12,001,780	73,000 13,530,799 1,740,599 7,496,999	201,000 12,575,900 2,015,641	115,000 17,073,500 0,094,100 750,000	(5,000 \$2,771,400 1,590,400	167,500 10,338,400 2,388,500 745,500	3,046 15,000 8,115,000 2,007,600 605,100	(1) 1,12 1,12 1,12 1,12 1,12 1,12 1,12 1,	10 10.22 10 10.10 10 10.00	10.250,250 2,406,200	13,999,000 200,100 20,000	15,424,350 230,700	\$4,900 12,029,000 807,031	32,160 5,271,800 1,878,499 105,090 2,117,650 2,117,650	91,600 4,031,709 1,903,508	8,557,717	29,004 7,402,100 901,500	11,523,500	59,097 19,973,700 917,600	F0,003 25,875,000 3,007,009	
	fully British Possessions	10,000,000			720,000	+,503,630 (6,000 (5,771,409 1,590,400 (690,630 2,000	745,800				1,871,503 33,100 99,700	2,000,500 70,200 91,900	2,492,500 31,900 41,000	1,000 55,000 12,009,000 807,000 40,200 4,759,610 25,300 231,000	105,000 2,117;450 19,000	1,446,503 2,580 94,000 4,081,700 1,405,500 1,405,500 150,000 5,141,520 305,220	8,587,711 115,000 115,000 3,599,150 154,000 473,550	20,000 7,402,100 805,500 145,000 5,001,300 80,500	6,211,900 149,900 8,100,050	917,600 92,700 7,613,931 318,901	10,000 15,875,040 3,017,000 49,405 6,432,700 442,305 5,333,940	
	Palestine South-West Africa (French (West) Kenra Colory	102,800	201,300 802,350	3,905 003,115 23,000	1,025,190	 530,000	2,145,500	0,000 3,130,060	11/ 4,653	1983,020	4,211,200	4,100,575	5,410,027	231,000 \$,507,422	319,600 5,133,179	595,920 3,151,619	423,555 5,679,223	P46,690 946,690 4,800,150	8,800,050	318,900 5,405,900 6,177,103	6,985,999 6,783,550	
j	South West Arres { German Kenya Colosy East Africa	1,018,100	872,850 5,000 2,365,000	1,073,636	4,425,610	4,157,038	5,621,424	5,100,820	1,680	100,000		8,000,244	12,415,230	3,652,000	12,399,315	12,332,892	1,055,000	11,711,223	14,203,403	15,571,670	18,713,900	
- 4	Portuguese West Sfrice	113,000	110,000	25,000	75,000 3,000	43,998	10,400 21,000		- 111	96.330 913,230 1141,230	131,450 438,000	178,650 998,609	83,206 1,972,108		155,600	148,500	153,000	3ï1,400 1,597,521	239,700 8,457,450	153,040 1,099,380 4,959 23,521,400 24,943,387	14,100	
	Other Contents in Aurica Bergit Natal Chili British Guiann Polasal (Icoluding Dantaig)	77,012,109 17,005,050 43,713,100	80,000,730 17,313,000 43,701,300	0,578,900 0,193,050 15,331,700	13,019,990 10,414,759 54,310,100	5,552,954 15,163,700 4,471,400	8,807,550 10,201,500 6,201,900	14,003,400 10,850,841 43,918,556	11,021) 11,021) 41,175) 61.1	1011.500	14,414,000 12,500,500 18,155,000 185,100	4.210.559 4.763.100 0.120.800 634.000			5,010,703 1	4,290,445 1 4,157,850 1 2,183,709	2,848,450 8,975,198 4,400,500		18,950,750 \$3,908,500 4,965,825 1,593,497	23,521,400 24,943,587 5,533,664	23,923,688 23,621,462 8,711,650	•
	British Guiann Poland (including Dontzig)	1,530,500	690,100	99,700	550,700	462,000	863,000	116,100	- 60	121				=	= 1	1,464,000	4,400,500 1,833,500	2,075,386 25,000(a)	1,593,497	24,943,787 5,533,650 2,715,660 2,406,660	2,356,560 78,500 8,040,500	
- ŀ	Poland (including lumiting) Irich Fore state(a) Irabia { Huskat Territory and Tencial Oman Other Satire States Including States Incl	112,814 33,300	111,100 6,000	187,009 31,050		61,787 50,800	58,900 5,590	02,200 5,200	29,1 8,5		69,530 1,900	63,578 6,509	105 894 1,850	82,845 34,500	51,110 13,998	151,950 183	157,675 3,090	110,945 10,750	158,850	149,550	239,550	
12	etherlands	Ξ		8,518,600 190,000	154,000 15,584,790 1,005,000	2,001,500 \$10,400	3,500,000	5,799,890 1,159,600	8,010.	有國	8,051,000 \$91,000 1,210,000	3,818,000 1,851,155	(183,878) <sup>1</sup>	2,495,400 1 1,810,100	2,276,500		\$0,500 0,710,100 1,400,500	1,123,400 1,575,500	8,671,409 1,142,000	9,510,100 5,510,200	11,310,510 2,553,320	
R	ussia (Southern Patific Prets (in Asis)		E			1.4			200	ā.00	\$29,000				"i (()	21 000	211,900 5,501,100 1,599,700	1,151,500	1,356,000	"15,700 8,090,475		
		574,000	6,474,090 581,433	7,292,300 225,600 2,001,700 800,300	4,075,900 701,000 5,031,500 815,900	7,503,100 1,379,000 3,121,000 783,200	4,971,750 715,630 5,000,500 700,500	7,105,500 5,660,600 5,156,700 1,239,600	Sec. Sec.	100 NC 100 NC 100 NC	\$29,000 4,700,928 875,999 5,569,590 1,135,990	2,637,860 6,507,655 917,300 6,805,500 1,605,300	1,651,200 517,800 7,003,800 2,930,200	817,600 0.035,206 811,200 0.215,200 2.017,001	892,200	477,403	1,031,650 5,528,932 1,578,400	1,929,055 901,859 6,025,003 2,072,014	1,409,500 1,499,000 7,499,000 2,901,490	8,699,423 1,514,400 6,818,217 2,611,100	4.405,226 2,470,565 7,561,100 3,335,760	
002	rii bebes and other Islands her Countries in Asis we Chiedonia illippinos		***	1,931,400					-1	151				441				-		174		
10	ernany ye Coleny	1,109,000	2,909,999 9,000,999 387,500	1,951,400	5,663,000 10,200	4,001,000 250,000 60,000	4,112,597 1,700,700	2,531,590 1,550,754 97,693		100 600	1,519,000 2,000,000	4,563,600	1,757,415		5 100,900 1,770,595 193,648	1,557,820	5,679,500 6,763,149 159,150	0.031,000	4,472,000	5,291,500	4,550,400 3,028,050 451,400 1,626,550	
0 B	ther Foreign Constrict for Foreign Constrict trate foreign Database protein	910,000	387,500 15,000 401,500	30,500  500,000		1	60,500	100,406	扪	4,207	313,437 40,030 45,100 1,903,080	41,000	493 185 29,500 29,600 1,193,256 109,000	407,250 32,000 932,300	15,200	131,000 13 500	3,450 17,700 545,600	\$22,405 2,400	418,228 6,060	\$35,907 \$5,200	1,626,500	
, v	eurznela Boulda		401,500	500,000	244,000	\$30,000	50,000	55	21	500,000 69,000	100.000			192,990	110,500	275,425 131,900 13 500 63,500 10,000 5,000	200,000	607,626 59,606 101,005	475,660 90,999 171,090	1,029,200 50,900 410,000	555,099	
	Benitar abrein Islands algeria commin	8,000	8,100	10,500 1,600,000	12,500 20,100	1,000 1,000 155,400	50,000 9,000 75,000 75,000	53,551 20,700 197,570 30,500	$\left( \right)$	10,125 140,505 10,000 20,000	30,660 18,225 413,000 234,760 139,356	5,450 16,500 14,500	7,586 87,600 9,500 51,500 51,500 388,550 3,110,000 3,110,000 5,153,600	21,721	9,500 05,100 01,410	9,700 290,400 025,400	19,700 191,900 523,900	7,574 105,000 T09,095	7,350 20,000 514,000	0,800 30,000 400,500	256,100 256,200 541,100	
1. may	rugnay tit Islanda		-	100,000	2,816,000	2,128,100	3,530,600			195.000	150,256		0.100	417,100	471,418 50,410				- m		\$13 100	
C 1	ulti layti and St. Domisgo write Rico Other Islands in the Incide (derated Malay Sister	94,690 22,014,690	71,000 11,070,038 21,030	25,900 21,114,400 49,000	799,510 22,478,650 337,600 2,841,700	777,600 14,556,400 2,772,900 15,000	101,500 8,017,500 1,445,500 2,445,500	1,443,600 30, 544,500 1, 544,500 4,		0.671,530 g 0.113,010 0.936,400	150,000 9,010,000 1,023,500 4,471,200	303,000 9,180,100 2,510,728 5,945,400 30,000	3,410,000 3	1 833 333 2	9,000 1,999,452 1,953,700 5,910,500 10,200	194,000 3,477,000 3,477,000 1,475,000	1,803,433 1,651,400 1,811,500	3,132,218 8,540,600 3,561,600	19,316,146 2,391,660 5,415,660	18,331,000 3,351,000 5,034,100	18,197,500 3,041,700 4,392,660	
	other Islands in the Incide rederated Malay States	2,223,600	1,049,700	1,414,700	2,811,700	2,772,000	45,000	98,000 38,150 141,508		219,9729 13,250	15,000 9,000 317,210 36,500	30,000 713,750 76,500	T20.77.0 158,000	11,500 212,680 EG1,659 226,700	10,200	38,356 1,320,100 203,100	230.000 1.803.400 1.651.400 1.811.200 1.6240 20.000 1.117.450 170.110	40,000 200,005 13,132,218 5,640,000 5,541,000 5,541,000 51,533 8,000 3,213,550	10,310,140 2,791,600 5,915,600 461,556 17,000 3,101,819	40,718 2.300 6,009,654 231,800	3,011,700 4,392,660 222,100 3,991,420 3,991,420 272,109	
	Advanted Main Story	415,705 23,509 10,500	653,030 13,950	-	09,010 5,100 15,000	ïr,000	16,510 81,900	111,200			\$6,500	26,500	153,000	216,300	90,000			\$1,900	~ 800		\$9,000	
	Portuguesa Gauna Rolivia Comus		120,099	-	-	150,000	185.60) 75,160	ia.000		3,000 65,000 70,000 150,000	193,005 91,000 7,500	182,000 304,000 37,390	141,008	501,000 417,500 20,100	65,000 07,000 1,831,900	5,000 200,000 200,000	45,766 192,200 1931,900	\$7,500 159,997 4,915,150	68,351 366,756 0,853,590	\$0,000 30),000 8,003,700	100 000 732,000 7,723,760	
	The second secon	25,000 37,100 15,000 30,000	50,636 407,396	=	25,000	=		15,890		150,000 0,500 159,600 199,100	509				141		78.077 330,950	42,500	95,889 235,399	A5,600 93,750		
Ì	Costa Rica Erazii Tratenda of U.S. 5	Ē	173,599	-	10.000	10,000	\$138,500 \$7,500	131.000 18,000		199,000	233,000 143,400	194,425 155,999	125.254	110,400	45,659 141,000	110,137	333,950	421,100	235,000	99,156	114,900 313,100	
	Virgin Islands of U.S. 4 Abyssinie Tangangrifts Territory Snyrris Orost Slovens Risto	1111		-		50,000 425,900 81,405	10,000	250,750		477.925 677.555	233,50e	501,725 1,530,113 3177,700 03,000	613,800 724,350 220,390	000 100	072,420	137,400	150,900	- 1	1,050,000	1,331,000	2,123,200	
	Serie Oroat Sloveno Rato Serie Versenav Seculi-West Africa Protectorate Armenia	11111	=	-	11111	1,311,305 20,000	70,000 20,540 553,540	237,390		- +		377,700 03,000	200,000	103,000 103,000	63,200	201,300	34.000	1,092,022	71,400 1,595,000	201.200 150,000	100,000	
	Armenia Toyat	1			÷	10,000 423,900 81,405 1,511,505 20,000	683,800	16,900 19,850		85,950 11,010	\$3,100	10,000 47,000	8,690 33,002	"a,000 11,600	21,000 22,950	23,000	10,053	=				
_		104,000,010	R1.095 F6P-1	12.728.0415	11,006,100,2	50.710.0003	4.231.879 4	1 716. 93545	1	1.055.325%	0.093.010 4 [d] Sépara	11.120.680 <sup>1</sup> 11 toly shows	of South A	3.210.749/43 1-34	1000.01	x.632.263/s1	0.055.092	en.414.82514	22012398	453,003,2103	10.422.008	
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- 1999 - <u>- 1999</u>				and the		de Eller	<u>na san</u> a sa	1.11	anti P
<u>s</u> e		284		1	Í		285	(States	
	EXPORTS.			JUTE	INUFACTURES,		(ALL KINDS).	-	EXFORTS,
	COUNTRIES TO WRIGH	17-18. 1915-18. 1818-26. 192 ards. yards. yards. yu	INS. MADE	yards, junda,	1954. 1995-97. path. yurds.	1607-25, 1928-20, yards, yards,	1929-30. 1839-31, 1931-32. yards, yards, yards,	1812-33, 1833-33, 1833-33, yards, yards, yards,	1005-20, 1016-37, yarda, jurda,
	Brits Oape of Geed Hops Bolivia	110,000	91,000 91,000 719,500 622,419	108,000 549,000 730,000 543,000 4,000 708,000 610 540	¥1,001 ¥01,510 *8,001 40,000 \$17,000 140,000 \$20,000	010,020 1,001.001 10,000 200 000 114,000 452,560 200,000 54,000 30,400 54,000	915,700 211,000 50,000 91,000 15,000 20,000 91,000 15,000 20,000 100,000 10,000 10,000 210,000 50,000 160,000	705,350 1,020 16,006 10,000 191,006 175,499	200,000 600,000
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	Gaba Sumtra Balgeris West Indies-Danish	*** _ 1.0 _ H.*		210,000 272,300		813,000 515,535 	806,538 1 188,505 462,033 805,539 378,000 408,000 859,000 1,037,003 962,003	200,000 80,000 78,215 200,000 812,310 100,000 853,500 110,000 550,000	318,500 310,000 184,000 213,000
	Zerre         Secretary           United Subtra (Linearies)         Sec.           United America (Linearies)         111           Arcretic Konstein         102           United America (Linearies)         73, 44           Variet (Linearies)         73, 44           United Konstein         75, 54           United Konstein         61, 74           Cannals (Linearies)         61, 74           Structures (Statistic)         12, 74           Structures (Statistic)         12, 74           Structures (Statistic)         12, 74	518,100 (537,661,500 (601,522,600 (60.5 124,560 (01567,555 154,961,800 (20.0	(25)943 740,143,450 877,312,923 977,948 76,640,600 77,053,000 95,649 145,62,509 126,312,468		190,000	091,000 1,001,000 2,002,000 915,157,500 915,177,510 913,82,1200 101,833,010 107,502,000 339,579,500 310,326,000 31,140,410 23,172,094	2,400,100 5,750,200 6,850,400 853,160,000 742,718,771 911,493,422 18,711,667 111,022,990 50,881,817 19,256,500,005,562,000 101,665,185	80,574 857 104,834 543,600,379652,580,641 80,574 857 104,834 543,600 379652,580,641 80,574 857 104,834 97,500,046	
	United Kauplen Sareden Netherlands Consta [Atlantic]		00.000 1.825.000 435.000	1,43,000 100,000 1,753,000 09,333,500 61,813,000 4,020,700 8,521,000	10,000 10,000 10,000 0 10,000 0 10	63 015 530 03 100 500	94,060,023 49,187,037 (6,176,109 970,000 560,016 37,000 78,000 84,00,000 4,000,016 37,000,019 1,000,010 4,000,000 6,000,110 1,000,000 4,000,000 1,000,000 1,000,000 2,000,000 5,000,250 1,000,000 2,000,000 5,000,250	57,480,543 54,800,113 54,800 54,800 54,800 54,800 5,0000 5,0000	146(286),123 157,728,725 157,728,775 132,097,721 132,097,721 132,097,721 132,097,721 132,097,721 132,097,721 132,097,721 132,097
1.	Strails Settleseratis Anstralian Commercentith Cyrlon martiner etc.	64,063 1,977,090 2,816,593 1,2	N1,000 4,128,000 3,543,000 S0,013 1,578,000 400,000 S0,013 1,578,000 400,000 15,583 2,007,600 2,009,000 37,002 133,656 509,000	09,133,500 01,413,500 9,020,700 3,521,500 3,500 35,521,900 21,983,018 80,112,500 5,523,600 3608,720 5,100 44,221 402,000 400,600 900,000 91		83.015.570 93.600.000 5.700.078 7.200.300 1.600.531 803.402 84.552.736 92.172.547 8.310.170 3.415.002 2.000 2.000	1,328,521 1,520,357 1,623,100 25,923,919 18,530,217 10,853,004 3,599,640 2,909,080 8,565,250	2,316,563 2,533,300 0.051,435	513,800 513,800 51,255,760 87,000,419 8,502,915 12,259,400 9,855,516 50,511,167 30,113,498 1,765,550 2,095,499
	Portugues West Africa	\$9,000 33,000 i0,700	12,003	402,000 - 20,000 20,000 - 20,000 278,020 - 47,00 176,140 - 1,00	210,000 1,000,000 21,000 527,010 100 115,550 15,000 17,000	2.000 2.000 400,000 205,000 269,000 393,000 175,250 502,420	101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 101,000 100	\$10.040 53,000 1,190,700 1,190,700 1,275,000 1,190,700 1,190,700 1,190,700 1,190,700 1,190,700 1,190,700 1,190,700 1,190,700 1,100,700 1,000	T57,000 2,554,000 20,000 52,660 51,497 2,460,550 749,221 530,600
	British Romeo	39,000 eii3,009 f	1,000 00,000 620,000 433,000	50,000 50,000 10,000 500,000 2,350,000 	12,000 17,000	3,353,600 4,003,000	3,000 3,750,000 1,851,000 2,710,000	450,000	2,362,000 0,371,093
	Nekrin and Samiati New Zoshati	\$3,475 5,113,100 1,699,499 8,5 77,000 44,000 8	Si,030 1,715,850 1,454,090 12,000 40,500 95,000	2,5514,051 8,563,880 2,350,000 0,007,000	104.500 5,013.050 1017,500 5,157,000	8,012,799 8,573,100 8,565,400 5,388,590	3,623,734 3,381,881 8,665,491 1,433,000 1,435,600 1,947,000	2,800,110 4,427,555 4,510,011 503,000 1,538,000 631,000	4,301.517 482,000 1,712,650
	Austria Henrill		25,000 3,328,800 0,951,000 	10,010,000 0,051,000 320,000 1,332,000 2,000 109,000 4,911,000 5,226,000	(211,009 0,813,000 1,517,000 1,517,000 1,610,000 1,917,000 1,610,000 2,907,000 12,000 10,000 955,000 992,000	8,401,600 13,109,000 391,500 192,500	8,913,912 3,507,000 5,862,000 1,999,500 2,555,500 1,673,000	3,716,600 1,517,000 1,317,000 775,600 234,000 11,000	591,000 5,510,105
	Chilli Other Omntries in South America	96,500 5,551,100 550,500 5 400,000 1	0.000         0.000         0.000           000         118         0.000         0.000           0.000         11.8         0.000         0.000           0.000         2.000         0.000         0.000           15.000         10.000         2.002         0.000           15.000         10.000         0.000         0.000           00.000         10.000         5.000         10.000           00.000         10.000         5.000         10.000           00.000         40.000         5.000         5.000	320,000 2,000 4,551,000 550,000 550,000 2,300 3,300 2,300 3,000 10,0000 10,000 10,0000 10,0000000 10,000 10,00000000	(36,000 1,517,000 10,000 109,000 100,000 10,000 10,000 10,000 10,000 10,000 10,000 002,000 10,000 10,500 29,750	3,555,500 3,536,500 35,600 32,000 926,458 1,681,992 23,550 55,500	5,831,000 5,751,000 6,800,000 10,000 0,000 2,410,445 900,117 319,010	6,568,500 50,0000 50,0000 50,0000 50,0000 50,0000 50,0000 50,0000 50,00000000	200,093 150,093 9,948,095 10,149,589 90,080 1,144,595 1,144,595 1,144,595
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	Greman East Africa or Sanganyika	8,000  36,200  1	37,000 25,100 10,000 74,000 63,300 20,000	25,000 225,600 256,635 233,600 851 456 1,133,425	131,550 1,656,000 -31,000 100,009 -45,000 207,000 199,150 011,310		1,201,200 914,000 962,120 209,200 200,000 161,000 107,100 51,000 24,000 1,195,729 702,410 1,100,000	115.000 100.000 417,000 115.000 100.000 417,000 151,000 100.000 553,000 1,400,710 1,800,300 1,000,051	
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	United Kingdom	2,500 101,483 57,618 1,685 172,433 109,633 10,856 19,009 5,750	19,153 94,194 (0,503 55,610 41,576 84,512 13,546 5,579 18,510 643 1,197 1,941 90 14	91,900 S.I.II 29,670 SI.M 10,690 IJ.M 1,893 6,000	- 31,403 5,803 9,009 97,409 9,323 - 4,914	\$1,008 53,581 78,467 53,417 27,412 7,010 8,000 8,500	97,610 3,381	1,500	15,741 11,000 35,414 20,798
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- 11	Arab	n-{ Markat Territory and Trazial Oman & Other NativoStates in Arabia	[] [ 189.	954 3,0	81 2.5					1.1		7,436	10,075	290		6,338					·	1,800
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.	COUNTRIES TO WHICH EXPRESSIO.	1917-18. ewts.	1918-19. cwts.	1919-20. ewts,	1930-31. tons.	1921-22. tons.	1922-23. tons,	1923-24. tons,	1521-55, 5003,	3025-28, 3025.	1928-27. tons.	1927-28. tons.	1928-29. tons.	1929-30. tons.	1939-31. tons,	1831-32, tony.	1032-33, tons,	1833-34, tons,	1034-35. tons,	1933-36. tons.	1936-37. tons.
	Ceylon	. 504,201	702,090		35,258	36,630	37,207	29,374	27,555	\$5,535	20,159 	33,726	42,776	22,374 9	17,413	20,803	13,672	9,632	13,663	16,499	5,900
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	TOTAL	504	467 703,	598 676,	503 35,	260 39,	018 37,	128 29,	538 110	25,77	2 22,761	34,393	51,470	27,612	25,445	70,291	58,844	11,384	14,35	16,552	8,191

1	*		294					1										- 1	A Contraction	
	Exports.		201				RICI		тпе Н	1188	(All K	IND9)	2	95					n in stationaecha	na pagana na kata na 1999 na 1 Na 1999 na 1999
	CONSTRUCT EDUCTION	1917-18. 191 cwts. cv	18-19. 1919-20. wts. cwts.	1920-21. 19 tons. 19	921-22.	1922-23, tons,	923-24 1004-1	1 100.92		1927-28, tons.	1928-29, tons,	1929-30, tons,	1830-31.	1931-82,	1802-33,	1933-84.	163 (-32)		PORTS.	
1	Cupe of Geed Hypo			7,812		5,411	5,853 1,	1		5,623 16,462	3,822 35,507	5,808	tons. 0,665	5,208	tons, 3,589 8,531	tons.	tons,	1935-56, tons,	1036-37. tons,	
	Tripoli Rhodesia Switzerland		8,599 09 327,134 55,531 56,406 197,214 100	6,350 1,258 636	1.407		1,865			  2,237	  2,392 250	2,431	  	23  2,852	63	4 1,735.			-	
4	Norvey United Kingdon Crylen Manifias and Dependencies	54,010 1 10,463,456 5, 7,006,975 6,0 911,048 8	197,214 402,867 518,184 518,184 844,92,089 844,056 851,085	170,055 275,808 35,848	500 108,116 305,052 54,335 1,405	400 78,737 362,927 60,061	1,665 67,239 355,824 69,660 8,5000 8,5000 8,5000 8,5000 8,5000 8,5000 8,50000 8,5000	2,00 1,00 1,00 1,00 1,00 1,00 1,00 1,00	61,037	40,653	35,827 417,149	075 39,587 426,345 61,855 5,852	600 57,870 434,237 49,626	50,825 460,589 50,640	2,813 700 75,910 301,314	459 71,415 401,595	2,484 350 83,255 391,544	1,072 1,250 50,122	2,758 2,019 53,754	
1.74	Persia West Indis- {British Prench }	431.063 { 112,558 { 47,193	341,051 - 88,845 259,725 96,357		b,592	60,064 8,734 15,374 4,059	25,404 19 3,855 4	風 1555年 1月1日 1月1日 1月11日	52,300 7,201 18,600 649	64,964 6,901 13,658 806	57,603 4,191 14,907 848	5,852 24,255 0DJ	2,380 12,998 1,077	293 19,124 600	51,765 1,410 14,362 782	52,392 463 20,829 577	81,555 391,581 61,9(3 35,651 35,651 35,751	423,706 56,001 293 42,904 127	497,591 49,763 101 28,809 306	
	Straits Settlements		765,890 3,081,774 618,015	1 m 1	131,700	173,645 2,842 340,150	100,411 m	88 (1) 97	203,616	190,823	175,857	219,057 1,293 270,821	263,315	232,786	156,179 2,238 585 228,105	153,971	133,086	135,418	161,495	
	Australian Oremon wealth		208,878 260 61,593 48,333 160,868 289,533 25,927 213	8 991	14,461 3,305 8,910 2,101	32,045 2,305 12,270 720	413,078 m 15,530 2 2,103 10,535 313	100 p3,500 100 p3	259,676 11,746 545 7,250 1,527	345,731 18,568 882 13,979 1,572	207,870 8,271 505 15,588	270,821 4,009 479 10,329 1,624	102,238 1,046 87 13,849	261,006 3,751 230 9,993 558	228,105 4,782 108 8,373 507	214,113 4,763 100 14,050	004 167,831 4,850 2531 12,747 2,651	79,209 3,988 33	53,831 5,459	
	U. S. A. Parity Other Islands in the Pacific Preferated Maler States	32,431 1,	077,459 22,00	in in in		94 636		132 1,01 18 18 18 18 18 18 18 18 18 18 18 18	2,056		3,873 20 512 47,841	- 4	13,842 2,541 4 70 72,349	656 4 63,564		818	\$,61 3 63,67	9.741 1.813 67,506	17,586 3,017  72,926	
	Mekran and Souniani	\$2,497	149,821 15,50  5,806 1,30		4,620	7,132		1,34 9,32 (18 6,55 809 11,53		44,517 6,615  24,816	7,855	69,424 8,707 44,810	8,251	6,316  86,272	970	59,931 253 24,102	37	44	22	
	Egypt Turkey-Asiatia Red Sea Persian Gull Empin	215,181 317,065	451,358 307,41 450,652 149,18	91,947	3,555	1,005		1.22 \$44	496	5,718	2,021	1,622	575	050	320 1.792	123	29,893 120	13,706 155	9,105 977	
100 A	Denmerk	. 154,000	10,903 9 50,177 58	615 3,600 10,603	29,307 2,491	63,003 8,833 137	57,939	9,019 9,019 1,010 1,019 1,010 1,010 1,010 1,010 1,010 1,010 1,010 1,010 1,010 1,010 1,010	1 010	651 96,010 6,035	75,624 9,012	124,059 29,943	1,010 100,364 46,149	167,775 48,831		80,885 10,912	300 2,890 62,405 19,656	30 1,650 60,790 7,592	 111,724 7,925	
- 10 - 10 - 10 - 10 - 10 - 10 - 10 - 10	Transtal Gibmlian Hengkong China (archains of Hongkong and Macao)	8,370	77,767 . 295,26	6 81,820	30,615	104,389	78,103	31,05 1,50 22,00		206	58 8,254	18 33,359	 70,933	 63,273	27,817	51,013	2,651	 5,161	14,020	
	Russis (Northem)	1 100,000	117,458 61	0 12,435	17,600 42,408 133,373	167,619 79,526 500 75,765 6,400	127,848	4.70 19,55 14,59 14,59 15,10 56,59 15,99	181,032	100,603 150,955  6,613	43,439 7,601 43,640	220,600 3,709 155,132	396,313 838 4,800 51,203	353,456 403 2,059 63,179	233,823 74,061 4,800 18,313	170,618 205 2,600 4,333	173,415 4,155 25,816	71,747 9,133  4,915	16,585 47,964  602	
	Austris Malta and Gen East Africa- [angliar and Pemba Other Ports	9,977 179,274	251,295 253,340 178,25		 8,992	14,000	18.769	10,42 30,24	. 20,218	16,436 19,148	2,499 11,737	 10,258	 13,002	75 14,001		828 13,083	\$79 9,513	794 9,595	541 11,196	
	Natal Regil Chili Refilsh Guinn.	613,151 17,016 700	277,681 98,45	6,709 631	8,542 584	16,887 	17,458	19,96 39,16 16,10 21		22,151	20,250 	10,186 	29,135 	21,748	21,186	25,311	26,619	25,708 2,545	32,754 806 2,873	
1	Arabia {(Musint &c., &c.) Othernative states }		740,849 { 218,44	19,641	21,506 91,977 11,290	31,500 41,394 3,950	90 30,455 39,415 10,030	14.50 14.50 14.50 14.50 15.50	21,178 18,762 18,421	29,327 23,018	17,909	22,731	29,374 27,288 11,497	18,817 22,803	21,849 22,201	16,730 27,617 26,390	iin corr	18,901 27,819	20,160 29,083 12,345	
	Sumates	997,175 80,000	508,410 14,55	19 5,908 7,912	32,154	71,183 4,500	55,508 4,251 3,000	817 100 109 100 119 100	83,075 11,830	27,232 121,816 12,542	30,625 112,080 8,204	11,045 134,291 12,852	129,307 5,495 	05,843 2,605 330	1,744	69,803 990	18,374 25,389 70,011 2,000	74,744 7,059	47,210 15,700	
	Aleysinin	160,693	62,011 120,063 22,11 863,726 114,69		700	2,150	2,770	3,00 110,19 10,19 10,19 10,19		 `8,156	 1,025	5,830	4,087		4,670 39,043	7,550	7,574	 10,022 25,449	12,651	
			123,018	90 1,396	15,334 	83,033 850 1,100	3,175	7.4		110,107  400	78,406	88,371  5,704	91,899 29 	70,173 155  175		215	16,715 235	\$10	32,020 1,829 	
	East Africa- Portuguese	208,981 52,184 498,725	200,197 65,1 37,605 39,1 560,559 32,7 20,366 2,1	16 57	 1,823	4,010	5,438 1,567	11,123		  	7,290	7,987	 9.189	7,575	 7,795 2,245	7,894		6,397 3,052	 6.509	
	Roamania Sweden		906 979		4  1,000		100	1.8		9,092 5,300 4,000	2,705 13,400 4,000	<sup>10</sup> 1.010	1,978  100 8,851	2,020  2,000	2,245 1,900 4,554	200 11,973	3,914  10,638		239	
	West Africa- [French Portuguese]	. {	18.923 38.3	34	2,303		 1,115 304	1.28		1  1,851		7,712 2,500	 1,875 162	 1.688	 2.811	3,499	150		7,542 8,417 1,871 +325 8,314 604	
	New Zealand	- 1 eas		00 4D	Ξ,	43	1,551  2,105	122	1 97 8 234 1 1,582	231 1,241 6,419	6,528 1,261 1,439 5,101	8,470 1,143 1,363 6,824	1,358	1,295 1,710 4,115	2,811 857 531 8,712	3,429 1,632 1,734 3,410	2,517 611 2,84 4,53	18,001	24,716	
	Balgaria Kenya Colony Balarein Islands Other Foreign Comtaires Bormo, {Dutch}}	419,279	418,025 260,0	3,281 93,596 1		3,000	23,778	121 11 11 11 11 11 11 11 11 11 11 11 11	2 3,000 17 14,437 17 619 1,180	3,793 28,530 17,441	5,542 16,172 37,631	5,900 21,001 14,641	4,635 16,054 42,292	3,013 16,130 74,978	1,871 17,133 31,200	1,843 12,676 39,285	12,33 40,22	17,559 55,359	2,191 18,953 59,998	
	Horneo-{Dutte Borneo-{British} Coleires and other Islands Liberia Fiji Islands Henjem Islands	170.832	100 18.1	 	100 			= E	0 <sup>1</sup> 1,914		•	-	00 230	=	25 	 175 				
	Iraq	145 • 5,190	81 1 8,540	10 21	37 31,581 2,000	500	", 986	19 14	06 <sup></sup> 103 10 11 10 3,90	··· 8	202 13	2 51 1,982 515	1,450 25  20	55 8  220		30			 190 50	•
	Finland Hayti and St. Dorningo Koron Asglo-Bayptian Solan Upnote Protection Tangangtike Torthey Syrin Funnoh Hondult <sup>25</sup>		= =	558	504 10 4	2,010	1,550 5,905 2,600 52	1	194 6,190 190 37,577 17 82	2,163	1,546 393 2,492 24,735 56	515 4,395 22,020 119	2,415 4,229 62	6,750 1,272 1,059	929	2,000 600 			 1,683	
					99 	132 221 4,000 200 25	97 1 13,957	1	45 311 41 50 178 23,100	256	249	522		 249 573	150	 430	1	រៀ រំរំ	202	
	Palestine			10 1,059,931	1,365,456	201 25 2,037,939	2,176,785 1	1.	-			20,015	***	190	367	0	1	51 53		
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| PORTS.   |  |   | 1910-20.   
   | 1920-21,  | 1921-22.   | 1922-23.   | 1923-24.  
   | 1921-25  | Ë-  | 1993-27.  | 1927-28.   
   |   |  |  |   
  |   |  | - 1   
  | E  | XPORTS.  |
| COUNTRIES TO WHICH<br>EXPORTED.  | 1917-18.<br>cwts.  | cwts.   | owts.  
   | tons.   | tons.  | tons.  | tons,   
   | tom,   | 123-256<br>1225.  | tons.   | tons.  
   | 1923-29.<br>tons.   | 1929-30.<br>tons.  | 1100-31.<br>tons,  | 1931-32,<br>tons,   
  | 1932-33,<br>tons,   | 103-31.<br>tons.   | 1931-35.<br>tons.   
  | 1935-86,<br>tons,  | 1936-37.<br>tons.  |
| Roumania<br>New Zealand<br>United Kingdam  | 3,802<br>2,253,521   | \$31<br>4,846,312<br>( 105,472  | 80<br>3,364,514  
   | 135,662   | 82,746<br>200  | 141,296  | 181,810   
   | 1,000  | 111.870   | 1,000<br>49,550   | 57,451   
   | 1,000<br>18,072   | <br>79,538<br>2,000  | 100<br>07,605  | <br>14,183  
  | <br>14,270  | 170,425  | 103,781   
  | <br>\$0,141  | 217,603  |
| America {Pacific }   | 259,518  | 1 65,505<br>133,357   | \$25,738   
   | 13,958  | 30,052   | 49,016<br>7,911<br>22,923  | 78,429  
   | 81.60  | ä.00  | 51,248  | 60,890   
   | 47.036  | 50,711   | <br>24,590   |   
  | 200   | 83,961<br>000<br>42,003<br>3,984   | 04,798<br>13,714  
  | 51,029   | 16,683   |
| Netherlands  |  |   | 533,188<br>97<br>177   
   | 17,748  | 9,250<br>20,676<br>3   | 8  | 28,107  
   | 20,515<br>42,603   | 14,506<br>22,240<br>1<br>12   | 4,815<br>17,460<br>1  | 4,800<br>5,900<br><br>20   
   | 445<br>1,595<br>6   | 7,054 12,835   | 22,700<br>13,223<br>2  | 400<br>750<br>201   
  | 200<br>345  | 3,984<br>10,204<br>50  | 700<br>824<br>78  
  | 390<br>3,556<br>40   | 6.502  |
| Ceylon<br>Australian Commonwealth  | \$13,529   | 373,528   | 124,995  
   | 13,073  | 11,748   | 11,805   | 13,335  
   | 10,415<br>9,027  | 90,254<br>1,273   | 15,619  | 19,637<br>1,285  
   | 15<br>21,551<br>2,727   | 18<br>22,775<br>13,478   | 10,970<br>65,945   | 6<br>10,038<br>12,788   
  | P,415<br>1,028  | 11,058   | 21,412  
  | 9,731  | 18,252   |
| Mauritius and Dopendencies   |  |   | 30.467   
   | 1,215<br>5,006  | 3,960  | 2,810  | 7,249   
   | ii w   | 5,631   | 11<br>12,716  | 5<br>17,541  
   | 9<br>6,205  | B<br>10,474  | 7<br>10.649  | 9,844   
  | <br>9,450   |  | 5,481   
  | 51<br><br>8,410  |  |
| Germany<br>Italy<br>Syris<br>British West Indies   | 76,166   | 987,617   | 157,450  
   |   |  |  |   
   | - 6  | 59,185  | 28,051  | 40,684   
   | 27,773  | 28,429   | 38,929   | 14,619  
  | 10,578  | 21,000   | 10,115  
  | 6,686  | 750  |
| British Guists   |  | <br>18,001  |  
   |   | -  |  | 100   
   |  | 1,351   | 3,237   | 7,789  
   | <br>19,683  | 10,240   | <br>2,851  | 6,250   
  | Ξ   | <br><br>1,404  | 7,141   
  |  | <br>6.894  | |
| Japan<br>Austria-Hangsy<br>Spain   |  |   |  
   | 525   | 1,346  | 3,961  |   
   |  | 9,450   | 5,434   | 3,825  
   | 7,423   | 7,025  | ``8,615  | 3,849   
  | 150   | 1,401<br>9,100   | 3,467   
  | 2,086  |  |
| Russin<br>Natal  | 1,608  | <br>19,967  | 1417   
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| Denmark  |  | =   |  
   | Ξ   |  | <sup></sup> 8,500  | 30  
   | 1 =  | \$00  | -   | Ξ  
   | Ξ   |  |  | =   
  | 250   | 250  | |
  |  |  |
| Java   | 103  | -   |  
   | =   |  |  | 1,17  
   | , <sup>1</sup> 1,70  | 2,500   | ~i,050  | 2,599  
   | 2,700   | 3,505  | 2,975  | 3,100   
  | 2,950   | 6,201  | 400<br>4,624  
  | 1,001<br>3,479   | 3,018<br>3,993   |
| Hong-Kong<br>China (exclusive of Hongkong and<br>Macuo)  |  |   | ·  
   |   |  |  |   
   | 1 : 1  |   |   |  
   |   | ]  | 1  |   
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| Turkey, [Leant & Black sen ]   |  |   | { 13<br>   
   |   |  | =  |   
   |  | -   |   | Ξ  
   |   |  | Ξ  |   
  |   | Ξ  | -   
  |  | -  | |
| Réunion<br>Aden and Dependencies<br>Arabia<br>Struits Settlements  |  | 18,702  |  
   |   |  |  |   
   |  | 500<br>   | Ξ.  |  
   | 400   | ,  |  |   
  | Ξ.  |  |   
  |  |  |
| Switzerland<br>Other ForeignCountries  |  | ···   | 10,533   
   |   | 1 <sup>34</sup>  | · *  | 1 . <b>"</b>  
   |  | - 1   |   |  
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  |  |  |
| Other Preside on the states  |  |   |  
   |   |  |  |   
   |  |   | 8   |  
   | 93  | 63   | 106  | 3   
  | 1   | 101  | |
  | ··· 51   | 100  |
| Other Freegbootnaries  |  | 5,849,055   |  
   |   |  |  | 368,77  
   | 7 371,005  | <br>38,143  | 191,882   | 84<br>229,507  
   | 93  | ~~~  |  | 3   
  | 72,190  | 101  | 7   
  | 164,743  | 100  | |
| Other Presence outnies and   |  |   |  
   |   |  | 274,28   |   
   | RAPE   | <br>185,143<br>EED.   | 101,852   |  
   |   | ~~~  |  | 3   
  | 1   | 101  | 7   
  | 164.743  | 100  |
| Other Perspectations and Total   |  |   |  
   |   |  |  | 1923-24<br>tons.  
   | RAPE   | EED.  | 8<br>101,852<br>1926-27.<br>tons.   |  
   |   | ~~~  |  | 3   
  | 1   | 101  | 7   
  | 164.743  | 296,034  |
| Other Perfectionalities Total  | 1917-18.<br>cwts.  | 5,819,015<br>1918-19,<br>cwis,  | 5,019,279  
   | 185,440<br>1920-21.<br>tons.  | 173,500<br>1921-02.<br>tons.   | 274,28   | 1923-24.<br>tons.   
   | RAPE   | EED.  | 1926-27.  | 222,507  
   | 150,743<br>1933-29,<br>tons,<br>316   | 248,162<br>1929-30,<br>tons,<br>600  | 256,790<br>1830-31.<br>tons.   | 3<br>120,283<br>1931-32,<br>tons,<br>800  
  | 1<br>72,190<br>1932-33,<br>tons.<br>800   | 101<br>378,968<br>1933-34.<br>tons,<br>1,200   | 238,285<br>1931-35,<br>tons,  
  | 164,745<br>164,745<br>1835-36,<br>tons,  | 100<br>206,034<br>CXPORTS.<br>1830-37.<br>tons.<br>1930-37.  |
| Other Perfectionances<br>TOTAL<br>CONSTERS TO WHICH<br>HIPORTED.<br>Nervary i<br>Researching   | 1917-18.<br>cwts,<br>723,001   | 1918-19,<br>cwts,   | 5,049,279  
   | 185,440<br>185,440<br>1920-21.<br>tons.   | 173,500<br>1821-22.<br>tons.   | 1952-53.<br>tons,<br>30<br>  | 1923-24.<br>tons.   
   | RAPE   | EED.<br>315-91.<br>9105.<br>9300  | 1926-27.<br>tons.<br>000  | 222,507<br>1987-28,<br>tons,<br>150<br>  
   | 150,743<br>1923-29,<br>tons,<br>316   | 248,162<br>1929-30,<br>tons,<br>000  | 210,790<br>1030-31.<br>tons.<br>1,010  | 3<br>120,233<br>1931-32,<br>tons,<br><br>19,445   
  | 1<br>72,190<br>1932-33,<br>tons,<br>800   | 101<br>378,948<br>1933-34.<br>tons,<br>1,200   | 233,365<br>233,365<br>1631-35.<br>tons.   
  | 1835-36,<br>tons,<br>299   | 100<br>205,034<br>2xports.<br>1830-37.<br>tons.<br>0<br><br>15,052   |
| Other Wergscount is a<br>TOTAL   | 1917-18.<br>cwts,<br>753,001<br>51,781   | 1918-19,<br>cwts,<br>1,089,784<br>214,575   | 5,019,279<br>1919-90.<br>owts.<br>1,390,030<br>317,41<br>007,350   
   | 185,440<br>185,440<br>185,440<br>185,040<br>185,040<br>185,040<br>199,335<br>10,059<br>119,511  | 173,500<br>1821-02.<br>tons.<br>27,86<br>7,88<br>0 45,92   | 1922-83.<br>tons.<br>30<br>40,55<br>1 25,85<br>3 53,96   | 1923-24.<br>tons.<br>0 6:<br>0 21,0<br>0 33,0   
   | RAPE<br>1924-25,<br>tons,<br>0 30<br>41,55<br>50,54<br>10 50,54  | EED.<br>315-91.<br>9115.<br>9300  | 1926-27.<br>tons.<br>   | 229,507<br>1987-28,<br>tons,<br>   
   | 150,743<br>1923-29,<br>tons,<br>310<br><br>28,722<br>11,020<br>   | 249,162<br>1929-30,<br>toms,<br>000<br>7,849<br>9,764<br>2,791   | 250,790<br>1930-31.<br>tons.<br>1,010  | 3<br>120,233<br>1931-32.<br>tons.<br>500  
  | 1<br>72,190<br>1932-33,<br>tons.<br>800   | 101<br>373,865<br>1933-34.<br>toms,<br>1,200<br><br>19,710<br>11,073   | 238,389<br>1834-35,<br>6084.<br><br>12,177<br>5,191<br>2,00   
  | 164,743  | 100<br>298,034<br>208,034<br>208,037.<br>tons.<br>1830-37.<br>tons.<br>0<br>15,052<br>4<br>7,100<br>7,100  |
| Other Wergeoman as an array of the second se   | 1917-18.<br>ewts,<br>753,001<br>51,761<br>   | 1913-19.<br>cwts.<br>1,058,764<br>214,575<br>455  | 5,049,279<br>1919-20.<br>ewts.<br>11<br>1.555.035<br>317,41<br>007,320<br>13   | 1020-21.<br>tons.<br>0 300<br>5 20,333<br>7 10,049<br>9 110,511<br>9 21,18  
   | 173,503<br>1921-22.<br>tons.<br>2 27,80<br>6 7,83<br>6 7,83<br>9 45,02<br>9 33,82<br>9 33,82   | 1022-23.<br>tons.<br>30<br>  | 1923-24.<br>tons.<br>0 6:<br>0 21,0<br>0 33,0<br>0 33,0<br>0 2,3<br>5 71,0<br>5 20,3  | RAPE<br>1993-53.<br>Lons.<br>0 80<br>41,53<br>55 23,451<br>10 93,54<br>40<br>10 93,54<br>10 93,54<br>10 93,54<br>10 93,54<br>10 93,55<br>10 93   | EED.<br>195-91.<br>1948.<br>900<br><br>13,000<br>13,000<br>6,121<br>6<br>400   
  | 1926-27.<br>tons.<br>000<br><br>9,924<br>14,294<br>14,294<br>4,605<br>4   | 229,697<br>1987-28.<br>tons.<br>150<br><br>12,208<br>10,246<br><br>1,750<br>4  |
150,743<br>1923-29,<br>fons,<br>310<br><br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020<br>1,020 | 248,162<br>1929-30,<br>tons,<br>000<br><br>7,810<br>0,764<br>2,701<br>111<br>11  | 250,790<br>1830-31.<br>tons.<br>1,000<br><br>10,623<br>10,642<br>1,625<br>1,625<br>2,325   |
3<br>120,235<br>1931-32,<br>tons,<br>1931-42,<br>tons,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,<br>1931-42,   | 1<br>72,190<br>1932-33,<br>tons.<br>800<br>10,680<br>8,595<br>2,775<br>2,775<br>8,068   | 101<br>378,965<br>1933-34.<br>tons,<br>1,200<br>11,073<br>13,710<br>11,073<br>4,315<br>4,315<br>4,315<br>4,315   | 7<br>238,385<br>183,4-35,<br>6084,<br><br>12,171<br>5,191<br>2,091<br>12,171<br>5,191<br>2,091   
   | 1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-38,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-39,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>1905-30,<br>190  | 100<br>298,034<br>208,034<br>2XPORTS.<br>1896-37.<br>tons.<br>1896-37.<br>tons.<br>15,032<br>4<br>7,100<br>2,623<br>31<br>2,623<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31<br>31  |
| Other PERGEORDANIA STATE   | 1917-18.<br>cwts.<br>753,001<br>55,781<br>471  | 1915-19,<br>6wts,<br>1,055,784<br>214,675<br><br>81,065   | 5,049,279<br>1919-20.<br>ewts.<br>11<br>1,510,035<br>317,417<br>1,510,035<br>317,417<br>1007,352<br>19<br><br>53,78<br>4 52,33   
   | 185,440<br>185,440<br>185,440<br>185,440<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190,211<br>190  | 173,503<br>1921-22.<br>tons.<br>2 27,80<br>6 7,85<br>9 45,62<br>2 33,52<br>3 10,10<br>   | 1922-83.<br>tons.<br>9 46,52<br>1 28,84<br>3 53,96<br>9 61,15<br>8 27,11<br>8 27,01  | 1923-24.<br>tons.<br>0 6:<br>0 21,0<br>0 33,0<br>0 33,0<br>0 2,3<br>5 71,0<br>5 20,3  
   | RAPE<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-23.<br>tons.<br>1924-25   | EED.<br>153-01.<br>1939.<br><br>55,405<br>13,605<br>13,605<br>6,121<br>6,121<br>6,121   | 1926-27.<br>tons.<br>000<br><br>9,224<br>14,294<br>4,605<br>4<br>10,013<br>11,112<br>43,537   | 1987-28.<br>tons.<br>150<br><br>12,208<br>10,246<br>1,750<br>4<br><br>9,8074<br>20,650<br>   
   | 1923-29,<br>tons,<br>310<br>23,722<br>11,020<br>1,000<br>12<br>,<br>0,470<br>11,353<br>12,706   | 248,162<br>1920-30,<br>tons,<br>000<br>0,764<br>2,701<br>11<br>12<br>7,810<br>9,764<br>11,520<br>15,627<br>725   | 230,790<br>1830-31.<br>tons.<br>1,010<br><br>10,622<br>10,642<br><br>7<br><br>3,825<br>3,825<br>1,700<br>  | 3<br>190,835<br>1931-32,<br>toms,<br>5,013<br>14,445<br>5,013<br>1,230<br>8,759<br>18,759<br>18,759   
  | 1<br>72,190<br>1932-33,<br>tons,<br>800<br><br>10,680<br>8,595<br>2,775<br>8  | 101<br>378,945<br>1933-34.<br>Lons,<br>1,200<br>11,073<br>3,349<br>3<br>9,777<br>14,531<br>9,675   | 7<br>238,395<br>1801-45,<br>6083,<br><br>12,177<br>5,187<br><br>12,177<br>12,177<br>12,177<br>14,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,19<br>1,1  
  | 164.745<br>164.745<br>1905-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-38,<br>1005-  | 100<br>208,034<br>208,034<br>2XPORTS.<br>1836-37.<br>tons.<br>15,052<br>4 15,052<br>4 15,052<br>5,052<br>9 2,621<br>2 3,621<br>2 3,621<br>2 3,621<br>2 5,750<br>9 5,750  |
| Other referencessing<br>TOTAL -<br>ZATORITS.<br>COPYLET 6th Verifield<br>EFORTS.<br>Networks in the<br>Front State of the State<br>Front   | 2,822,244<br>1917-18.<br>Cwls.<br>723,000<br>54,780<br>  | 1915-19.<br>6x848.065<br>1915-19.<br>6wts.<br>1,058,764<br>214,577<br><br>5 \$1,36<br>5 \$1,36<br>1,050,764<br>1,050,764<br>  | 5,049,279<br>1919-59.<br>ewts.<br>1,550,033<br>317,41<br>607,32<br>19<br>  | 1920-21.<br>tons.<br>0 300<br>5 100,227<br>7 10,029<br>9 118,511<br>0 3,55<br>10 br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10 3,55<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 |
173,503<br>1921-92.<br>tons.<br>1921-92.<br>tons.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>1921-92.<br>192 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   | 248,162<br>1929-30,<br>tons,<br>000<br>0,764<br>2,101<br>11<br>12,529<br>15,509<br>15,509<br>125<br><br>4  | 258,799<br>1030-31.<br>1003.<br>10,623<br>10,623<br>10,625<br>7<br>7,525<br>7,525<br>3,825<br>1,700  | 3<br>120,235<br>1931-32,<br>toms,<br>5,613<br>1,4,455<br>5,613<br>1,230<br>8,762<br>18,603<br>18,605<br>18,605   | 1<br>72,190<br>1932-33,<br>tons,<br>10,686<br>8,505<br>2,775<br>8<br>11,309<br>70,497<br>  
  | 101<br>378,965<br>1933-34,<br>tons,<br>1,200<br>11,073<br>14,533<br>9,677<br>  | 7<br>233,392<br>183,435,<br>6083,<br><br>12,171<br>5,191<br>2,00,<br>12<br><br>2,00,<br>12<br><br>4,19<br>0,041<br>3,435<br>   | 1805-38.<br>1905-38.<br>tons.<br>294<br><br>204<br>3.27<br>3.27<br>9.04<br>3.27<br>9.04<br>3.27<br>9.04<br>3.27<br>9.04<br>9.04<br>9.04<br>9.04<br>9.04<br>9.04<br>9.04<br>9.04  
   | 100<br>208,034<br>CXPORTS.<br>1800-37.<br>tons.<br>1800-37.<br>tons.<br>15,032<br>15,032<br>15,032<br>100<br>15,032<br>100<br>15,032<br>100<br>15,032<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>100<br>10   |
| Other referencements<br>TOTAL -<br>SCHORTS.<br>  | 2,922,244  | 1918-19.<br>owts.<br>1,088,704<br>214,575<br>   | 5,049.279  
   | 1920-21.<br>tons.<br>0 300<br>5 105,225<br>7 10,029<br>9 116,511<br>0 3,55<br>16<br>0 8,65  | 173,500<br>1921-22.<br>tons.<br>2 27,80<br>6 7,85<br>6 7,85<br>6 7,85<br>6 45,02<br>1 2 33,52<br>5,31<br>1 0,10<br>1   | 274.95<br>1022-23.<br>tons.<br>0 40.55<br>1 23.42<br>3 53.00<br>3 55.00<br>3 55.   | 1923-24,<br>tons.<br>0 61,<br>6 21,0<br>0 33,0<br>0 33,0<br>0 2,3<br>5 71,0<br>5 30,3<br>4 2,3<br>5 71,0<br>6 21,0<br>0 4 2,3<br>5 71,0<br>6 20,0<br>1 4 10<br>1 10<br>1 10<br>1 10<br>1 10<br>1 10<br>1 10<br>1  | RAPE<br>1993-53.<br>tons.<br>0 800<br>1995 23,44<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>40<br>10 50,543<br>10 50,545<br>10 50,555<br>10  | EED.<br>35-93.<br>909<br>   | 1926-27.<br>tons,<br>010<br><br>8,224<br>14,224<br>4,638<br>4<br>10,043<br>11,112<br>43,237<br><br>5<br>600<br>  
  | 223,697<br>1987-28,<br>tons,<br>150<br><br>12,208,<br>10,246<br>1,750<br>9,801,<br>8,074<br>20,650<br><br>4<br>1,900<br><br>4<br>1,900<br><br>   | 160,743<br>1923-29,<br>tons,<br>310<br>28,722<br>11,620<br>1,900<br>1,900<br>1,2705<br>2,725<br>11,620<br>5,6470<br>1,2755<br>2,6470<br>1,2655<br>2,567<br>2,6470<br>1,2675<br>2,6470<br>1,2675<br>2,6470<br>1,2675<br>2,6470<br>1,2675<br>2,6470<br>1,2675<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,6475<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,745<br>2,7  | 249,162<br>1929-30,<br>tons,<br>000<br><br>7,810<br>9,764<br>9,701<br>1,701<br>1,711<br>1,507<br>725<br><br>4<br>100<br>100<br>   
                              | 250,790<br>1630-31.<br>tons.<br>1,000<br>10,622<br>1,525<br>1,700<br>2,325<br>3,825<br>1,700<br>200<br>825<br>10   | 3<br>190,835<br>1931-32,<br>toms,<br>500<br>14,443<br>5,613<br>1,50<br>8,705<br>8,705<br>18,705<br>18,705  | 1<br>72,190<br>1932-33,<br>tons,<br>10,630<br>8,505<br>2,775<br>8<br>11,000<br>70,497   | 161<br>378,965<br>1933-34,<br>tons,<br>1,200<br>11,073<br>3,710<br>11,073<br>3,717<br>14,533<br>9,675<br>  
   | 7<br>233,395<br>1931-35,<br>6083,<br>12,17;<br>5,191<br>2,00<br>10<br>10,011<br>3,435<br><br>819<br>1,15<br><br>819  | 164.745<br>164.745<br>1805-96.<br>1905-96.<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>290-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-<br>200-   | 100<br>206,034<br>2XPORTS.<br>1800-37.<br>1000<br>1000<br>1000<br>1000<br>1000<br>1000<br>1000<br>10  
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| Other referencements<br>TOTAL<br>2xrORTS.<br>Same the set of the set o   | 2.922.041  | 1915-19.<br>cwts.<br>1.055,784<br>214,575<br>   | 5,049,273  |
1985,440<br>1989,440<br>1989,440<br>1989,440<br>1989,440<br>199,513<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521<br>100,521  | 173,500<br>1921-22.<br>Lons.<br>2 57,80<br>6 7,83<br>1 53,53<br>5,53,53<br>1 0,10<br><br>6 53,59<br>5,54<br>3 10,10<br><br>6 53,59<br>5 13<br>3 10,10<br><br>6 53,59<br>1 10,10<br><br>6 53,59<br>1 10,10<br><br>6 7,83<br>5 1,31<br>1 10,10<br><br>6 7,83<br>7 7,73<br>7 7,83<br>7 7,73<br>7 7,75<br>7 7,  | 274.95<br>1022-23.<br>tons.<br>0 40.55<br>1 23.82<br>3 53.01<br>3 55.01<br>3 55.   | 1923-24.<br>tons.<br>0<br>6<br>6<br>6<br>71.0.0<br>5<br>71.0.5<br>71.0.5<br>5<br>6<br>71.0.5<br>5<br>7<br>6<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7 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 | 1926-27.<br>tons.<br>000<br><br>0,254<br>14,294<br>4,605<br>11,112<br>43,137<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br>000<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5<br><br>5  | 229,697<br>1987-28.<br>tons.<br>159<br><br>12,208<br>10,246<br><br>4<br><br>9,801<br>8,074<br>8,074<br>1,750<br><br>4<br><br><br><br><br><br>  | 1923-29,<br>tons,<br>316<br><br>22,722<br>11,020<br><br>12,0470<br>11,523<br>12,706<br><br>4<br>585<br>05<br><br>95<br><br>15   
   | 249,162<br>1920-50.<br>tons.<br>000<br><br>7,810<br>0,764<br>2,701<br>11<br><br>11<br><br>2,701<br>15,250<br><br>4<br>100<br><br>725<br><br>4<br>100<br><br>2,77<br>9<br><br>2,77<br>9   | 250,790<br>1030-31,<br>tons,<br>1,000<br><br>10,023<br>10,023<br>10,022<br><br>2,355<br>3,555<br>1,700<br><br>10,022<br><br>1,000<br><br>10,023<br>10,023<br><br>10,023<br><br>10,023<br><br>10,023<br><br><br><br><br><br><br>  | 3<br>190,535<br>1931-52,<br>toms,<br>500<br>14,443<br>5,613<br>1,250<br>8,752<br>18,035<br>18,035<br>100<br>170<br>170<br>170<br>170<br>16<br>16<br>16<br>17<br>16<br>17<br>16<br>17<br>17<br>17<br>16<br>16<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17<br>17   | 1<br>72,190<br>1932-33,<br>tons,<br>10,030<br>8,505<br>2,775<br>8<br>9,005<br>11,300<br>70,497<br><br>250<br>250   
  | 101<br>378,845<br>1603-34.<br>1,200<br>11,073<br>3,9,777<br>14,531<br>9,677<br>14,533<br>9,677<br>1,535<br>1,757<br>   | 7<br>233,392<br>1831-35,<br>6083,<br>12,177<br>5,191<br>2,001<br>2,001<br>3,455<br>  |
1835-38,<br>1835-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>1935-38,<br>193  | 100<br>206,034<br>2XPORTS.<br>1800-37.<br>1000<br>1000<br>1000<br>1000<br>1000<br>1000<br>1000<br>10   |
| Other referencements<br>TOTAL<br>2xrORTS.<br>Very the second sec   | 1917-18.<br>6wts.<br>753.001<br>55,786<br>   | 1018-19.<br>6wts.<br><br>1,088,704<br>214,575<br><br>5 \$1,36<br>5 \$1,36<br>5 \$1,36<br>5 \$1,36<br>5 \$1,36<br>5 \$1,26<br>5 \$1,26\$5\$5 \$1,26\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5\$5 | 5,019,273  | 195,440<br>1950-21,<br>tons,<br>1950-21,<br>tons,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>1950-21,<br>195  |
193,500<br>1921-22.<br>tons.<br>1921-22.<br>tons.<br>1921-22.<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005-<br>1005- 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274.28<br>1022-23.<br>tons.<br>30<br>31<br>35.40,55<br>35.40<br>35.53,00<br>30<br>30<br>31<br>32,7,01<br>32,7,01<br>32,7,01<br>33<br>53.40<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.55<br>54.5 | 1925-24,<br>tons,<br>6 68,5<br>0 21,0<br>0 21,0<br>0 21,0<br>0 21,0<br>0 33,0<br>0 4<br>2,3<br>5,5<br>71,0<br>5,5<br>71,0<br>5,5<br>71,0<br>5,5<br>71,0<br>5,5<br>71,0<br>6,2,3<br>3,5<br>81,3<br><br>0 4<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br>1<br><br><br>1<br><br>1<br><br>1<br> 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| 1987-28.<br>toms.<br>150<br><br>12,205<br>10,246<br>1,750<br>4<br>8,801<br>8,801<br>8,805<br>4<br>1,250<br><br>4<br>1,250<br><br>4<br>1,250<br><br>4<br>1,250<br>  | 150,743<br>1923-29,<br>tons,<br>310<br>  
  | 215,162<br>1920-30,<br>tons,<br>000<br><br>7,810<br>0,764<br><br>7,257<br><br>4<br>100<br><br>9<br><br>9<br><br>9  | 250,780<br>1030-31.<br>toms.<br>1,000<br>10,612<br>10,612<br>1,525<br>1,700<br>2,335<br>3,853<br>1,700<br>2,005<br>1,700<br>2,005<br>1,700<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1,010<br>1, | 3<br>190,333<br>1931-52,<br>tons,<br>500<br>14,443<br>5,613<br>1,210<br>8,752<br>18,039<br>176<br>176<br>176<br>176<br>176<br>176<br>176<br>176  |
1<br>72,190<br>1932-33,<br>tons,<br>800<br><br>800<br>8,505<br><br>2,775<br>8<br>11,309<br>70,497<br><br>250<br>275<br><br>410  | 101<br>378,845<br>1803-34.<br>Lons,<br>1,200<br><br>11,073<br>11,073<br>14,533<br>9,675<br><br>1,674<br>1,755<br><br>3,674<br>1,755<br><br>3,674<br>1,755<br><br>3,675<br>1,755<br><br>3,675<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755<br>1,755 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| Other referencements<br>TOTAL<br>2xrORTS.<br>Very in the second  | 1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>CWEs.<br>1917-18.<br>1917-18.<br>CWEs.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917-18.<br>1917   | 1013-19.<br>cwts.<br>1,055,704<br>214,575<br>   | 5,019,273  | 1020-21.<br>tons.<br>0 30(0<br>   
   | 193,500<br>193,500<br>193,500<br>1931-22.<br>tons.<br>1931-22.<br>tons.<br>1935-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-22.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-23.<br>1931-   | 274,28 1022-83, 1022-83, 1023-83, 1023-83, 1023-83, 1023-83, 1023-83, 1023-83, 1023-83, 1023-102, 1033-102   | 1923-24.<br>tons.<br>0 63<br>6 68.9<br>0 21.06<br>0 21.06<br>0 21.0<br>0 33.0<br>0 21.0<br>0 33.0<br>0 21.0<br>1 2.3<br>35.<br>71.0<br>5 30.3<br>5 3  | RAPP<br>1923.43.<br>tons.<br>1923.43.<br>tons.<br>1923.43.<br>100 50.53.<br>41.53<br>100 50.54.<br>400 50.54.<br>50 53.44.<br>50 53.44.<br>51 50.55.<br>51 50.   | EED.<br>35-91.<br>300<br>   |
11226-27.<br>tons.<br>000<br><br>0.224<br>14,224<br><br>14,224<br><br>14,225<br><br>000<br><br>0,003<br>10,112<br><br>000<br><br>000<br><br>000<br><br>0,224<br><br>0,003<br>10,013<br>10,013<br>10,015<br>10,015<br><br>000<br><br>000<br><br>0,004<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br><br>0,005<br>  | 223,607<br>1987-28.<br>tons.<br>150<br>12,008<br>10,246<br>1,750<br>3,970<br>4,050<br><br>4,1,810<br><br>5,074<br>1,280<br><br>4,1,810<br><br>5,774<br>1,280<br><br>4,1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,280<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,270<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br><br>1,770<br>  | 150,743<br>1923-29,<br>tons,<br>310<br>   |
215,162<br>1929-30,<br>tons,<br>000<br>,<br>7,810<br>0,764<br>,<br>11<br>,<br>0,764<br>,<br>15,701<br>,<br>16,250<br>,<br>4<br>100<br>,<br>725<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>10<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>9<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>,<br>, 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250,790<br>1030-31.<br>LOBS.<br>1,000<br>10,622<br>1,525<br>10,642<br>1,525<br>1,700<br>200<br>200<br>200<br>200<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,000<br>10,0 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1923-24.<br>tons.<br>1923-24.<br>tons.<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100-00<br>100- 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RAPE<br>1994-53.<br>Lons.<br>1994-53.<br>Lons.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-53.<br>1999-5   | EED.<br>35-01,<br>3839<br>  | 11226-27.<br>tons.<br>000<br><br>0.224<br>14,224<br><br><br><br><br><br><br>  
   | 223,007<br>1987-28,<br>tons,<br>150<br><br>12,205<br>10,246<br>3,750<br>3,8075<br>3,975<br>3,975<br>1,750<br><br>4<br>1,550<br><br><br><br><br><br><br>  | 150,743<br>1923-29,<br>tons,<br>310<br>   | 245,162<br>1929-30,<br>1029-30,<br>1039-30,<br>1039-30,<br>1049-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30,<br>1059-30   |
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3<br>190,535<br>1931-52,<br>tons,<br>5,613<br>6,613<br>6,613<br>7,220<br>8,755<br>8,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>19,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755<br>10,755 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1<br>1932-33.<br>1008.<br>10.080<br>10.080<br>8,505<br>2,775<br>8<br>11.009<br>10.080<br>10.080<br>11.009<br>10.080<br>11.009<br>10.080<br>11.009<br>10.080<br>11.009<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>10.080<br>1 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223,007<br>1987-28.<br>tons.<br>150<br>12205<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245<br>10,245 | 1923-29,<br>tons,<br>1923-29,<br>tons,<br>310<br>   | 245,162<br>1929-50.<br>1059-50.<br>1059-50.<br>1059-50.<br>000<br>0,7561<br>0,7561<br>11<br>10,5201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16,201<br>16, 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101<br>378,965<br>1603-34.<br>1,200<br>11,073<br>10,710<br>11,073<br>10,710<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>10,717<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,073<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11,075<br>11, 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XPORTS.	1.1						TIL	GINJELLY	SEED.				1.				E	PORTS
COUNTRIES TO WHICH EXPORTED.	1917-18. cwts.	1918-19, 1 cwts.	918-90, 1920- cwts, ton	81, 1921-22. tons.	1922-23, tons,	1023-24. tons.	824-95. tons,	5-55. 1825-27. tona.	1927-23. tons.	1028-29, tons,	1029-80. tons.	1930-81. tons,	1931-32. tons,	1932-33, tons.	103-34. tons,	1034-35, tons,	1935-36. tons.	1036-37. tons.
Swedon		Ξ		.500		200	1.1			Ξ	Ξ	Ξ		Ξ				  
United Kingdoll	\$0,276 20,105		404,495	703 2,79	49	500 4,931 00	216 6,04	1,000 ··· 21 9,785 ··· 21 5 ··· 21 103 ···	0 2,744 272	3,090 6,478 105	585 3,453		90				· · · ·	2,50
Greece Italy Mauritius and Dopendenties	19,262		\$33,560 "i 'i,872	,652 10,68	11,083	855	it,sta	183 ··· 1 11,711 ··· 1	0 1,200	9,490	1,700	12	3,401	4,590	8,45			4,2i
Mauritius and Dependencies	30,755	4,028	20,401	011 si	114	49 	1	419		1,318		250	218 				46	
Cerlon	30,838 506	12,209 864	6,813	829 1,42 47 2	"i 620	 1,741 13	15 1,15	1,445 et	4 1,832	100 1,121 184	100 516 92		 	 410		<sub>690</sub>	108	1,69
East Africa-British			38,844 4,010	785 8,55	4.000	 145 81	1.8 1.8	10	1					2,763				
Egypt Ambia (Muskat Territory &c.) Other Native States }	{ 605 3,578	841 814 8,395	514 10,174	26 171 54	497	375	22	18 430 1	3 0 8 830	16 901	52 645	545	11 729 193	14 445 20		1 100	1 1	
United States of America			75	,550 <sup>11</sup> ,97 113 <sup>11</sup> 5	5 2,425 5 95			1,100 302	175 210 52	4			400 4,782 338	 105 451	50	11		15
Turkey in Lorent & Black See	 12,920	8,921 {	1,055	889			1	1,013	s	46	213						Ξ	
Germany			467	5) 22 3,45	3,416	200	1,53	2,250 6,014	9 3 1,950	209 3,650	411 2,850	0 0	900 775	201 004	j "	5 19	Ξ.	2,9
Japan Rassis Syris Other British Pessessions	9,06 		= ] :	1		Ξ		139			Ë,	Ξ,	0				4 6 39	41
Australian Common wealth Poderated Malar States	593	31 1,611		,		Ξ	1	s =		245	1 = "			:: "	1 =	1 = 1	] =	16
East Africa-Pertugueso Other Foreign Countries TOTAL		44	75	.832 31,09		9,637	30,51	161 1 19,896 1,5						2 10,32	3 1	57 6	1 61	3
		inteori		1004 01,00	1 30,439	6,037	3,39	10	1 100	1	1	1			1	<u> </u>	1	
XPORTS.						s	UGA	DUTCH 8	TANDAR	D AND	BELOW	).					Е	
COUNTRIES TO WHICH STORTED.	1917-18. cwts.	1918-19. 1 owts. 1	919-20. 1920 cwts. tos	21. 1921-22. s. tons.	1022-23, tons,	1013-94. tons.	1024-05	DUTCH S 5-01, 1995-27 ms. tons.	TANDAR 1927-23. tons.	D AND 1828-29, tons,	BELOW) 1929-30. tons.	). 1939-31. tons.	1931-32. tons,	1938-53, tons.	103-34 tons.	1634-35 tons,	1935-38. tons.	1006-37 tons.
Cousteries to which successory United Ningdon	1917-18. cwts. 51,741	ewts. 100 72,443	tot 174,122 1	s. tons. ,851 1,47	tons.	1923-94. tons,	1024-05	5-01. 1990-27. ms. tons.	1927-23. tons.	1928-29, tons,	1929-30. tons,	4 358	tons.	tons.	tons.		1935-38. tons.	1006-35 tons.
COUNTRIES TO WHICH STORTED. United Kingdom Copies	cwts. 51,749	ewts. 100 72,445	ewts. tot 174,122 1 00 83,760  7,843	s. tons. ,881 1,47 ,885 2,49	tons,	1923-94. tons,	1924-65. tons.	548, 1995-27 ms. tons. 314 4	1927-28, tons,	1828-29, tons, 	1029-30. tons.	4 358	tons.	tons.	9	107	1935-38. tons.	1000-35 tons.
COUNTRIES TO WHICH STORTED. United Kingdom Copies	cwts. 51,744  2,041  222 15	ewts. 109 72,440  9,327  213 9	cwts, tot 174,122 1 90 83,760 7,843 272 5	s. tons. ,881 1,47 ,885 2,48  75 16 10 1	tons, 1 2 3 1 1 1 1 1	1953-24. tons. 	1804-85, tons.	548, 1920-27. fons, tons,	1997-93, tons, 10 53	1528-29, tons, 	1029-30. tons.	4 1939-31. tons.	tons.	tons.	e tons.	tona,	1935-38. tons.	1008-35 tons.
COUTERIS TO WILLOH BRIOKKIGGON Cortes Charled Kingdon Charled Andrew Charled Andrew Charled Andrew Charled Andrew Praco Praco Fridance Control Control Control Praco Pra	2,011 2,011 2,011 2,011 222 18 132 164	ewts. 109 72,443  9,337  9,337  9,74 2,332 	cwts, tot 174,122 1 200 83,780 7,843  272 3 182 	s. tons. ,881 1,47 ,885 2,49  75 16 10 7 7	tons.	1993-94. tons. 	1804-85 tons.	548. 1920-27 tons. 314 4	1927-23, tons, 10	1528-29, tons, 	1029-30. tons.	4	tons.	2 21	tons.	tons,	1955-39. tons.	1009-33 tons.
Constinues to WHICH Hard Xingdon	2,011 2,011 2,011 2,011 2,011 18 132 104	ewts. 109 72,445  9,357  218 9 74 2,352	cwis, tos 174,122 1 80,00 	s. tons. .851 1.47 .855 2.48  75 16 10 7  7 	tons, 	1053-24. tons. 679 5	1604-85 tons,	314 4	1927-23. tons.	1928-29, tons, 	1829-30. tons.	4	tons.	1 tons.	8	107 1	1905-36. tons.	1800-35 tons.
COUNTRIES TO WHICH BADDATED. United Kingdom Depter Countries of the second second Admin and Depreferencies France Research Admin and Depreferencies France Research Martan and Second Martan and Martan and Martan Martan and Martan	cwts. 38 51,744  2,011  222 18 132 104  288  224 	ewts. 100 72,443  9,337 288 9 74 2,332  140  142 	cwis, tos 174,122 1 83,700  7,845  192  192  192  192  192  192  192   	s. tons. ,881 1,47 ,885 2,48 75 16 10 7 500 500 19	toms,	1053-24. tons, 	1804-85 tons.	548. 1920-27 ms. tons. 313 4 	1987-53. tons.	1998-29, tons, 	1029-30, tons,	1130-31. tons, 4 358	131	2 98	0	1 tong,	1805-38. tons.	1800-33 tons.
COUSTING TO WHICH HIGHAT KINGGON COUSTING THE COUSTING COUSTING THE COUSTING COUSTING THE COUSTING THE COUSTING COUSTING THE COUSTING THE COUSTING Addin and Depredencies Theory of the Cousting Cousting Cousting Name and Start (Cousting) Name and Start	2001 2001 2001 2001 2001 2001 2001 2001	ewts. 160 72,443 9,337 249 9 74 2,332  140	cwts. tos 174,122 1 83,700 7,848 7,848 192 199 4,335 53	s. tons. ,881 1,47 ,885 2,49 75 16 10 1 7 500 8	tons, 5 1 2 2 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	1073-04, tons, 	1804-85 6075.	840. 1990-07 6ons. 314 6	1987-83. tons. 	1929-29, tons, 	1029-30. tons,	1939-31. tons. 3358	138	2 20 	8	107	1805-38. tons.	1800-37
Corperation to sufficient Hand Marganese and the sufficient Corperation of the sufficient of the sufficient Corperation of the sufficient of the sufficient Corperation of the sufficient of the sufficient Protocol Corperation of the sufficient of the sufficient Sufficient of the sufficient of t	ewts. 	owts. 100 72,443 0,327 28 0 74 2,382  140 142  49 526	cwts. tos 174,122 1 85,700	s. tons. s81 1,47 s85 2,49 75 10 10 7 7 500 8 8 21 6	i         i	1053-64, tons, 	1034-85 Cors.	Xee, 1920-27 max, Econs, 	1997-63. tons.	1925-29, tons, 458	1029-30. tons.	4 1930-31. tons.	18	2 50	0	107	1805-38. tons.	1800-37 tons.
Corperation to provide the second sec	ewts. 	owts. 	verwis, tot 174,122 1 00	s. tons. ,881 1,47 ,885 2,48 75 16 10 7 500 505 8 8 8	tons, tons	1053-94. tons. 079 5 	1804-55 Cons.	Xee, 1920-27 max, Econs, 	1927-23. tons.	1828-20, tons, 	1029-30. tons. 3 11- 	4 30531. 1630-31. 100%. 3053 	18	tons.	5	107	. 1905-38. tons.	1600-37 tons.
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