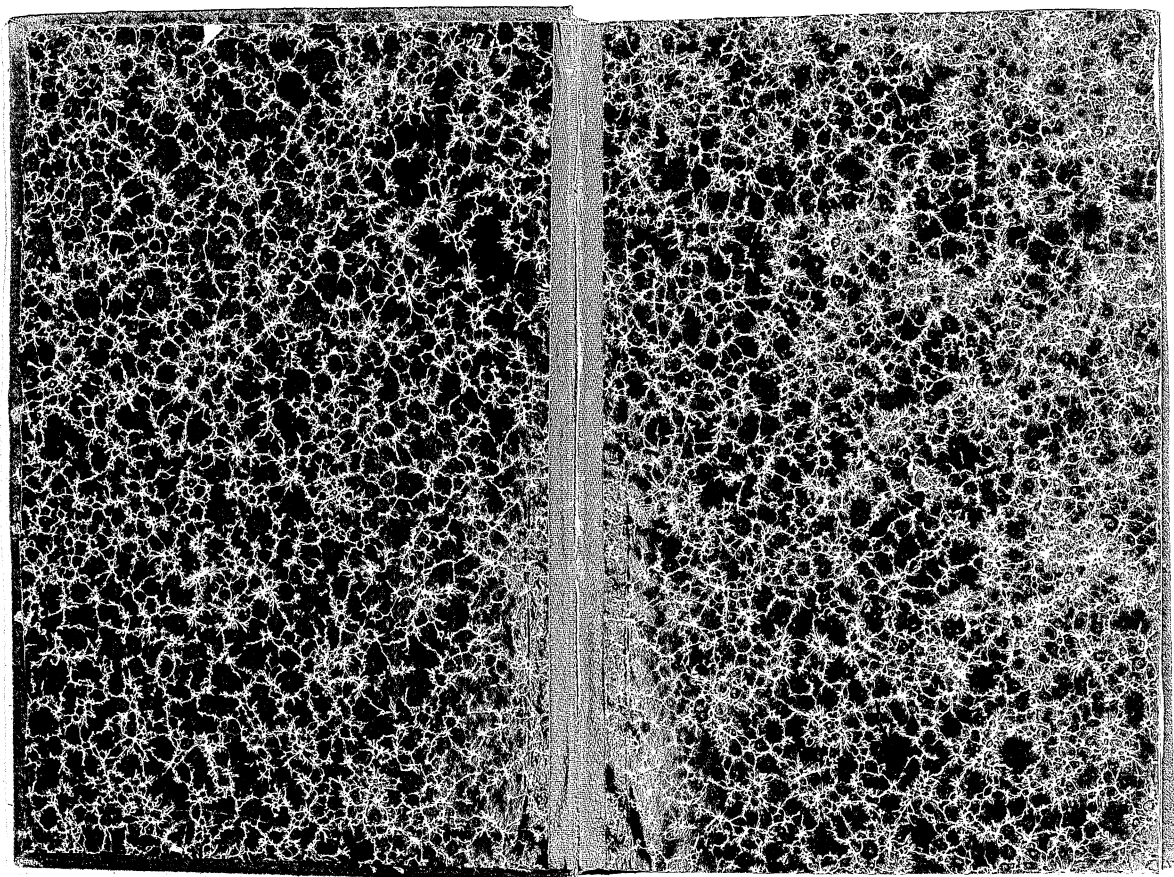


REPORT  
OF  
THE COMMITTEE  
OF THE  
BENGAL CHAMBER OF COMMERCE  
FOR THE YEAR 1939

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APPENDICES

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B

**REPORT**  
**OF**  
**THE COMMITTEE**  
**OF THE**  
**BENGAL CHAMBER OF COMMERCE**

FOR THE YEAR 1939.

**APPENDICES.**

**CALCUTTA:**  
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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 Calcutta as defined in this department notification No. 155-Marine, dated the 27th December 1926 :—

#### ALTERATION.

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

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

#### PORT OF CALCUTTA.

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

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

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

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

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

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

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

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

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

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

**RECEIVERS OF WRECKES.**

**NOTIFICATION.**

**MERCHANT SHIPPING.**

*Simla, the 8th June 1935.*

No. 85-M. I. (6)/34.—In exercise of the powers conferred by section 273 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), the Governor-General in Council is pleased to direct that the following amendment shall be made in the Schedule to the Notification of the Government of India in the Department of Commerce, No. 85-M. I./29, dated the 27th September 1930, namely:—

In the said Schedule for the entries relating to "The Commissioners for the Port of Calcutta" and "The Nautical Surveyor, Mercantile Marine Department, Chittagong" the following entries shall be substituted, namely:—

The Commissioners for  
the Port of Calcutta.

Within the limits of their Jurisdiction as Conservators of the navigable river and channels leading to the Port of Calcutta.

The District Magistrate  
of the 24-Parganas District.

Within the limits of the 24-Parganas District, excluding the area specified in respect of the Commissioners for the Port of Calcutta.

\* \* \* \* \*

H. DOW,

*Joint Secretary to the Government of India.*

*Resolution.—By THE GOVERNMENT OF BENGAL, GENERAL  
DEPARTMENT (MARINE) 29TH JUNE 1931.*

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

**CUSTOM HOUSE REQUIREMENTS.**

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

(1) He is required to "bring to" the vessel for the boarding of a Customs Officers at Panchpara. Whilst Customs Officers are

on board, the Master is required to provide them with accommodation for themselves and servants and facilities for preparing food.

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

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

### PORT RULES.

*No. 7-Mne.—20th February 1934.*—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act 1908 (XV of 1908), the Governor in Council is pleased to make the following rules for the Port of Calcutta in supersession of the rules published under this department notification No. 96-Mne, dated the 5th October 1894, as amended by subsequent notifications and the rules for regulating the bunkering of vessels with liquid fuel, published under this department notification No. 42-Mne, dated the 22nd March 1926 :—

### RULES.

#### Part I.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Part II.—General Rules.

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

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

- (i) by order of the Deputy Conservator or Harbour Master,
- (ii) by order of the Principal Officer, Mercantile Marine Department, Calcutta District or an officer of the Bengal Pilot Service.

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

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

7. (a) **Lights on inland vessels and small craft.**—Inland steam vessels at anchor and small craft whether at anchor or under weigh shall, between dark and daybreak, exhibit, from a conspicuous position at least six feet above the deck, a white light in a lantern

so constructed as to be weather proof and to show a uniform and unbroken ray of sufficient power to be visible all round the horizon at a distance of at least one mile.

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

8. **Maintenance of free passages.**—Inland steam vessels and small craft at anchor or under weigh shall afford a free navigable channel for sea-going vessels and also free passages of sufficient width to piers, jetties, landing places, wharves, quays, docks and moorings; and all such vessels shall forthwith move when ordered by a duly authorised official to clear such channels or passages.

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

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

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

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

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

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

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

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

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

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

(g) When crossing from one side of the channel to the other inland steam vessels and small craft shall navigate with caution.

Mechanically propelled vessels shall, if necessary, slacken speed, stop or reverse their engines, until any sea-going vessels, which are approaching, have passed clear. Small craft not mechanically propelled shall proceed with caution and, if necessary, drop their anchor in sufficient time to prevent them from entering the channel until any sea-going vessels, which are approaching, have passed and are clear. This rule shall apply to the navigable channel up to and including Luff Point. (*Vide* Notification No. 9-P. (79)/37, dated, New Delhi, the 13th April 1938).

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

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

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

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

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

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

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

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

18. **Exemption of ferry steamers.**—Special permission may be given by the Commissioners to ferry steamers, subject to due



limitation as to place, hours of plying and speed, to move in the port otherwise than is prescribed in these rules.

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

20. **Discretion of Deputy Conservator and Harbour Master.**—All vessels within the Port shall take up such berths as may be appointed for them by the Deputy Conservator or Harbour Master, and shall move from one berth to another when ordered so to do by an officer duly authorised in that behalf; subject always to the rule that sea-going vessels shall move within the port between Budge Budge and Garden House under the charge of a Pilot.

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

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

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

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

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

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

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

28. **Ships not to try main engines without warning.**—Sea-going vessels occupying moorings shall not turn their screws or paddles without giving sufficient warning to boats in the vicinity;

they shall not use full power when trying their engines in moorings; no trial under steam shall be made by a vessel lying at the Calcutta or Garden Reach Jetties.

\*29. **Ships not to have projections from ships side.**—No 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.

30. (a) All vessels proceeding to the jetties shall, when so required by the Assistant Harbour Master in charge, remove all boats and other projections likely to damage the jetties or their equipment.

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

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

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

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

\* Amended vide Notification No. 7-Mne., dated the 3rd February 1937.

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

34. **Fires permitted only in galleys.**—Fires shall be permitted only in galleys or fire places properly constructed for the purpose and between daybreak and 9 P.M. Cooking fires shall be prohibited on board vessels in dry dock.

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

35. **Vessels to carry fire-buckets.**—All vessels in Port shall be provided with fire-buckets, three buckets for every hundred tons of registered measurement up to 600 tons, and two additional buckets for every 100 tons, above 600, subject to a maximum number of 80 in any vessel. One-half of the number of such buckets shall be kept constantly hanging up on the quarter-deck or other convenient place.

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

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

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

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

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

41. **Restriction on employment of European seamen.**—No Master or Officer for the time being in charge of or doing duty on any vessel shall, from the 1st day of April to the 31st day of October inclusive, employ or cause to be employed any European seamen or apprentices in cleaning or painting between the hours of 9 A.M. and 4 P.M. necessitating the direct exposure of such seamen or apprentice to the rays of the sun.

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

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

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

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

45. (a) **Crews for sea-going vessels.**—All vessels afloat within the Port shall have on board a sufficient number of crew to perform any duties which may become necessary for the transport and safety of the vessel in any emergency.

Provided that nothing in this sub-rule shall apply to vessels laid up under special license from the Commissioners in accordance with sub-rule (b) of this rule.

(b) **Power to license smaller crew.**—Whenever any sea-going vessel is laid up within the Port in any berth or mooring specially allotted to her for that purpose, it shall be lawful for the Commissioners by the hand of their Chairman to grant for a stated period a license in Form A in the Second Schedule hereto annexed authorising the vessel to remain at such berth or mooring with the minimum crew specified in that license.

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

<sup>1</sup> Amended vide Notification No. 9-P(71)/38, dated Simla, the 7th October 1938.

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

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

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

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

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

(d) No vessel carrying in bulk or otherwise more than 500 gallons of dangerous or non-dangerous petroleum shall proceed above Diamond Harbour unless the Port Commissioners consider that adequate facilities are available for the safe and expeditious discharge of her petroleum. If the facilities for the discharge of a vessel's petroleum are at any time declared by the Port Commissioners to be inadequate the Port Commissioners may in their discretion direct that the vessel be removed with due despatch to the Diamond Harbour or elsewhere within the limits of the Port or of the navigable river and channels leading to the Port.

(e) Fees shall be paid for the services of Customs Officers and or on ordinary holidays in accordance with the scale of fees payable in Customs wharves under the Sea Customs Act, subject to the condition that the hours of night work at whatever hour commenced shall be reckoned from 9 P.M. till the time when the work is completed.

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

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.

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

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

(b) Subject to the conditions stated in these rules, vessels will be permitted to bunker from barges between sunrise and sunset at moorings in the stream, at the Port Commissioners' jetties and (with the special sanction of the Port Commissioners' Traffic Manager) in the docks.

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

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

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

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

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

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

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

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

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

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

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

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

### Part III.—Registration of Boats.

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

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

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

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

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

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

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

- (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.

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

### Licensing of Boats.

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

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

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

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

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

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

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

62. Conditions of license.—No boat shall be licensed until the Commissioners' Boat Surveyor has surveyed it and has granted a certificate stating that the boat is in good order and suitable for

† Inserted vide Notification No. 13-Marine, dated 8th April 1926.

the purpose for which it is intended, and including the following particulars:—

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

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

- (a) whenever the boat is in the opinion of the Commissioners unfit for the purpose for which it is licensed,
- (b) whenever any breach of the conditions of the license or the port rules has been committed by the owner or his agent or by the manji 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 of the license. In the case of a passenger boat the license shall be produced when required by any passenger for inspection.

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

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

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

carrying a tarpaulin which will, in the opinion of the Commissioners' Boat Surveyor, suffice to cover the hold and protect its contents from moisture.

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

†,d) Any boat arriving in the port after 1st January 1936, 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 sum of Rs. 32, the maximum license fee payable for one year, and thereafter produce the boat for survey at the licensing buoy, within 30 days of the date of entering the port in the case of a straw boat, and within 15 days in the case of any other boat. Steps will then be taken to survey and license the boat at the schedule fee, any balance of the deposit being refunded to the party. If the boat is not produced for survey before the expiry of the period stated above the fee will be forfeited and the owner and manji prosecuted."

(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.

#### Measurements 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 and decimals of a foot from side to side, inside the ceiling planks at the point where the breadth is greatest. Where no ceiling planks are fitted, the measurement shall be taken inside the frames.

*Depth.*—The depth shall be measured in feet and decimals of a foot at the point where the depth is greatest from a line extended across the top of the uppermost continuous strake 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 floor.

† Amended vide Notification No. 30 Marine dated the 11th December 1935.

‡ Amended vide Notification No. 9-P(2)/38 dated New Delhi, the 24th December 1938.

The tonnage of cargo boats up to and including 50 tons shall be calculated from the formula—

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

Where L=length in feet as defined above.

B=breadth " " " "

D=depth " " " "

and K=Constant which shall be as follows:—

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

(b) For bazaar-boats, where the brake forward and aft does not exceed 9 inches, K=009.

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

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

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

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

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

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

Boats or flats of Class I exceeding 50 tons shall be measured under the Merchant Shipping Act and any boat in Class I may, if formula are inaccurate or oppressive be measured under the Merchant Shipping Act.

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

The freeboard shall be obtained from the following table:—

#### Freeboard Table.

D=5'6", 6'0", 6'6", 7'0", 7'6", 8'0", 8'6", 9'0", 9'6", 10'0", 10'6", 11'0", 11'6", 12'0", 12'6", 13'0", 13'6", 14'0".
L=55', 60', 65', 70', 75', 80', 85', 90', 95', 100', 105', 110', 115', 120', 125', 130', 135', 140'.
F=81", 91", 101", 111", 121", 131", 141", 151", 161", 171", 181", 191", 201", 211", 221", 231", 241", 251", 261", 271", 281", 291", 301", 311", 321", 331", 341", 351", 361", 371", 381", 391", 401", 411", 421", 431", 441", 451", 461", 471", 481", 491", 501", 511", 521", 531", 541", 551", 561", 571", 581", 591", 601", 611", 621", 631", 641", 651", 661", 671", 681", 691", 701", 711", 721", 731", 741", 751", 761", 771", 781", 791", 801", 811", 821", 831", 841", 851", 861", 871", 881", 891", 901", 911", 921", 931", 941", 951", 961", 971", 981", 991", 1001", 1011", 1021", 1031", 1041", 1051", 1061", 1071", 1081", 1091", 1101", 1111", 1121", 1131", 1141", 1151", 1161", 1171", 1181", 1191", 1201", 1211", 1221", 1231", 1241", 1251", 1261", 1271", 1281", 1291", 1301", 1311", 1321", 1331", 1341", 1351", 1361", 1371", 1381", 1391", 1401", 1411", 1421", 1431", 1441", 1451", 1461", 1471", 1481", 1491", 1501", 1511", 1521", 1531", 1541", 1551", 1561", 1571", 1581", 1591", 1601", 1611", 1621", 1631", 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3071", 3081", 3091", 3101", 3111", 3121", 3131", 3141", 3151", 3161", 3171", 3181", 3191", 3201", 3211", 3221", 3231", 3241", 3251", 3261", 3271", 3281", 3291", 3301", 3311", 3321", 3331", 3341", 3351", 3361", 3371", 3381", 3391", 3401, 3411, 3421, 3431, 3441, 3451, 3461, 3471, 3481, 3491, 3501, 3511, 3521, 3531, 3541, 3551, 3561, 3571, 3581, 3591, 3601, 3611, 3621, 3631, 3641, 3651, 3661, 3671, 3681, 3691, 3701, 3711, 3721, 3731, 3741, 3751, 3761, 3771, 3781, 3791, 3801, 3811, 3821, 3831, 3841, 3851, 3861, 3871, 3881, 3891, 3901, 3911, 3921, 3931, 3941, 3951, 3961, 3971, 3981, 3991, 4001, 4011, 4021, 4031, 4041, 4051, 4061, 4071, 4081, 4091, 4101, 4111, 4121, 4131, 4141, 4151, 4161, 4171, 4181, 4191, 4201, 4211, 4221, 4231, 4241, 4251, 4261, 4271, 4281, 4291, 4301, 4311, 4321, 4331, 4341, 4351, 4361, 4371, 4381, 4391, 4401, 4411, 4421, 4431, 4441, 4451, 4461, 4471, 4481, 4491, 4501, 4511, 4521, 4531, 4541, 4551, 4561, 4571, 4581, 4591, 4601, 4611, 4621, 4631, 4641, 4651, 4661, 4671, 4681, 4691, 4701, 4711, 4721, 4731, 4741, 4751, 4761, 4771, 4781, 4791, 4801, 4811, 4821, 4831, 4841, 4851, 4861, 4871, 4881, 4891, 4901, 4911, 4921, 4931, 4941, 4951, 4961, 4971, 4981, 4991, 5001, 5011, 5021, 5031, 5041, 5051, 5061, 5071, 5081, 5091, 5101, 5111, 5121, 5131, 5141, 5151, 5161, 5171, 5181, 5191, 5201, 5211, 5221, 5231, 5241, 5251, 5261, 5271, 5281, 5291, 5301, 5311, 5321, 5331, 5341, 5351, 5361, 5371, 5381, 5391, 5401, 5411, 5421, 5431, 5441, 5451, 5461, 5471, 5481, 5491, 5501, 5511, 5521, 5531, 5541, 5551, 5561, 5571, 5581, 5591, 5601, 5611, 5621, 5631, 5641, 5651, 5661, 5671, 5681, 5691, 5701, 5711, 5721, 5731, 5741, 5751, 5761, 5771, 5781, 5791, 5801, 5811, 5821, 5831, 5841, 5851, 5861, 5871, 5881, 5891, 5901, 5911, 5921, 5931, 5941, 5951, 5961, 5971, 5981, 5991, 6001, 6011, 6021, 6031, 6041, 6051, 6061, 6071, 6081, 6091, 6101, 6111, 6121, 6131, 6141, 6151, 6161, 6171, 6181, 6191, 6201, 6211, 6221, 6231, 6241, 6251, 6261, 6271, 6281, 6291, 6301, 6311, 6321, 6331, 6341, 6351, 6361, 6371, 6381, 6391, 6401, 6411, 6421, 6431, 6441, 6451, 6461, 6471, 6481, 6491, 6501, 6511, 6521, 6531, 6541, 6551, 6561, 6571, 6581, 6591, 6601, 6611, 6621, 6631, 6641, 6651, 6661, 6671, 6681, 6691, 6701, 6711, 6721, 6731, 6741, 6751, 6761, 6771, 6781, 6791, 6801, 6811, 6821, 6831, 6841, 6851, 6861, 6871, 6881, 6891, 6901, 6911, 6921, 6931, 6941, 6951, 6961, 6971, 6981, 6991, 7001, 7011, 7021, 7031, 7041, 7051, 7061, 7071, 7081, 7091, 7101, 7111, 7121, 7131, 7141, 7151, 7161, 7171, 7181, 7191, 7201, 7211, 7221, 7231, 7241, 7251, 7261, 7271, 7281, 7291, 7301, 7311, 7321, 7331, 7341, 7351, 7361, 7371, 7381, 7391, 7401, 7411, 7421, 7431, 7441, 7451, 7461, 7471, 7481, 7491, 7501, 7511, 7521, 7531, 7541, 7551, 7561, 7571, 7581, 7591, 7601, 7611, 7621, 7631, 7641, 7651, 7661, 7671, 7681, 7691, 7701, 7711, 7721, 7731, 7741, 7751, 7761, 7771, 7781, 7791, 7801, 7811, 7821, 7831, 7841, 7851, 7861, 7871, 7881, 7891, 7901, 7911, 7921, 7931, 7941, 7951, 7961, 7971, 7981, 7991, 8001, 8011, 8021, 8031, 8041, 8051, 8061, 8071, 8081, 8091, 8101, 8111, 8121, 8131, 8141, 8151, 8161, 8171, 8181, 8191, 8201, 8211, 8221, 8231, 8241, 8251, 8261, 8271, 8281, 8291, 8301, 8311, 8321, 8331, 8341, 8351, 8361, 8371, 8381, 8391, 8401, 8411, 8421, 8431, 8441, 8451, 8461, 8471, 8481, 8491, 8501, 8511, 8521, 8531, 8541, 8551, 8561, 8571, 8581, 8591, 8601, 8611, 8621, 8631, 8641, 8651, 8661, 8671, 8681, 8691, 8701, 8711, 8721, 8731, 8741, 8751, 8761, 8771, 8781, 8791, 8801, 8811, 8821, 8831, 8841, 8851, 8861, 8871, 8881, 8891, 8901, 8911, 8921, 8931, 8941, 8951, 8961, 8971, 8981, 8991, 9001, 9011, 9021, 9031, 9041, 9051, 9061, 9071, 9081, 9091, 9101, 9111, 9121, 9131, 9141, 9151, 9161, 9171, 9181, 9191, 9201, 9211, 9221, 9231, 9241, 9251, 9261, 9271, 9281, 9291, 9301, 9311, 9321, 9331, 9341, 9351, 9361, 9371, 9381, 9391, 9401, 9411, 9421, 9431, 9441, 9451, 9461, 9471, 9481, 9491, 9501, 9511, 9521, 9531, 9541, 9551, 9561, 9571, 9581, 9591, 9601, 9611, 9621, 9631, 9641, 9651, 9661, 9671, 9681, 9691, 9701, 9711, 9721, 9731, 9741, 9751, 9761, 9771, 9781, 9791, 9801, 9811, 9821, 9831, 9841, 9851, 9861, 9871, 9881, 9891, 9901, 9911, 9921, 9931, 9941, 9951, 9961, 9971, 9981, 9991, 10001, 10011, 10021, 10031, 10041, 10051, 10061, 10071, 10081, 10091, 10101, 10111, 10121, 10131, 10141, 10151, 10161, 10171, 10181, 10191, 10201, 10211, 10221, 10231, 10241, 10251, 10261, 10271, 10281, 10291, 10301, 10311, 10321, 10331, 10341, 10351, 10361, 10371, 10381, 10391, 10401, 10411, 10421, 10431, 10441, 10451, 10461, 10471, 10481, 10491, 10501, 10511, 10521, 10531, 10541, 10551, 10561, 10571, 10581, 10591, 10601, 10611, 10621, 10631, 10641, 10651, 10661, 10671, 10681, 10691, 10701, 10711, 10721, 10731, 10741, 10751, 10761, 10771, 10781, 10791, 10801, 10811, 10821, 10831, 10841, 10851, 10861, 10871, 10881, 10891, 10901, 10911, 10921, 10931, 10941, 10951, 10961, 10971, 10981, 10991, 11001, 11011, 11021, 11031, 11041, 11051, 11061, 11071, 11081, 11091, 11101, 11111, 11121, 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13991, 14001, 14011, 14021, 14031, 14041, 14051, 14061, 14071, 14081, 14091, 14101, 14111, 14121, 14131, 14141, 14151, 14161, 14171, 14181, 14191, 14201, 14211, 14221, 14231, 14241, 14251, 14261, 14271, 14281, 14291, 14301, 14311, 14321, 14331, 14341, 14351, 14361, 14371, 14381, 14391, 14401, 14411, 14421, 14431, 14441, 14451, 14461, 14471, 14481, 14491, 14501, 14511, 14521, 14531, 14541, 14551, 14561, 14571, 14581, 14591, 14601, 14611, 14621, 14631, 14641, 14651, 14661, 14671, 14681, 14691, 14701, 14711, 14721, 14731, 14741, 14751, 14761, 14771, 14781, 14791, 14801, 14811, 14821, 14831, 14841, 14851, 14861, 14871, 14881, 14891, 14901, 14911, 14921, 14931, 14941, 14951, 14961, 14971, 14981, 14991, 15001, 15011, 15021, 15031, 15041, 15051, 15061, 15071, 15081, 15091, 15101, 15111, 15121, 15131, 15141, 15151, 15161, 15171, 15181, 15191, 15201, 15211, 15221, 15231, 15241, 15251, 15261, 15271, 15281, 15291, 15301, 15311, 15321, 15331, 15341, 15351, 15361, 15371, 15381, 15391, 15401, 15411, 15421, 15431, 15441, 15451, 15461, 15471, 15481, 15491, 15501, 15511, 15521, 15531, 15541, 15551, 15561, 15571, 15581, 15591, 15601, 15611, 15621, 15631, 15641, 15651, 15661, 15671, 15681, 15691, 15701, 15711, 15721, 15731, 15741, 15751, 15761, 15771, 15781, 15791, 15801, 15811, 15821, 15831, 15841, 15851, 15861, 15871, 15881, 15891, 15901, 15911, 15921, 15931, 15941, 15951, 15961, 15971, 15981, 15991, 16001, 16011, 16021, 16031, 16041, 16051, 16061, 16071, 16081, 16091, 16101, 16111, 16121, 16131, 16141, 16151, 16161, 16171, 16181, 16191, 16201, 16211, 16221, 16231, 16241, 16251, 16261, 16271, 16281, 16291, 16301, 16311, 16321, 16331, 16341, 16351, 16361, 16371, 16381, 16391, 16401, 16411, 16421, 16431, 16441, 16451, 16461, 16471, 16481, 16491, 16501, 16511, 16521, 16531, 16541, 16551, 16561, 16571, 16581, 16591, 16601, 16611, 16621, 16631, 16641, 16651, 16661, 16671, 16681, 16691, 16701, 16711, 16721, 16731, 16741, 16751, 16761, 16771, 16781, 16791, 16801, 16811, 16821, 16831, 16841, 16851, 16861, 16871, 16881, 16891, 16901, 16911, 16921, 16931, 16941, 16951, 16961, 16971, 16981, 16991, 17001, 17011, 17021, 17031, 17041, 17051, 17061, 17071, 17081, 17091, 17101, 17111, 17121, 17131, 17141, 17151, 17161, 17171, 17181, 17191, 17201, 17211, 17221, 17231, 17241, 17251, 17261, 17271, 17281, 17291, 17301, 17311, 17321, 17331, 17341, 17351, 17361, 17371, 17381, 17391, 17401, 17411, 17421, 17431, 17441, 17451, 17461, 17471, 17

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

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

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

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

#### Schedules of Crew.

##### Cargo boats.

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

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

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 "

Boat to carry not more than 20 passengers, 5 men including manjhi

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

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

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

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

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

79. **Fire places and fires.**—No fire shall be lighted in a licensed boat except in a properly constructed iron caboose or fire-place which shall be kept on deck or in such other part of the boat as the Commissioners' Boat Surveyor shall direct. † On boats containing straw or petroleum having a flashing point of less than 150°F. moored at or off the Budge Budge Petroleum Wharf within a line distant 500 feet from high water mark the lighting of fires is prohibited.

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

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

† Amended vide Notification No. 9-P (15)/38, dated Simla, the 6th September 1938.

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

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

Trip.	Per head.		Per boat.	
	Passengers embarking between 6 A.M. and 6 P.M.	Passengers embarking between 6 P.M. and 6 A.M.	If the voyage begins between 6 A.M. and 6 P.M.	If the voyage begins between 6 P.M. and 6 A.M.
1	2	3	4	5
Between Ahirfolis Ghat and Salkia Ghat ...	Rs. 4	Rs. 4	Rs. 4	Rs. 4
Between Chaulpal Ghat and Telikal Ghat or Rankristopore ...	4	1	0 4	0 6
Between Chaulpal Ghat and Matibuz Nichal Ghat ...	4	1	0 6	0 8
Between Chaulpal Ghat and Rajgunj ...	2	4	1 6	2 0
Between Chaulpal Ghat and Shikhpur Ghat ...	2	4	1 6	2 0
Between Jugannath Ghat or Armonian Ghat and Howrah shore ...	4	1	0 8	0 12
Between steamers in moorings and shore ...	1	1	0 6	0 6
Between flats and shore ...	4	4	...	...

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

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

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

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

Outside a vessel in Garden Reach Jettya Moorings 8 boats or 1 flat.

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

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

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

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



- (15) No. 76 Marine of 4th July 1916.
- (16) No. 90 Marine of 28th July 1919.
- (17) No. 92 Marine of 28th July 1919.
- (18) No. 100 Marine of 8th October 1920.
- (19) No. 24 Marine of 2nd February 1921.
- (20) No. 101 Marine of 8th July 1921.
- (21) No. 89 Marine of 11th September 1922.
- (22) No. 101 Marine of 13th November 1925.
- (23) No. 42 Marine of 22nd March 1926.
- (24) No. 83 Marine of 28th March 1929.
- (25) No. 36 Marine of 2nd April 1929.
- (26) No. 36 Marine of 2nd April 1929.
- (27) No. 57 Marine of 7th June 1929.
- (28) No. 1 Marine of 4th January 1932.

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

**"FORM A.**

**PORT OF CALCUTTA.**

I, \_\_\_\_\_, Chairman of the Commissioners for the Port of Calcutta, do hereby license the \_\_\_\_\_ of which \_\_\_\_\_ is master to remain at her present moorings in the said Port having on board the crew specified below provided always that on a breach of any of the conditions hereunder written this license shall absolutely cease and determine.

**CONDITIONS OF LICENSE.**

The vessel must remain at \_\_\_\_\_ or such other moorings within the limits of the said Port as are allotted by an officer duly authorised by the Commissioners in that behalf for the period from \_\_\_\_\_ to \_\_\_\_\_. The reduced crew must consist of \_\_\_\_\_.

**FORM B.**

**PORT OF CALCUTTA.**

I, \_\_\_\_\_, Chairman of the Commissioners for the Port of Calcutta, do hereby revoke all license to the (ship) \_\_\_\_\_ to remain in the said Port with the reduced crew specified in the license granted in Form A.

**FORM C.**

**PORT OF CALCUTTA.**

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

**APPENDIX.**

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

[See Port Rule 50.]

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

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

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

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

For internal combustion engine,

For steam engine.

1. Fore-peak.

1. Fore-peak.

2. Store room.

2. Store room.

3.

3.

4. Tanks in pairs.

4. Tanks in pairs.

5.

5.

6. Motor space.

6. Cofferdam.

7. After-peak.

7. Engine and boiler space.

8. After-peak.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Chain locker or fore-peak.

2. Hold or store-room.

3.

4. Tanks in pairs.

5.

6. Cargo pump and/or boiler space.

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

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

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

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

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

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

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

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

##### **NOTIFICATION No. 17-MARINE.**

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

the following bye-laws made by the Commissioners for the Port of Calcutta under classes (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 bye-laws published under this department notification No. 2-Mue, dated the 15th January, 1924:—

#### BYE-LAWS.

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

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

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

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

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

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

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

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

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

Coal gas, hydrogen, nitrous oxide and oxygen.

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

- (a) In a cover of continuous wood lagging not less than  $\frac{1}{2}$  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 2½ cwts.

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

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

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

3. All cylinders shall be sufficiently marked so as to be easily identifiable as containing gas or liquid under pressure.
4. Discharge and loading at night will not be permitted.
5. Cylinders may be discharged on to the quay and removed to Transit Sheds, Hazardous Godown or other place set aside for such purpose, if delivery is not effected by the consignee immediately on landing.
6. Cylinders may also be accepted at the Transit Sheds for shipment.

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

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

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

A. MARR,

Secretary to the Government of Bengal.

## MARINE DEPARTMENT

The 12th July, 1910.

*Notification No. 69-Marine.*—The following bye-law framed by the Commissioners of the Port of Calcutta, under Clauses (e) 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 overseas and of taking immediate steps for its recovery, which has been published in three consecutive issues of the *Calcutta Gazette* in accordance with the provisions of sub-section (4) of that section, is hereby confirmed:—

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

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

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

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

T. BUTLER,

Secy. to the Govt. of Bengal.

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

## PORT COMMISSIONERS' BYE-LAWS.

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

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

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

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

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

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

4. Masters and owners of vessels shall obey the directions of, and shall offer no obstruction to, Dock or Jetty officers in mooring,

unmooring, moving or removing, any vessel from one part of the Dock or Jetties to another part, or in regulating the position for loading and discharging of such vessel.

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

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

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

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

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

- (a) supply warping and other necessary appliances;
- (b) secure hatches when not in use, and guard against accidents to life, limb and property.
- (c) keep their vessels so loaded, and (or) ballasted as to allow of their safe removal in the event of fire or other emergency arising;
- (d) provide proper lights in those parts of a vessel where work is going on, and (or) when, owing to insufficient light injury might result to life, limb or property;
- (e) arrange that whilst a vessel is in Dock, or at the Jetties, the Master or some other responsible officer shall always be on board in charge to superintend and assist in carrying out all duties in connection with the vessel or its cargo, and that there is a sufficient crew to carry out orders issued by the servants of the Commissioners in charge;
- (f) see that all exhaust steam or water pipes from winches or other machines are led down the side of the ship to below dock wall coping by a hose or other appliance.

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

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

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

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

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

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

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

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

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

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

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

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

\* Vide Notification No. 16-Marine of 2nd February 1913.

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

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

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

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

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.

† Vide Notification No. 37-Marine of 22nd November 1934.

† Vide Notification No. 27-Marine of 4th April 1917.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

N.B.—

Rules 28 to 34 apply only to vessels going into the Graving Dock.

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

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

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.

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

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

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

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

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

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

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

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

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

56. Any person committing an infringement of any of the foregoing bye-laws shall be liable to a fine not exceeding Rs. 500 and 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.

The following bye-law framed under Section 196 of the Calcutta Port Act, 1890 has been confirmed by the Government of India, Department of Communications under letter No. 9-P (69)/35 dated the 6th August 1938.

"Within the Dock or Jetty fences no person shall unload or attempt to unload or tender for unloading for shipment or storage any matches, fireworks or any substance classified as an explosive in the Indian Explosive Rules 1914 or any petroleum, as defined in the Petroleum Act 1934, having a flashing point below 150°F, or any other inflammable substance having a flashing point below 76°F, without the previous permission in writing of the Commissioners' Dock Superintendent or Superintendent, Jetties and wharves, as the case may be, provided that nothing herein contained shall affect the landing of such goods from a sea-going vessel under the rules and regulations for the time being in force. Any person committing a breach of this bye-law shall be liable to a fine, which may extend to Rs. 500 in respect of any such breach."

#### HOWRAH BRIDGE BYE-LAWS.

No. 8-Mne.—20th February 1934.—The following bye-laws framed by the Commissioners for the Port of Calcutta under Sections 6 and 13 of the Howrah Bridge Act, 1871 (Bengal Act IX of 1871), for the safe and convenient use of the bridge and approaches thereto, and also for the passage of ships, boats and vessels through the said bridge, in supersession of the bye-laws published under notifications Nos. 33 P. W. D. 86 Mne, 123 Mne. and 72 Mne, dated respectively the 29th January 1876, 4th August and 16th November 1906 and 30th June 1911, which were published in accordance with the provisions of Section 24 of the Act, are now approved by the Governor in Council in exercise of the powers vested in him under that section.

#### Howrah Bridge Bye-Laws.

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

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

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

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

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

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

5. Towing 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 lookout 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 bye-laws shall apply and be in force between dark and daybreak :—

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

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

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

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

\*8. Deleted.

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

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

## JETTY AND DOCK RULES.

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

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

\* Yide Notification No. 3 Mun. dated the 5th January 1937.

### Placing of cranes.

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

### Working of cranes.

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

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

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

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

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

8. The lifting capacity of cranes is 2 tons at the Riverside Sheds (Garden Reach) and 35 cwt. elsewhere. The attention of Masters of vessels is invited to the loss in working when the cranes are used to lift slings insufficiently loaded, and they are requested to instruct their officers to insist on cranes being given full loads of 35 cwt. whenever possible. Their attention is also invited to the following Bye-laws framed under Sections 126 and 127 of the Calcutta Port Act III of 1890 B. C. :—

### Bye-Laws.

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

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

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

#### Use of Electric Lights.

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

#### Slinging cargo.

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

#### Heavy Lifts.

11. When heavy packages are to be discharged into the Port Commissioners' lighters by the ship's gear, the Master should advise the Shed Master or Inspector concerned, in order that a Shed Clerk may be deputed to tally such packages. Masters of vessels must furnish the Jetty or Dock Superintendent, as the case may be, through their Agents with the exact weights of all lifts on board over 35 cwt. They will be responsible for accidents arising from misdeclaration of such weights.

#### Arms and ammunition.

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

#### Wines.

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

#### Special cargo.

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

#### Damaged and repaired packages.

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

#### Receipts for Export cargo.

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

#### Care of gangway.

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

#### Passing out of ships' stores.

18. Ships' stores will be passed out of the Dock and Jetty premises during the hours of 10 A.M. and 6 P.M. and 10 A.M. and 5 P.M. respectively, on gate passes in form <sup>T-6</sup> ~~Rev. 2-16~~ signed by the Preventive Officer on duty and countersigned by the Inspector or Shed Master.

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

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

#### Gratuities and treating prohibited.

20. No fees, gratuities or rewards are permitted to be taken by any officer or servant of the Commissioners, or at Jetty or Dock Offices 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, nozzle, caps, brass and copper work and other similar articles of value which are readily removed and easily concealed.

continuing breach, with a further fine which may extend to two hundred rupees for every day after the first during which the breach continues.

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

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

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

**Removal of rubbish, etc.**

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

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

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

**FIRE REGULATIONS.**

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

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

- (a) Through the Fire Alarm Pillar situated under the staircase of the Jetty Superintendent's Office near No. 6 Jetty Gate.
- (b) Through the Fire Alarm Pillar situated at the north end of No. 8 Jetty Shed Railway platform.

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

- (i) Yard Foreman's Office near No. 7 Jetty Gate.
- (ii) Hydraulic Engine House behind the north end of No. 5 Jetty Shed.
- (iii) Assistant Superintendent's Office Near No. 13 Jetty Gate.
- (iv) Shed Master's Office inside Nos. 3 and 8 Jetty Sheds if these sheds are open.

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

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

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

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

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

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

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

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

- (a) Through the Fire Alarm Pillar situated between Nos. 2 and 3 sheds.
- (b) By ringing up the Calcutta Fire Brigade (no number necessary) from the Assistant Superintendent's Office at No. 3 Gate.
- (c) By ringing up the Port Commissioners' Fire-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 1922.*—In exercise of the power conferred by sub-section (3) of Section 126 of the Calcutta Port Act, 1890 (Bengal Act, III of 1890), the Governor in Council is pleased to confirm the following bye-law made by the Commissioners for the port of Calcutta under clause (c) of sub-section (1) of the said section of the Act for the safe and convenient use of the swingbridges at the Kidderpore Docks and the approaches thereto :—

#### BYE-LAW.

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

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

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

A. CASSELLS,

*Secretary to the Government of Bengal.*

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

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

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

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

\* 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.

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

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

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

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

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

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

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

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

If such removal be impossible owing to work being in progress the vessel shall pay for every period or part of a period of 24 hours 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.

\* Vide Notification No. 53-Marine, dated the 10th June 1921.

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

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' officers in charge of the Docks.

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

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

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

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

## APPENDIX A.

To

THE DEPUTY CONSERVATOR,

PORT OF CALCUTTA.

Sir,

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

Name of Vessel \_\_\_\_\_

Name of Owner \_\_\_\_\_

Description of work to be done in Dry Dock— \_\_\_\_\_

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

Date \_\_\_\_\_

Signature of Applicant.

## APPENDIX B.

To

THE DEPUTY CONSERVATOR,

PORT OF CALCUTTA.

Sir,

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

Name of vessel \_\_\_\_\_

Length \_\_\_\_\_

Beam \_\_\_\_\_

Depth of hold \_\_\_\_\_

Gross tonnage \_\_\_\_\_

Draft forward \_\_\_\_\_

Draft aft \_\_\_\_\_

Displacement weight of vessel at draft stated \_\_\_\_\_

Whether keel is a keel-plate or bar-keel \_\_\_\_\_

Date and hour when vessel will be ready to dock \_\_\_\_\_

Description of work to be done in dock \_\_\_\_\_

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

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

Signature \_\_\_\_\_

of S. S. \_\_\_\_\_

Calcutta, \_\_\_\_\_

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

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

## APPENDIX C.

To

THE COMMANDING OFFICER,

S. S. \_\_\_\_\_

Sir,

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

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

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

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

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

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

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

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

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

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

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

PORT COMMISSIONERS' OFFICE:

Calcutta, the \_\_\_\_\_

19 \_\_\_\_\_

Deputy Conservator.

### THE COMMISSIONERS FOR THE PORT OF CALCUTTA.

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

1. The period of a vessel's occupation of the Dry Docks counts from the time the caisson is placed in position after she enters till she clears the Dry Dock entrance when leaving.
2. The vessel must be in ballast trim, must be upright, and, as nearly as possible, on even keel, otherwise she may be refused admission to the Dry Docks. All side and stern ports to be shut.
3. The trim of a vessel is not to be altered, nor heavy weights See Bye-law No. 12. moved on boardship while in the Dry Docks.
4. Water ballast is not to be run out of a vessel while in the Dry Docks, except when written sanction has been obtained from the Deputy Conservator to do so and after the vessel has accepted in writing all risks. The necessary form of application may be obtained from the officer in charge of the Dry Docks.
5. Plugs are not to be removed from a vessel's bottom, and no bilge water is to be run out or thrown or pumped out into the Dry Docks without the sanction of the officer in charge of the Docks.
6. Galley refuse, sweepings and rubbish are not to be thrown See Section 137, about the Dock premises, but must be deposited Calcutta Port Act, in the proper receptacle which will be provided by the officer in charge of the Dry Docks.
7. It is important that early intimation should be given to the officer in charge of the Dry Docks when any work is to be carried on after 6 P.M., or before 6 A.M., or during the night, or on Sunday.
8. All persons working in the Dry Docks shall obey the orders of the Deputy Conservator, or any officers acting under his orders.

### DIMENSIONS. KIDDERPORE DOCKS.

	Extreme length.	Length on bottom.	Breadth at entrance.	Height of sill above bottom of Dock.	Depth on sill.
No. 1 Dry Dock	549'0"	538'9"	69'6"	2'0"	25'0"
No. 2 Dry Dock	499'6"	488'6"	69'6"	—	27'0"

### KING GEORGES' DOCK.

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

### EXPLOSIVES.

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

NOTIFICATION—No 16-MARINE.

The 2nd August 1937.—In exercise of the powers conferred by section 5 of the Indian Explosives Act, 1884 (IV of 1884), read with Sub-paragraph (2) of paragraph 8 of the India and Burma (Transitory Provisions) order, 1937, and with the previous sanction of the Governor-General in Council, the Governor is pleased to make the following amendments in the rules to regulate the transport and importation of explosives in the Port of Calcutta, published under this department Notification No. 78-Marine, dated the 10th July 1923, as amended by Notifications Nos. 44 Mnc., dated 27th October 1930 and 3 Mnc., dated the 13th January 1932.

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

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

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

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

Wonder candles, star matches, aluminium matches, meteor matches, Chinese crackers, silvera sparklers, golden sparklers, electric sparklers, magic sparklers, anodes or caps for toy pistols, Putputas Martinicans magic wire and brilliant star matches.

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

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

2. All inward-bound vessels carrying explosives, in excess of the quantity proscribed 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 proscribed by Rule 1(a).

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

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

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

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

7. Any vessel used for the conveyance of explosives shall have a closed deck and closely fitting hatches and shall have at each end of the hold in which the explosive is stored or carried double water-tight bulkheads without openings. The floor of the hold shall be of wood and the sides if not of wood shall be covered with leather, 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

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

8. No cargo boat shall be employed for the conveyance of explosives in the port of Calcutta or in the navigable river and channels leading to the port of Calcutta, as defined under Notification No. 13 Mac, 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 utilised for the purpose if fitted.]

#### Explosives that may be landed at Moyapore.

11. Explosives of Classes 1, 6 and 7, that is to say, gun powder, ammunition and fireworks as specified in the rules issued under the Government of India, Commerce and Industry Department, Notification No. 4913-53, dated the 6th June 1914 (hereinafter referred to as the Indian Explosives Rules, 1914), if the quantity thereof is in excess of that prescribed in Rule 1(a), shall be landed and deposited in the magazine at Moyapore.

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

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

\*Not reproduced.



13. Explosives of Classes 1 to 7 specified in the Indian Explosives Rules intended for despatch up-country may be discharged into boats only at Moyapore or Diamond Harbour and transported thence under Police guard to Uluberia or Diamond Harbour railway station and there loaded into railway wagons for discharge to a magazine declared suitable by the Government of Bengal under Rule 24 of the Indian Explosives Rules, 1914, subject to the following restrictions viz:—

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

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

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

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

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

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

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

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

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

19. A clerk shall always be in attendance in the magazine powder-boat, and shall receive from the Master the declaration specified in rule 8.

20. If any vessel shall be prevented, by stress of weather or by being in distress, from landing or depositing any explosives which are in excess of the quantity prescribed by Rule 1(a), such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Matteenbrool Ghat, and the Master of such vessel shall forthwith give notice to the Harbour Master of his having such explosives on board, and shall obey the Harbour Master's directions relating to the same.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Vide rule 23 of the rules)

#### FREE.

License is hereby granted to Messrs. \_\_\_\_\_ to convey by river 50 lbs. of gunpowder from Moyapore Magazine to Prinsep's Ghat, subject to the rules framed thereunder and to the conditions specified on the reverse.

Commissioner of Police, Calcutta.  
CALCUTTA, the.....19..

(Reverse.)

#### Conditions.

1. The gunpowder shall be packed in accordance with schedule IV of the Indian Explosives Rules, 1914.
2. If not made use of within 15 days from its date of issue, the license shall become void.

A. MARR,  
Secretary to the Government of Bengal.

## PETROLEUM.

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

## CARBIDE OF CALCIUM.

New Delhi, the 18th March 1937.

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

## RULES.

## CHAPTER I.

*Preliminary.*

1. *Short title and extent.*—(1) These rules may be called the Carbide of Calcium Rules, 1937.

(2) They shall apply to the whole of British India including British Beluchistan and the Sonthal Parganas.

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

3. *Definitions.*—In these rules, unless there is anything repugnant in the subject or context,—

- (a) "The Act" means the Petroleum Act, 1934;
- (b) "Carbide" means Carbide of Calcium;
- (c) "Chief Inspector" means the Chief Inspector of Explosives in India;
- (d) "Conservator of the Port" includes any person acting under the authority of the officer or body of persons appointed to be Conservator of the Port under section 7 of the Indian Ports Act, 1908;
- (e) "District Authority" means—
  - (i) in a Presidency town, or its suburbs, the Commissioner of Police; and

- (ii) elsewhere, the District Magistrate;
- (f) "District Magistrate" includes an Additional District Magistrate;
- (g) "Inspector" means an officer authorised by the Central Government under sub-section (1) of section 18 of the Act;
- (h) "Prescribed receptacle" means a receptacle which—
- is made of metal but has no copper in its composition;
  - is hermetically closed at all times except when its contents are being placed within it or withdrawn from it; and
  - 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 Central Government under sub-section (1) of section 14 of the Act.

## CHAPTER II.

### Importation of Carbide.

4. *Ports of importation.*—Carbide shall not be imported except at the ports of—

Bombay.	Karachi.
Calcutta.	Madras.
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 carbide shall, on entering the port and before landing any cargo, declare in writing to the Collector of Customs and also to the Conservator of the Port, the quantity and description of such carbide.

(2) The master shall moor the ship in such place as the Conservator of the Port may direct, and, while any carbide remains on board, shall not, except for the purpose of proceeding to sea, remove the ship without the written permission of the Conservator of the Port.

(3) The master shall ensure that the hold of every ship bringing carbide into port shall be efficiently ventilated from the time the vessel enters the port until all the carbide on board has been discharged or until the ship has left the port.

6. *Receptacles.*—(1) Carbide shall be brought into port only in prescribed receptacles.

(2) The receptacles shall be of such strength and construction or so protected as not to be liable to become defective or insecure in transit otherwise than by gross negligence or extraordinary accident.

(3) No such receptacle shall be capable of containing more than 250 pounds of carbide.

7. *Defective receptacles.*—The Collector of Customs may require that any receptacle containing carbide which does not satisfy the requirements of rule 6 or which is defective shall be submerged in deep water under the direction of the Conservator of the Port, without compensation to the consignee.

8. *Opening of receptacles in port.*—No receptacle containing carbide shall be opened within the limits of a port except in premises licensed for the storage of carbide.

9. *Precautions against contact with water.*—Every reasonable precaution shall be taken to prevent the contact of water or moisture with any carbide brought into port, and, where such contact may have occurred, to prevent ignition of the gas given off.

10. *Facilities to be afforded to inspecting officers.*—The master or the agent of the owner of any ship in port with carbide on board shall, when so required by the Collector of Customs or by the Conservator of the Port or by an Inspector or Sampling officer, show to such officer all carbide under his control or on board, and shall afford every reasonable facility to enable such officer to inspect such carbide so as to ascertain whether these rules are duly observed and to take samples, if such officer so desires.

11. *Landing of carbide.*—(1) Carbide shall be landed only with the permission of the Collector of Customs and at such place or places as the Conservator of the Port may direct.

(2) Carbide shall be landed only between sunrise and sunset.

12. *Removal after landing.*—All carbide landed from any ship shall be removed without unnecessary delay to some licensed place of storage, and, if conveyed by water, shall be conveyed only in an open barge certified as suitable for the conveyance of carbide by the Conservator of the Port.

13. *Port Commissioners' Regulations.*—The landing and the removal after landing of carbide in a port shall be subject to all the regulations which may from time to time be prescribed generally or specially in that behalf by the Port Commissioners, provided such regulations are not inconsistent with these rules.

## CHAPTER III.

*Transport of Carbide.*

14. *Transport in quantity not exceeding 5 pounds.*—Carbide transported in any quantity not exceeding five pounds shall be packed in prescribed receptacles each containing not more than one pound.

15. *Transport in quantity exceeding 5 pounds.*—Carbide in quantity exceeding five pounds shall not be transported except under the following conditions:—

(a) the carbide shall be contained in prescribed receptacles no one of which shall be capable of containing more than 250 pounds of carbide; and

(b) the carbide shall not be deposited at any time during transit in any building other than a building fulfilling the requirements of rules 22 and 24 and shall not be stored in any such building except in accordance with the requirements of rule 25.

16. *Transport by railway.*—(1) Notwithstanding anything contained in clause (b) of rule 15, carbide while in the custody of a railway administration for transport, shall not be stored in any railway goods shed, but shall be stacked in the open under waterproof sheets and shall be so placed as to prevent any receptacle containing it from becoming wet.

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

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

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

(i) the quantity carried by any one train shall not exceed 500 pounds;

(ii) the vehicles containing carbide shall be well ventilated and as far as possible water-tight; and

(iii) no naked lamp or other artificial light capable of igniting inflammable gas shall be taken into a vehicle containing carbide.

18. *Transport by water.*—Where carbide is conveyed by water it shall be packed and stowed in accordance with the regulations issued from time to time by the Board of Trade for regulating the carriage of dangerous goods and explosives in ships.

19. *Restriction on delivery and despatch of carbide.*—(1) No person shall deliver any carbide to any one other than the holder of a storage licence or his authorized agent or a Port Authority or railway administration.

(2) No person shall despatch any carbide to any one other than the holder of a storage licence.

(3) This rule shall not apply to the delivery or despatch to any person of carbide in quantities which are permitted by these rules to be stored without licence.

## CHAPTER IV.

*Storage of Carbide.*

20. *Carbide to be "commercially pure".*—No carbide shall be kept at any place, with or without a licence, unless it is "commercially pure", that is, unless it contains no impurities which would render the gas evolved, either alone or in admixture with air, liable to ignite spontaneously.

21. *Licence for storage.*—(1) No person shall store any carbide except under a licence granted under these rules:

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

(i) in any quantity not exceeding five pounds if it is kept in prescribed receptacles each containing not more than one pound;

(ii) in any quantity exceeding five and not exceeding twenty-eight pounds if it is kept in prescribed receptacles and the following conditions are observed:—

(a) the receptacles shall be stored in a dry and well ventilated place;

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

(c) notice shall be given of such storage to the District Authority; and

(d) where a fixed generator is used on the premises, detailed instructions as to the care and use of the generator shall be kept constantly posted up in a place where they can conveniently be referred to by the generator attendant.

(2) No licence shall be required for the temporary storage of carbide within port limits under such conditions as the Conservator of the Port may specify.

"(3) † No licence shall be required for the storage of any carbide in the possession of His Majesty's Forces."

† Amended Vide Notification No. M-826, dated Simla the 15th September 1938.

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

- (a) if in quantities aggregating not more than 500 pounds—in a suitable uninhabited building at least 20 feet away from any other premises: provided that quantities not exceeding 250 pounds may be stored in a place connected with a shop at a distance not less than 10 feet from any other premises.
- (b) if in quantities aggregating more than 500 pounds and not more than 3,000 pounds—in a suitable uninhabited building at least 40 feet away from any other premises;
- (c) if in quantities aggregating more than 3,000 pounds—in an uninhabited building at least 100 feet away from any other premises.

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

23. *Power to reduce distances.*—The distances laid down in sub-rule (1) of rule 22 may be reduced by the Chief Inspector where screen walls are provided or other special precautions are taken or where there are special circumstances that in the opinion of the Chief Inspector warrant the reduction.

24. *Construction of storage buildings.*—Every building for the storage of carbide shall be—

- (a) constructed of non-inflammable material, with non-inflammable roofs and with tiled, paved, cemented, iron or steel floors raised at least a foot above the ground level; and
- (b) well ventilated and water-tight to the satisfaction of the licensing authority.

25. *Arrangements in storage buildings.*—Carbide shall be stored only on racks or trestles standing at least one foot above the level of the floor of the building, and no articles of an inflammable or combustible nature shall be kept in the same building.

26. *Disposal of carbide if wet.*—If any carbide becomes wet it shall be destroyed by being submerged in deep water. If deep water is not available, the wet carbide shall be spread out in the open in an isolated position, and all precautions shall be taken to prevent any fire or artificial light or article capable of igniting acetylene being brought near until the material has given off all its gas.

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

27. *Precautions by vendor.*—(1) Every vendor of carbide delivering any quantity exceeding half a pound to any person, shall deliver it to him in a prescribed receptacle.

(2) No vendor shall open more than one receptacle at a time for the purpose of delivering carbide.

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

# CHAPTER V.

## Manufacture of Acetylene Gas.

29. *Application of Chapter.*—(1) The rules in this Chapter shall be observed by every person holding a licence for the storage of carbide granted under these rules who uses such carbide for the manufacture of acetylene gas.

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

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

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

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

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

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

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

(7) The size of the pipes carrying the gas shall be proportioned to the maximum rate of generation, so that undue back pressure from throttling may not occur.

31. *Efficiency of apparatus.*—The apparatus shall have an efficiency of at least 90 per cent.

32. *Temperature of apparatus.*—The temperature of any part of the apparatus, when working, shall not exceed 180°F.

NOTE.—The temperature may be ascertained by placing short lengths of wire, drawn from fusible metal of a suitable melting point in those parts of the apparatus in which heat is liable to be generated.

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

Provided that, if it be shown to the satisfaction of the licensing authority that a higher pressure is necessary in any generating apparatus and that such higher pressure may be used without danger, the licensing authority may allow the use of higher pressure up to a maximum of 250 inches water column on the condition that the apparatus is fitted with suitable safety devices. A generator operating at a higher pressure than 60 inches water column shall have clearly marked on it the water column at which it works.

(2) In the use of the apparatus, regard shall be had to the danger of stoppage of passage of the gas and a consequent increase of pressure.

34. *Precautions against escape of gas.*—(1) Adequate precautions shall be taken to prevent any escape of gas from the apparatus.

(2) Gas-holders shall be fitted with blow off pipes carried up to a suitable point in the open air.

35. *Decomposition of carbide.*—(1) The carbide shall be completely decomposed in the apparatus, so that the lime sludge discharge therefrom shall not be capable of generating more gas.

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

36. *Residue.*—(1) An open tank shall be provided in the open air for the reception of all residue from the carbide : and such residue shall remain for at least ten hours in not less than four times its bulk of water in such tank.

(2) Precautions shall be adopted for preventing any lime sludge from being discharged into the drains.

37. *Attendants.*—(1) No person shall have charge of an apparatus until he has been properly instructed in its management.

(2) A label or printed card giving fully detailed instructions in the vernacular as to the use of the apparatus and a certificate by the licensee to the effect that the attendant who shall be mentioned by names has been properly instructed as required by sub-rule (1), shall be exhibited on or in close proximity to the apparatus.

## CHAPTER VI

### Licences.

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

39. *Grant of licence.*—(1) Licences for storage may be granted by the licensing authorities set forth in Schedule I appended to these rules, in the Forms, for the purposes, and on payment of the fees, specified therein.

(2) Every licence granted or renewed under these rules shall remain in force until the 31st day of December of the year for which the licence is granted or renewed.

40. *Particulars of licence.*—Every licence granted under these rules shall be held subject to the conditions endorsed on it and shall contain all the particulars which are contained in the form prescribed for it by these rules.

41. *Power of licensing authority to alter conditions.*—(1) Notwithstanding anything contained in rule 40, the licensing authority may omit, alter or add to any of the conditions specified in the prescribed form of licence.

(2) This power shall not be exercised by the District Authority without the prior concurrence of the Chief Inspector.

42. *Amendment of licence.*—(1) Any licence granted under these rules may be amended by the authority granting such a licence provided that the amendments are not in conflict with any of these rules.

(2) A licensee who desires to have his licence amended shall submit it to the licensing authority with an application stating the nature of the amendment and the reasons for it.

(3) The fee for the amendment of a licence shall be one rupee plus the amount (if any) by which the fee that would have been payable if the licence had originally been issued in the amended form exceeds the fee paid for the original licence.

43. *Renewal of licence.*—(1) A licence may be renewed by the authority empowered to grant such a licence.

(2) Every application for the renewal of a licence shall be made not less than 30 days before the date on which the original licence expires, and, if the application is so made, the premises shall be held to be duly licensed until such date as the licensing authority issues the renewed licence or until an intimation that the renewal of the licence is refused has been communicated to the applicant.

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

44. *Refusal of licence.*—(1) A licensing authority refusing to grant, amend or renew a licence, shall record his reasons for such refusal in writing.

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

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

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

(2) The authority cancelling a licence shall record his reasons for so doing in writing.

(3) A copy of the order containing the reasons for the cancellation of a licence shall be given to the holder of the licence on payment of a fee of one rupee.

46. *Appeals.*—(1) Any person may appeal to the Central Government from an order of the Chief Inspector refusing to grant, amend or renew a licence or cancelling a licence.

(2) Any person may appeal to the immediate official superior of the District Authority from an order of the District Authority refusing to grant, amend or renew a licence or cancelling a licence.

(3) Every appeal shall be in writing and shall be accompanied by copy of the order against which the appeal is made.

(4) The appeal shall be presented within 30 days when the order appealed against has been passed by the District Authority and within 60 days when the order has been passed by the Chief Inspector.

47. *Transfer of licence for storage.*—(1) The holder of a licence for the storage of carbide may, at any time before the expiry of the licence, apply for permission to transfer his licence to another person.

(2) Such application shall be made to the licensing authority who shall, if he approves of the transfer, enter upon the licence, been transferred to the person named.

(3) A fee of one rupee shall be charged on each such application.

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

48. *Provision 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 unexpired portion of the original licence.

(2) A fee of one rupee shall be charged for a new licence for the unexpired portion of an original licence granted to any person applying for it under this rule.

49. *Loss of licence.*—Where a licensee granted under these rules is lost or accidentally destroyed, a duplicate may be granted on payment of a fee of one rupee.

50. *Payment of fees.*—(1) Every application for the grant or renewal of a licence shall be accompanied by the fee payable thereon. If the licence is not granted or renewed, the fee shall be refunded.

(2) All fees chargeable under these rules in respect of licences granted by the District Authority shall be paid by means of impressed stamps or in cash.

(3) The payment of all other fees under these rules shall be made in cash or by cheque.

51. *Power of exempt from payment of fees.*—The Central Government may, by general or special order, grant exemption from, or reduction of, any fee payable under these rules.

52. *Production of licence on demand.*—(1) Every person holding or acting under a licence granted under these rules shall produce it, or an authenticated copy of it, at the place to which the licence applies, when called upon to do so by any Inspector.

(2) Copies of any licence may, for the purposes of this rule, be authenticated free of charge by the authority which granted the licence.

#### SCHEDULE I Licences (vide Rule 39).

Article No.	Form of Licence, (See Schedule II.)	Purpose for which granted.	Authority empowered to grant licence.	Fee.
1	2	3	4	5
1	B	To store carbide in quantity not exceeding 250 pounds at any one time, provided the carbide is not to be used by the licensee for the generation of acetylene.	The District Authority.	(a) When the quantity to be stored does not exceed 1,000 pounds. Rs 4.  (b) When the quantity to be stored exceeds 1,000 pounds but does not exceed 5,000 pounds. Rs 4 for the first 1,000 pounds plus annas 8 for every additional 1,000 pounds or part thereof.
2	C	To store carbide in all other cases.	The Chief Inspector.	(c) When the quantity to be stored exceeds 5,000 pounds but does not exceed 50,000 pounds. Rs. 6 for the first 5,000 pounds plus Rs. 1 for every additional 5,000 pounds or part thereof.  (d) When the quantity to be stored exceeds 50,000 pounds. Rs. 20.



## SCHEDULE II.

## FORMS.

## FORM A.

(See Rule 38.)

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

1. \*Applicant's Name  
" Calling  
" Address
2. Situation of building in which carbide is to be stored.  
Province  
District  
Town or village  
Locality
3. Quantity of carbide proposed to be stored.
4. Term in which license is required.
5. Quantity of carbide already stored, if any, on the premises.
6. Is the carbide for use or for sale unopened in the receptacles in which it is received, and, if not, what will be done with it?  
In what receptacles will the carbide be kept, what is the capacity of the same, how are they closed against moisture, and of what material are they made?
7. In what part of the building will the carbide be kept? How are the premises constructed? Are the premises used for other purposes, and, if so, for what purposes?
8. Is the carbide to be used for the manufacture of acetylene gas? How is the generator constructed and what is its capacity? Give sketch. Give particulars as to the building in which the generator will be placed, and state whether it is detached from other buildings and whether it is used for other purposes. How is it proposed to dispose of the residue? Will the generator be in the sole charge of a person competent to manage it?

Remarks.

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

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

*The replies to be written in this column.*

## FORM B.

## (ARTICLE 1 OF SCHEDULE I.)

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

No.

Fee Rs.

Licence is hereby granted to \_\_\_\_\_ pounds of Carbide of Calcium valid only for the storage of \_\_\_\_\_ 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.

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

This \_\_\_\_\_ 19 \_\_\_\_\_ District Authority.

*Description of the building referred to above.*

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

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

*Conditions of licence.*

1. If the licensing authority calls upon the holder of the licence, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such authority, be necessary for the safety thereof, the holder of the licence shall execute the repairs within such period, not being less than one week from the date of receipt of the notice as may be fixed by the notice.

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

3. Only one receptacle containing Carbide of Calcium shall be opened at a time and only for the time necessary for the removal of the Carbide required or for the refilling of other receptacles. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the Carbide of Calcium, as well as for guarding against the risk of ignition of any gas which may be liberated.

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

5. Due precautions shall at all times be taken for the prevention of accidents by fire or explosion and no smoking, fire or artificial light or article capable of igniting acetylene shall be permitted at any time within or near the building in which the Carbide is stored.

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

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

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

#### FORM C.

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

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

No.

Fee Rs.

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

This licence shall remain in force till the 31st day of Decem-  
ber 19 .

*Chief Inspector of Explosives in India.*

The

19 .

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

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

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

#### *Conditions of licence.*

1. If the licensing authority calls upon the holder of the licence, by notice in writing, to execute any repairs to the building licensed which may, in the opinion of such authority, be necessary for the safety thereof, the holder of the licence shall execute the repairs within such period, not being less than one week from the date of receipt of the notice, as may be fixed by the notice.

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

3. Only one receptacle containing Carbide of Calcium shall be opened at a time and only for the time necessary for the removal of the Carbide required or for the refilling of other receptacles. During such removal or refilling every reasonable precaution shall be adopted for preventing moisture being brought into contact with the Carbide of Calcium, as well as for guarding against the risk of ignition of any gas which may be liberated.

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

5. Due precautions shall at all times be taken for the prevention of accidents by fire or explosion and no smoking, fire or artificial light or article capable of igniting acetylene shall be permitted at any time within or near the building in which the Carbide is stored.

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

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

## ACETYLENE

*New Delhi, the 9th January 1939.*

No. M.—1268(1).—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 late Department of Commerce and Industry, No. 596-D, dated the 6th December 1919, the Central Government is pleased—

- (1) to declare that acetylene,
  - (a) when liquid, or
  - (b) when subject to a pressure exceeding that of a column of water 250 inches in height, or
  - (c) when in admixture with air or oxygen in whatever proportion and at whatever pressure, and
  - (d) whether or not in admixture with other substances, shall, subject to the exceptions mentioned in the Schedule annexed hereto, be deemed to be an explosive within the meaning of the said Act; and
- (2) to prohibit absolutely the manufacture, possession and importation of such acetylene as is declared by this notification to be an explosive.

### Schedule.

1. Any acetylene which the Central Government, on being satisfied that it is not possessed of explosive properties, may by order exempt from the operation of this notification.
2. Any acetylene in admixture with air, when such admixture takes place.
  - (a) only in a burner or other contrivance in which the mixture is intended to be burnt, or
  - (b) unavoidably, in the first use or recharging of an apparatus properly designed and constructed with a view to the production of pure acetylene.
3. Any acetylene, in admixture with oil-gas (that is to say, a gas manufactured from mineral oil), and under compression, if the following conditions are fulfilled, namely:
  - (a) the acetylene shall be generated only by the Atkins Dry Process;
  - (b) the proportion of acetylene shall not exceed fifty parts by volume in every one hundred parts of the mixture of acetylene and oil-gas;

- (c) the acetylene and oil-gas shall be mixed together in a chamber or vessel before the gases are subjected to compression; and
- (d) the mixture shall not be subjected to a pressure exceeding one hundred and fifty pounds per square inch.
4. Any acetylene when contained in a homogeneous porous substance with or without acetone or other solvent, if the following conditions are fulfilled, namely:—
- (i) The porous substance shall fill as completely as possible the cylinder into which the acetylene is compressed.
- (ii) The porosity of the substance shall not exceed eighty per cent.
- (iii) Any acetone or other solvent used shall not be capable of chemical reaction with the acetylene gas or with the porous substance or with the metal of the cylinder, and the quantity of acetone or other solvent shall be such that when fully charged with acetylene it shall not completely fill the porosity of the porous substance at any temperature likely to be met with in ordinary practice or use.
- (iv) 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 in India and no cylinder shall be so used unless it is of a design approved in writing by the said Chief Inspector.
- (v) The cylinder shall be entirely covered with a coat of paint of a maroon colour corresponding to British Standard Colour No. 41.
- (vi) The valves of the cylinders shall not contain more than seventy per cent. of copper in their composition and they shall be fitted with left handed outlet screw threads for the pipe or other connections:
- Provided that small cylinders and cylinders for special purposes may have right handed screw threads.
- (vii) Each cylinder when not in use shall have its valve completely protected. In cases where the design of the cylinder does not provide for the valve lying wholly below the level of the cylinder body, a stout metal cap must be used, the design being such that the cap is nowhere in close proximity to any part of the valve or valve body:

Provided that small cylinders packed in stout cases which will adequately protect the valves need not be provided with caps or covers.

- (viii) The pressure in the cylinder shall not exceed 225 pounds per square inch at a temperature of 60° degrees Fahrenheit:

Provided that no cylinder capable when empty of containing one cubic foot of water or more, which has the ends secured to the body by welding only; and no cylinder in which a porous substance is used without acetone or other solvent shall be charged to a pressure exceeding 150 pounds per square inch at a temperature of 60 degrees Fahrenheit. This condition shall not apply to cylinders used exclusively for marine lighting by an officer appointed in that behalf by Government or by the Conservator of a Major Port.

- (ix) Every cylinder capable when empty of containing one cubic foot of water or more in which the pressure allowed may be 225 pounds per square inch, shall be annealed and every cylinder shall be tested by hydraulic pressure to a pressure of not less than four times the pressure to which the cylinder is to be subjected in use, such hydraulic pressure to be maintained for a period of not less than 15 minutes and no cylinder shall be used which on the first occasion of its being subjected to this test shall show any permanent stretch.
- (x) The compression of the acetylene shall be carried out only on such premises as shall have been approved in writing by the Chief Inspector of Explosives in India. Such approval may be withdrawn at any time by that officer.
- (xi) No person shall charge with acetylene any cylinder unless he is in possession of full particulars and previous history of such cylinder, and has otherwise assured himself that the cylinder complies with the requirements of this notification.
- (xii) 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.
- (xiii) 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 properly compressed into porous substance" and every cylinder shall bear a label giving the date when it

was last charged together with the name of the firm by which it was charged, the address of the last charging station and the maximum pressure allowed in the cylinder. Every cylinder capable when empty of containing one cubic foot of water or more and manufactured after the 1st January 1920, shall have stamped upon it the name or the trade mark of the manufacturer and the serial number of the cylinder.

(xiv) 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 (xiii), 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 in India, Inspectors and Assistant Inspectors of Explosives.

(xv) Every facility shall be given to the said Chief Inspector, Inspectors and Assistant Inspectors of Explosives to inspect the apparatus and methods by which the cylinders are charged.

M. S. A. HYDARI,  
Secretary to the Govt. of India.

**SPECIAL HEALTH REGULATIONS FOR THE PORT OF  
CALCUTTA.**  
(Revised rules.)

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

In exercise of the powers conferred by section 6, Sub-section (1), clause (ii), of the Indian Ports Act 1908 (XXV of 1908), as amended by the Indian Ports (Amendment) Act 1911, (IV of 1911), and in

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

**Part I.—Definitions.**

**1. In these regulations—**

- (1) "Health Officer" means any person appointed by Government either by name or by virtue of his office, to be Health Officer of a port, and includes an additional or Assistant Port Health Officer and any officer appointed by Government, either by name or by virtue of his office to perform any of the duties of a Health Officer of a port;
- (2) (a) Except as provided in clause 1. (3) "healthy vessel" means a vessel which, even though coming from an infected port, has not had on board any death from, or any person suffering from, any of the diseases enumerated in the preamble either at the time of departure, or during the voyage from the last port of call, or on arrival;
- (b) "infected vessel" means a vessel which has on board one or more cases of any of the diseases enumerated in the preamble, or on board of which a case of any of those diseases has occurred either during the voyage from the last port of call or in the event of such voyage exceeding 12 days, within the 12 days or (in the case of plague and cholera seven days) immediately preceding her arrival at a port in British India;
- (c) "suspected vessel" means a vessel on board of which there has been a case of any of the diseases enumerated in the preamble, at the time of departure or during the voyage from the last port of call, but on board of which no fresh case of such disease has occurred within the twelve days or (in the case of plague and cholera seven days) immediately preceding her arrival.
- (3) (a) Every vessel which has come from the east coast of Africa within the limits of Port Sudan and Durban

or from any other locality declared to be infected with sleeping sickness or jigger is a "suspected vessel" for the purposes of these regulations, unless during the voyage there has been one or more cases or suspected cases of either of these diseases on board, when it will be considered an "infected vessel".

- (b) Every vessel which has within a period of two months immediately preceding her arrival started from, or touched *en route* at, a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period is a "suspected vessel" for the purposes of these regulations, unless within the same period there has been on board a case or suspected case of yellow fever when it will be considered an "infected vessel".
- (4) the term "infected", when used with reference to any articles, includes all articles considered by the Health Officer to be infected with any of the diseases in question;
- (5) the term "infected port" means any port which Government may, by notification, declare to be infected;
- (6) "Master" when used with reference to a vessel, means any person, (except a pilot or harbour master) having for the time being charge or control of the vessel;
- (7) "Port Officer" includes any person acting under the authority of Government in charge of port discipline.
- (8) "Medical Officer" (of a vessel) means any person holding medical charge of a vessel who is in possession of a certificate or diploma in medicine and surgery of a recognized university or medical school and registered in the country in which he obtained it.

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

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

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

*by night* three lights, at a height of not less than 20 feet above the hull of the ship which shall be arranged at a distance of not less than six feet apart in the

form of an equilateral triangle, and of which the light at the apex of the triangle shall be white and the lights at the ends of the base shall be red,

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

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

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

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

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

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

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

**Part III.—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 proscribed 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 proscribed by Regulation 2 are shown, no tindal or other person in charge of or navigating any boat shall, without the permission of the Health Officer, attempt to take it alongside such vessel.

#### Part IV.—Inspection of vessels.

9. Whenever the Health Officer receives the notice referred to in Regulation 4, he shall without unnecessary delay proceed on board and examine the vessel, and the Master shall give him every facility for the examination of the passengers, crew, personal effects, cargo, and any part of the ship the Health Officer thinks necessary. The Health Officer may require a declaration on oath from the medical officer [if any] of the vessel or from the master or from both, whether any death or sickness from an unknown or suspicious cause or any case of any of the diseases enumerated in the preamble has occurred on board the vessel either during the voyage or before her departure and with reference to plague, whether any unusual mortality has been observed among rats. If the Health Officer is satisfied that such deaths as may have occurred were not due to any of the causes enumerated in the preamble, he shall permit the vessel to proceed to the usual place of anchorage and to discharge passengers and shall proceed as provided in these regulations. The inspection by sunset.

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

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

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

#### Part V.—Removal of the sick.

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

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

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

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

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

17. Vessels classed by the Health Officer after inspection as healthy shall be given free pratique, save as otherwise provided in

rules 23 and 24. Other vessels will be dealt with in accordance with rules contained in Parts VI (A), VI (B), VI (C), VI (D), VI (E), VI (F) or VI (G) according to the disease on account of which they are declared suspected or infected.

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

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

- (1) shall arrange for the conveyance of any person suffering or suspected to be suffering from such disease to sanatorium or hospital, unless the sick person or his friends can make adequate provision elsewhere of which the Health Officer must satisfy himself; but he shall not enforce the removal from the vessel of any person or persons bound for an onward port except as provided for in Regulation 14;
- (2) shall either himself undertake, or direct the master of the vessel to undertake, the destruction or disinfection of 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 craft, direct the disinfection or in special cases the destruction of food-stuffs which have been exposed to contamination and are considered likely to be infected;
- (5) may, order that any portion of the vessel that has actually been exposed to contamination or is in a filthy or insanitary condition, or which he considers likely to be infected, should be disinfected and cleansed as he may direct and may prohibit the discharge of bilge-water or water ballast within port limits without previous disinfection;
- (6) may, in the case of cholera, direct the master to have the bilges and water tanks emptied, cleaned and disinfected.

**Part VI-B.—Plague.**

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

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

- (2) All persons suffering from plague shall immediately be disembarked under the directions of the Health Officer and isolated in the camp or hospital, whether ashore or afloat, appointed by Government for the purpose.
- (3) At the discretion of the Health Officer other persons may also be disembarked and be subjected to observation\* or surveillance\* or to a period of observation followed by surveillance provided that the total duration of these measures shall not exceed five days from the time of arrival.
- (4) Such soiled linen, wearing apparel and articles belonging to the crew and passengers as are, in the opinion of the Health Officer, infected, shall be disinfected.
- (5) All parts of the vessel which have been occupied or frequented by plague patients shall be disinfected; and any other parts of the vessel that, in the opinion of the Health Officer, are infected, shall be disinfected.
- (6) The rats on board shall be destroyed, either before or after discharge of the cargo, in either case as quickly as possible, and in such manner as to avoid as far as possible damage to merchandise and to the ship's plating and engines. The operation, in any case, must not last longer than 48 hours. In the case of ships in ballast this process must be carried out as soon as possible, before embarking cargo.
- (7) Passengers arriving by an infected ship and subjected to the provisions of clauses (2), (3) and (4) above are entitled to obtain from the Health Officer a certificate showing the date of their arrival and the measures taken as regards themselves and their baggage.

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

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

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

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



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

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

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

- (1) medical examination as prescribed in Regulation 9;
- (2) disinfection of soiled linen, etc., as prescribed in Regulation 19 (4);
- (3) destruction of rats as prescribed in Regulation 19 (6); but the process of deratisation when applied in the case of a healthy ship from a plague infected port must not occupy more than 24 hours and should be carried out in such a manner as not to interfere with the coming and going of passengers and crew between the ship and the shore.

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

- (1) medical examination as prescribed in Regulation 9;
- (2) bacteriological examination of rats for plague as far and as quickly as possible;
- (3) destruction of rats as prescribed in Regulation 19(6) when considered necessary by the Health Officer or when rats are found on bacteriological examination to have plague;
- (4) in case of rats having plague, disinfection of such parts of the ship and such articles as the Health Officer considers infected;
- (5) surveillance of passengers and crew for a period not exceeding 5 days from the time of arrival.

25. In exercise of the functions imposed upon him by Regulations 9, 19 and 21, the Health Officer shall—

- (a) attach due importance to the presence on board the vessel of a medical officer and to the provision of apparatus for disinfection by means of saturated steam and for the destruction of rats, and
- (b) shall take into account the sanitary or insanitary, and roomy or crowded condition of the vessels.

26. If, in the case of any vessel making a passing call, the communication with the shore is restricted to the landing of passengers, mails or goods, the Health Officer may, in his discretion, enforce the provisions of the Regulations 19, 21, 23, or 24 as the case may be, to such extent only as may, in his opinion, be necessary for the purpose of controlling the actual communication with the shore:

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

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

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

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

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

30. The medical officer in charge of any place appointed for the isolation of any person under these regulations may, in his discre-

tion, 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 special anchorage as may be fixed for this purpose by the Local Government but in no case less than half a mile from the land at low water. The visit of the Health Officer shall be made during the day as early as possible and all persons on board shall be medically examined as prescribed in Regulation 9.
- (2) Any person suffering from yellow fever, if in the first four days of the disease, or if there is any doubt about the duration of the disease, shall be protected from the approach of mosquitoes by means of curtains and shall be treated on board for at least four days. Any person suffering from fever shall similarly be isolated, be protected from the approach of mosquitoes by curtains and treated on board for at least four days. All passengers in perfect health (with normal temperature, etc.) may be landed, and shall be kept under close observation for a period of at least eight days extensible at the discretion of the Health Officer to a maximum of twelve days, special precautions being taken throughout the whole of this period to prevent mosquitoes having access to them.
- (3) In no case should any person sick of yellow fever be landed during the first four days of his illness without the special sanction of Government. If such sanction is given, the most minute precautions to

prevent mosquitoes reaching the patient shall be taken, including a mosquito-proof cabin on the launch, mosquito-proof ambulances and a mosquito-proof ward in an isolation hospital.

- (4) The crew of the vessel should be required to sleep in airy places preferably on deck, and should be protected by mosquito curtains.
- (5) The ship shall be cleared of mosquitoes by the systematic fumigation,\* under efficient supervision, of every cabin, store-room, alley-way and hold.
- (6) All water in which mosquitoes could breed should be emptied into the sea or river and all drains flushed by means of a hose. The bilge should be pumped out or oiled. The drinking water tanks should be emptied to get rid of larvae, fresh water being taken and the tanks completely filled so as to drown any adult mosquitoes which may be present in them.
- (7) Provided if no case of yellow fever has occurred on board within two months immediately preceding the vessel's arrival, only such of the above measures in addition to those described in paragraphs (1), (5) and (6) shall be carried out as are considered by the Health Officer necessary in the circumstances of the case.
- (8) No ship shall leave the anchorage for the purpose of taking up her berth until the measures described in paragraphs (5) and (6) have been carried out.

#### Part VI-D.—Sleeping Sickness.

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

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

\*Sulphurous acid is probably the best gas to use.

**Part VI-E.—Jigger.**

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

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

**Part VI-F.—Influenza.**

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

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

**Part VI-G.—Pneumonia.**

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

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

\* Vide Notification Nos. 62 & 124-Marine, dated 22nd May and 21st October 1919, respectively.

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

**Part VII.—General.  
Vessels.**

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

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

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

**Persons.**

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

41. When a suspected case of any infectious disease is removed from a vessel at any port, the Health Officer shall report the confirmation or otherwise of the diagnosis, by telegraph, to the Health Officer of the next port of call if that port is in British India, Ceylon or the

Straits Settlements. In other cases a note shall be made on the bill of health stating the nature of the suspected infectious disease and the precautions taken in connection therewith.

#### **Dead Bodies.**

#### **42. Disposal shall be as follows:—**

- (1) If death occurs on board a vessel before entering port limits, the body shall, unless there are special reasons to the contrary, be buried at sea in not less than nine fathoms of water, in such manner as shall secure its immediate sinking and remaining below the surface.
- (2) If death occurs during the day on board a vessel within the port limits, the ensign and house flag, if there is one, are immediately to be lowered half-mast and kept in such position from sunrise till sunset as long as the body remains on board. If death occurs between sunset and sunrise, one red light is to be hoisted at the peak, half-mast high.
- (3) The master of the vessel shall cause the death of a person on board to be intimated forthwith to the police, either by letter or otherwise, and shall forward to the Port Officer a written report as soon as possible after the occurrence, in which all the circumstances attending the death must be fully detailed.
- (4) No dead body shall be removed from a vessel within port limits without the permission of the police, which shall not be given until the Health Officer has certified either—

- (a) that the death is not due to infectious disease, or—
- (b) that in the case of infectious disease, the Port authorities have given permission for burial on shore.

If the Port authorities in consultation with the Health Officer decide that burial on shore may be permitted the body must be buried at sea in such manner as the Health Officer may direct.

#### **Disinfection.**

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

#### **Part VIII.—Vessels leaving ports in the Presidency of Bengal for ports beyond India.**

44. No vessel shall leave any port which has been declared to be infected with any contagious or infectious disease for any port beyond India until—

- (1) all persons sailing by the vessel, whether as passengers or as members of the crew, have been medically examined by the Health Officer.
- (2) in the case of plague—
  - (a) all persons sailing by the vessel, either as passengers or as members of the crew (except such onward bound passengers as have not remained one night on shore and such members of the crew as have not remained one night on shore or have not newly joined, who may be examined on board), have been medically examined by the Health Officer on shore by day as shortly as possible before embarkation;
  - (b) all merchandise or articles of any sort which the Health Officer may consider to be infected with plague have been disinfected on shore previous to embarkation;
  - (c) all clothing, bedding and infected articles belonging to Asiatic and African members of the crew, not being officers, engineers or doctors, to deck and fourth-class passengers, and to third-class passengers not entitled to cabin accommodation, which the Health Officer may consider to be infected with plague, and, if the Health Officer thinks fit so to direct, all clothing, bedding and infected articles belonging to passengers of any class higher than the third and of any members of the crew, have been disinfected on shore by day as shortly as possible before being placed on board;
- (3) the Health Officer has given to the master of the vessel a bill of health stating that the medical examination and disinfection prescribed by this regulation have been carried out.
- (4) in the case of any disease other than plague the Health Officer may, in his discretion, enforce the provisions of clauses 2 (b) and 2 (c) above:

Provided that, if the vessel is only making a call at the port in question, the medical examination and disinfection prescribed by this regulation shall be made only in the case of persons joining the vessel there and articles belonging to them, unless there is communication between the vessel and the shore. The Health Officer shall decide, for the purpose of this proviso, what constitutes communication between the vessel and the shore. The bill of health

in such case need only take the form of an endorsement on the last bill of health held by the vessel and need only refer to the passengers and crew embarking at the port in question.

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

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

(a) a fresh medical examination of the passengers and crew has been made under that regulation, and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## (See Regulation 43.)

## APPENDIX A.

## Instructions for Disinfection.

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

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

## 3. Disinfecting Solutions—

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

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

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

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

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

Articles which cannot be subjected to a temperature of 212°F without injury, as leather goods, wooden articles stuck together with glue, felt, velvet, silk, etc., should be washed with a disinfecting solution: coins can be disinfected with the solution of soap and carbolic acid. Persons engaged in nursing the sick should wash their hands and faces with one of the carbolic solutions. The carbolic solutions will be useful more particularly for disinfecting articles such

\*The lime-wash should contain 50 per cent. of lime, and may be prepared as follows:—Take 2 pounds of good quick-lime and slake it by moistening it gradually with about half a pint of water. When the operation is completed, the resulting powder must be kept in an air-tight vessel in a dry place.

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

as metal, or instruments, which can neither be subjected to a temperature of 212°F., nor placed in contact with corrosive sublimate. Chlorinated lime is particularly recommended for disinfecting excreta. Expecterated 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 disinfectant. The cabins, etc., occupied by the sick or those suspected to be suffering from plague shall, at the discretion of the Health Officer, be treated with a solution of corrosive sublimate and thoroughly cleansed with soap and water. In the case of pneumonic plague preliminary disinfection with corrosive sublimate solution shall be invariably carried out.

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

## APPENDIX B.

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

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

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

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

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

## Marine Department.

## NOTIFICATION.

The 23rd July 1918.

No. 76 MARINE.—The following departmental instructions regarding 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 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 in the form appended to these rules a signed declaration in respect of the absence or presence of infectious disease or suspected infectious disease. For this purpose, a register containing copies of the declaration form shall be maintained on board the pilot vessel and shall be taken on board the incoming vessel by the pilot. After obtaining on the form the signature of the Master or of the medical officer, as the case may be, the register shall be returned to the pilot vessel by the Pilot.

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

\*3. The Pilot of every vessel (including a Pilgrim or Emigrant vessel) which has been declared by her Master or Medical Officer to be infected with plague or rat plague, or on which more than two cases of or deaths from sleeping sickness, jigger or typhus have occurred, shall also telegraph the information direct to the Port Health Officer. The pilot shall bring such infected vessel up

\*Vide Notification No. 88-Mue. of 10-5-1921.

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 the Government of Bengal, Marine Department, Notification No. 16 Marine, dated 6th March 1917, as amended from time to time.

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

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

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

6. The Pilot of a vessel which has, within a period of two months immediately preceding its arrival, started from, or touched en route at a port infected with yellow fever, or communicated (except orally without contact, or by signal) with a vessel, either infected or which has left an infected port within that period, shall anchor the vessel in Kulpi 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 from a locality infected with sleeping sickness or jigger, shall bring the vessel up to Mettenbroog and shall anchor there for inspection by the Health Officer. The Master will be held responsible that no one of the passengers or crew having, or suspected to have, any infectious or contagious disease is allowed to depart before inspection, and he shall also prevent the landing of infected bedding, clothes or other personal effects which he has reasonable cause to consider likely to be infected.

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

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

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

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

9. The Health Officer, on receiving the notice under rule 5, shall arrange to examine the vessel without delay, and the Master shall give him every facility for the examination of the passengers, crew, personal effects, cargo and any part of the ship, and shall comply with all reasonable instructions given by the Health Officer.

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

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

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

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

11. The Master or Medical Officer, if any, shall afford such true duty of Master, and full information as to the occurrence of the disease as the Health Officer may require, and shall as may be necessary, direct that other and give such assistance as may be necessary.

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

(a) on 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 for any infected vessel, whether she be lying at Mettebrooj 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. Ships' privies may be used in the stream and at the jetties, but not in the docks. When the flushing system is disarranged, provision must be made for handflushing (tub and tin) each time the privy is used; otherwise the privies should be kept locked and use made of over-side privies.

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

#### Disposal of dead bodies.

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

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

\* Bengal Government Notifications Nos. 16-Marine, dated 5th March 1907, 78-Marine, dated 13th July 1908, 130-Marine, dated 17th November 1908, and 103-Marine, dated 17th October 1911.

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



18. If a death occurs from any cause on board a vessel within port-limits, i.e., between Budge-Budge and Calcutta, during the day, the ensign and house flag 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 Officer carries a medical officer that officer shall certify as to the cause of death. If there is no medical officer, the above certificate shall be given by the Port Health Officer.

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

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

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

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

#### Accidents.

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

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

## APPENDIX A.

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

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

## APPENDIX B.

### FORM A.

(Referred to in Rule 2.)

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

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

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

(Signature)                     

Dated                     

### NOTIFICATION No. 82-MARINE.

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

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

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

rules for the protection of passengers in river steamers against the spread of plague and other epidemic diseases by persons travelling in such steamers in supersession of those published under Notification No. 16-Mnc. dated 5th March 1907, as amended by Notifications No. 78-Mnc. 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 ghât in question, and no passenger may embark without being so examined and passed.
2. (1) Whenever any case of plague, small-pox, cholera or other dangerous epidemic disease occurs on board a river steamer, the Medical Officer of the steamer or where there is no such Medical Officer, the Master or Serang, shall immediately—
  - (a) remove the patient together with his bedding, drinking utensils and food to a part of the deck at the extreme stern of the steamer, where he shall be segregated from the rest of the passengers by a partition or awning. In the case of plague, steps should be taken immediately to get rid of any fens 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 fens;
  - (b) cause all excreta, vomit and urine which may have been discharged on to the deck by the patient to be cleaned away with a disinfectant taken from the list prescribed and maintained by the Sanitary Commissioner; and
  - (c) report the case to the Sub-divisional or district Magistrate within whose jurisdiction the nearest ghât lies, and also to the Civil Surgeon of the district.
- (2) Where such ghât is not at the headquarters of a sub-division or district, the report mentioned in sub-clause (c) of clause (1) shall be sent by the Medical Officer of the steamer, or master or serang, as the case may be, by the most expeditious means available, to the next headquarters of a sub-division or district at which the steamer will touch.
- (3) At any station within the Port of Calcutta the report shall be made to the Health Officer of the Port.

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

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

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

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

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

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

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

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

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

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

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

11. The patient may be permitted to land on the expiry of a period to be fixed by the Medical Officer deputed under rule 3.
12. Any person committing a breach of any of the above rules shall be punished with fine which may extend to Rs. 20.

#### NOTIFICATION—No. 2-MARINE.

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

##### RULES.

1. *Definition.*—In these rules *mela* means a periodical gathering of a large number of people for religious or other lawful purposes.
2. Every owner or master of a steam-vessel or vessel propelled by electricity or other mechanical power carrying passengers to *melas* shall have on board—
  - (a) a duly qualified doctor with sufficient medicines and with the necessary transfusion apparatus for the treatment of cholera cases;
  - (b) drinking water of one gallon per head per diem or such less quantity as the local Government may prescribe for each passenger carried, for supply free of charge to the passengers; and
  - (c) a supply of one of the disinfectants mentioned in the list maintained by the Sanitary Commissioner, Bengal, and in such quantity for every 100 passengers as may be prescribed in the said list.
3. Every owner or master of a steam-vessel or vessel propelled by electricity or other mechanical power shall provide—
  - (a) adequate segregation and hospital accommodation on deck at the stern of the steam-vessels to the satisfaction of the Sanitary Commissioner, Bengal, or such officer as he may depute for the purpose before the steam-vessel proceeds on her journey;
  - (b) proper facilities for the supply of wholesome food for passengers and the control of such supply of food by the sanitary or medical authorities; and

- (c) adequate latrine accommodation to the satisfaction of the Sanitary Commissioner, Bengal, or such officer as he may depute for the purpose.
4. Any person committing a breach of any of the above rules excepting rule 2(b) shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both, and in the case of a breach of rule 2(b) with fine which may extend to fifty rupees.

#### NOTIFICATION No. 37-MNE. OF 17TH MAY 1909.

##### Destruction of food-stuffs unfit for human consumption.

If the Health Officer of the port of Calcutta finds, by inspection that in any vessel lying within the port there are food-stuffs, which in his opinion, have become unfit for human consumption, he may order the same to be destroyed.

#### NOTIFICATION No. 112-MNE. OF 4TH NOVEMBER 1905.

##### Fishing Rules.

Between the hours of day-break to dark no stake net shall be placed by fishermen in any part of the navigable channel of the river at Garden Reach, Sankral, Jarnaker's Reach, Fir Serang and Budge-Budge, where the channel lies close to the shore. Landmarks have been erected to define the channels that are to be left clear and no fishing boats shall be moored, nor nets of any description be cast between the lines indicated by these marks and the shore.

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

##### Port Approaches.

From Budge-Budge to Fulta Point a navigable channel of not less than 200 yards in width which shall be delineated by landmarks locally published, shall be left clear for the passage of sea-going vessels, and between the hours of sunrise and sunset, no fishing boats shall be moored, nor nets of any description cast, in such channels.

#### NOTIFICATION—No. 9-MARINE.

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

Notification No. 8-Marine, dated the 16th January 1915, relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies, on vessels coming to, or leaving, ports in Bengal or for the time being in ports therein, the Governor in Council is pleased to appoint the new quarantine station at Diamond Harbour as the special anchorage in the case of vessels which have, within a period of two months preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally without contact or by signal) with a vessel either infected or which has left an infected port within that period.

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

#### NOTIFICATION—No. 20-MARINE.

The 22nd February 1915.—In exercise of the power conferred by clause (1) of rule 32 of the rules published under Notification No. 126-Marine, dated the 20th October 1914, (as amended by Notification No. 8-Marine, dated the 16th January 1915), relating to the measures to be taken for the prevention of the spread of dangerous, infectious or contagious diseases, and the disposal of dead bodies in ports therein, the Governor in Council is pleased to appoint the place outside the Karnafuli river, that is, in 6½ fathoms with the Norman Pilot Light House East (true) at a distance of 1½ miles, as the special anchorage in the port of Chittagong in the case of vessels which have, within a period of two months preceding their arrival, started from or touched *en route* at a port infected with yellow fever or communicated (except orally, without contact or by signal) with a vessel either infected, or which has left a port infected, with yellow fever within that period.

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

#### NOTIFICATION—No. 100-MARINE.

THE 26TH JULY 1915.—In exercise of the powers conferred by rule 6(b) and 7 of the rules made under section 6, sub-section (1), the Indian Ports Act, 1908, (XV of 1908), as amended by under this Department's Notification No. 126-Marine, dated the 20th October 1914, in respect of the following diseases:—

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

(8) Typhus, (9) Scarlet fever and (10) Jigger occurring on vessels coming to the port of Chittagong the Governor in Council is pleased—

- (1) to appoint the Norman's Point Lighthouse 67½ distance 1½ miles, in 6½ fathoms of water, as the place of anchorage in the case of pilgrim or emigrant vessels or vessels which have had within the twelve days preceding their arrival more than two cases of or deaths from, any of the diseases (except yellow fever and plague) mentioned in the preamble, or in any case in which for special reasons further precautions are deemed advisable, and
- (2) to provide the place outside the Karnafuli river *i.e.*, in 6½ fathoms, with the Norman's Point Lighthouse East (true) distance 1½ miles, as the place of anchorage in the case of vessels on board of which a case of plague or suspected plague or unusual mortality among rats has occurred within seven days preceding their arrival.

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

#### NOTIFICATION No. 40-MARINE.

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

##### RULES.

##### Preliminary.

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

For the purposes of these rules:—

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

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

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

**Speed of ships to be moderate in fog, etc.**

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

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

**General Warning Signals.**

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

- (a) When a steam-vessel approaches her destination.
- (b) To attract the attention of other vessels, especially native craft.
- (c) On approaching a bend in the channel.

**Steering and Sailing Rules.**

*Article 12.*—When two steam-vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

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

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

It does not apply, by day to cases in which a vessel sees another ahead crossing her own course, or, by night, to cases where the red light of one vessel is opposed to the red

light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

*Article 13.*—When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

*Article 14.*—When a steam-vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing vessel.

*Article 15.*—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed :

Provided that when, in consequence of thick weather or other cause, the vessel, which should be given way to, finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

*Article 16.*—Every steam-vessel, which is directed by these rules to keep out of the way of another vessel, shall, if the circumstances of the case admit, avoid crossing ahead of the other.

*Article 17.*—Every steam-vessel which is directed by these rules to keep out of the way of another vessel, shall, on approaching her, if necessary, slacken her speed or stop or reverse.

*Article 18.*—Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every steam-vessel coming up with another vessel from any direction more than two points abaft her beam, *i.e.*, in such a position with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

*Article 19.*—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid channel which lies on the starboard side of such vessel.

*Article 20.*—In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

*Article 21.*—When two steam-vessels, with or without flats in tow, meet in a narrow channel or at a place where the presence of a third vessel makes it difficult to pass, the one going against the current shall slacken her speed until the other has passed clear or when meeting at the bend of a narrow river or channel the vessel going against the current shall stop and remain under the point until the other vessel has passed clear.

*Exception.*—In straight or nearly straight reaches of a river or channel that is so narrow that it will not allow two steam-vessels meeting, with or without flats in tow, to pass each other without one of them stopping and making fast to the banks the vessel proceeding with the current shall make fast to allow the vessel going against the current to proceed past at a slow speed. If it is necessary to cast off a flat or flats the vessel going against the current shall drop one flat astern and if there is still insufficient room then the vessel that is made fast shall also cast off one of her flats.

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

*Article 23.*—No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same direction, but with unequal speed, the vessel which is steaming slowest shall in the narrow reaches of a river offer no obstruction whatever by crossing the channel or otherwise to the free passage of the faster vessel, and shall once and if necessary stop the engines as soon as the faster vessel comes abreast in order to allow her to pass freely. The Master or pilot of the faster vessel, if intending steam whistle. But no vessel shall pass another vessel at any of her turning points or bends of a river, or in a part of the channel so narrow that a third vessel can not with safety pass them.

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

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

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

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

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

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

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

#### **Proper precautions to be taken in all cases.**

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

#### **Penalty for disobedience of the rules.**

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

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

NOTIFICATION No. 25 MARINE.

*The 15th August 1906.*—In exercise of the powers conferred by clause (j) of sub-section (2) of section 52 of the Inland Steam-Vessels Act, 1917 (1 of 1917), the Governor in Council is pleased to make the following rules for regulating the navigation of inland steam-vessels in certain portions of the river Hooghly, in super-session of the rules published under this Department Notification No. 105-Mnc., dated the 4th August 1914 :—

#### **RULES.**

1. Inland steam-vessels navigating the Hooghly between the Lower College Sand Bony and Hospital Point shall be navigated on the shallow side of the channel when meeting ocean-going vessels.

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

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

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

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

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

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

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

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

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

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

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

15. In Nurpur Reach and in the vicinity of the James and when obliged to use the Eastern Cut through insufficiency of water on the Western Cut, they shall navigate on the edge of Nurpur Sand and the Muckrapu Lumps.

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

17. From Hospital Point to the Northern entrance of the Rangafala Channel, inland steam-vessels shall navigate the left bank of the river.

18. When crossing from one Reach to another, inland steam-vessels shall not obstruct the passage of, or cause risk of collision with, any ocean-going vessel which is using the crossing at the time, but shall slacken speed, stop or reverse, and if necessary, when going with the tide, turn head to tide, until such time as the ocean-going vessel has passed.

19. No inland vessel or flat shall anchor in any channel used by ocean-going vessels, except in such a position as to offer no obstructions to such vessels.

20. When navigating the lighted channel between Garden Reach and 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 interfere with the vision of those in charge of the navigation of such vessels.

22. Any person navigating or in charge of any inland steam-vessel in respect of which he commits a breach of any of these rules, shall be punishable with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

E. N. BLANDY,

*Secy. to the Govt. of Bengal.*

#### NOTIFICATION—No. 52—MARINE.

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

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

F. A. A. COWLEY,

*Offy. Secy. to the Govt. of Bengal.*

# **RULES UNDER GLANDERS AND FARCY ACT.**

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

## **Rules.**

Definition of terms used in these rules.

### 1. In these rules—

- (1) "the Act" means the Glanders and Farcy Act, 1899 (XIII of 1899);
- (2) "the hospital" means the Contagious Diseases (Animals), Hospital attached to the Bengal Veterinary College Belgachia;
- (3) "Inspector" means an Inspector appointed under section 4 of the Act;
- (4) "the port" means the Port of Calcutta, and includes the River Hooghly and the channels leading to the said port;
- (5) "Schedule" means a schedule annexed to these rules;
- (6) "Principal" means Principal, Bengal Veterinary College, or any other officer in charge;
- (7) "Veterinary Practitioner" means a Veterinary Practitioner appointed under the Act.

N.B.—By virtue of section 20 of General Clauses Act, 1897 (X of 1897), ex-Act, 1899; consequently the expression "diseased" has the meaning stated in section 2 (2) of the latter Act, and the word "horses" includes asses and mules—See section 2 (2) of that Act.

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

3. Whenever a vessel with one or more horses on board arrives off Sangor Island,—

### (1) the Master shall—

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

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

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

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

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

5. (7) Whenever a vessel with one or more horses on board is in or about to enter the port, an Inspector may board the vessel for the purpose of ascertaining whether there is any horse which is diseased.

(8) 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.

(7) Before making any such entry, the Inspector shall, if so required, produce his certificate of appointment. Every such certificate shall be in the form contained in Schedule I.

(4) When making any such entry and inspection, the Inspector may be accompanied by any other Inspector or a Veterinary Practitioner or a member of the Veterinary Preventive Force whom he may consider it necessary to take with him.

(5) The Master and every officer of such vessel and the owner or person in charge of the horses on board shall give free access to the Inspector and the persons (if any) accompanying him, and shall in every way facilitate his inspection.

6. (1) Whenever an Inspector having reason to believe that any horse on board a vessel in the port is diseased or has been in contact with a diseased horse seizes such horse under section 6 of the Act, he shall deliver the same to a member of the Veterinary Preventive Force to be taken to a Veterinary Practitioner.

(2) Such suspected horse shall ordinarily be taken, with all due care for the prevention of contagion to other horses and to human beings, to the hospital, there to be dealt with in accordance with the provisions of the Act and of these rules.

(3) Any horse so sent to the hospital may be detained for such time as the officer in charge may consider necessary and may be submitted to any recognized test.



7. (1) When an Inspector seizes a horse, he shall present to the Master of the vessel, or to the owner or person in charge of the horse, a notice of seizure in the form of Schedule II and a printed copy of these rules.

(2) If the Inspector is a Veterinary Practitioner and if the horse is found on examination to be diseased, he shall also present to such owner or person a certificate in the form set forth in Schedule III.

(3) If the Inspector is not a Veterinary Practitioner, and if the horse is found on examination by a Veterinary Practitioner to be diseased, the Inspector shall, as soon as practicable, procure from such practitioner a certificate in the said form, and shall serve a copy of it on the said Master, owner or person.

8. When the destruction of a horse has been ordered under section 8 of the Act, it shall be destroyed humanely in the presence of an Inspector, and the carcass shall be disposed of in the presence of a member of the Veterinary Preventive Force.

9. If any horse is certified under section 8 of the Act to be suffering from surra or lymphangitis epizootica, a Veterinary Practitioner may, with the consent of the owner, direct that such horse shall be medically treated in such a manner and at such a place as to ensure that no danger to any other horse is entailed :—

Provided as follows :—

(1) no horse so treated shall be discharged unless certified to be cured of the disease by an examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgachia, and

(2) in the event of the disease proving incurable, the horse shall subject to the restriction imposed by the following rule, be humanely destroyed in the presence of an Inspector.

No horse certified to be suffering from surra or lymphangitis epizootica shall be destroyed until the existence of one of the said diseases has been confirmed by a bacteriological examination at the Bacteriological Laboratory of the Bengal Veterinary College at Belgachia.

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

11. (1) If a diseased horse dies, or is destroyed under the Act, the owner or person in charge of it shall, as soon as possible, and with all due care for the prevention of contagion to other horses and to human beings cause the carcass to be taken to a suitable place to be there burnt or buried or otherwise disposed of in the safest and most efficacious manner practicable.

(2) The means of disposal to be adopted shall be decided in each case by an Inspector, and the work shall be carried out under the supervision of a member of the Veterinary Preventive Force.

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

(a) all refuse derived from cleansing, and all dung, litter, straw, grass or hay, shall be taken to a suitable place and burnt ;

(b) every piece of stable gear connected in any way with a diseased horse, including feeding-troughs, pails and batters, shall be burnt ;

(c) every part of the vessel which has been within the reach of a diseased or suspected horse shall be thoroughly scraped ;

(d) in the case of a steam vessel, —

(i) superheated steam shall be turned on and carefully applied to every part of the deck, hold or other place which has been occupied by any horse ;

(ii) the deck, hold or other place, shall then be washed with soft soap and hot water containing 5 per cent. crude carbolic acid or phenyle ; and

(iii) the said place shall then be freely ventilated ;

(e) in the case of a sailing ship or of a steamship unprovided with a steam hose, the procedure prescribed in clause (d) shall be adopted, except that scrubbing with hot water may be substituted for the use of a steam hose.

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

13. (1) Every vessel which has been disinfected under rule 12 shall, after disinfection, be examined by an Inspector.

(2) The Master or officer in charge of any such vessel shall give such Inspector all reasonable facilities for such examination.

(3) If the Inspector is not satisfied that the work of disinfecting any vessel has been thoroughly done, he may pass such orders as he may consider necessary to secure the proper disinfection of the vessel.

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

14. The expense of detaining, isolating and testing, under the Act or these rules, any horse which a Veterinary Practitioner has certified to be diseased, shall be recovered from the owner or the person who was in charge of the horse:

Provided that the whole or any part of such expense may be remitted and debited to the Government by the Principal, Bengal Veterinary College, if it is proved to his satisfaction that the debtor has executed promptly and thoroughly all the duties laid upon him by or under the Act or these rules.

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

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

17. In the event of obstruction the Police shall, on the written application of an Inspector, a Veterinary Practitioner, or a member of the Veterinary Preventive Force, render such officers such assistance as may be necessary to enable them to perform their duties under the Act and these rules.

18. Every Inspector and every member of the Veterinary Preventive Force, who is not a gazetted or commissioned officer, shall, when on duty, wear a distinctive uniform prescribed for his department: Provided that the Principal may exempt any officer from compliance with this rule.

19. Whoever commits a breach of any of these rules shall be punishable with imprisonment for a term which may extend to one month, or with fine which may extend to fifty rupees, or with both.

20. (1) Compensation may be given to the owner of a horse which is—

(1) clinically diseased;

(2) apparently healthy and shows no outward symptoms of disease, but which has been in contact with a diseased horse and reacts under the recognized test and is thus proved to be diseased:

Provided as follows:—

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

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

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

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

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

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

The Principal shall determine the value of the horse.

(2) The scale of compensation will be—

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

The estimate is to be based on the value of the horse immediately before it became subject to the rules under the Glanders and Farcy Act, 1899.

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

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

## SCHEDULE I.

[See Rule 5.]

GLANDERS AND FARCY ACT, 1899.

### Certificate of the Appointment of Inspector.

Certified that

has been appointed by Government, dated the \_\_\_\_\_, to be an Inspector under the Act, to exercise and perform the powers conferred and the duties imposed by that Act on such officers.

BELOACHIA, CALCUTTA.

The

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Principal  
Bengal Veterinary College

## SCHEDULE II.

[See Rule 7.]

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

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

*Inspector under the Act.*

## SCHEDULE III.

[See Rule 7.]

**GLANDERS AND FARCY ACT, 1899.****Certificate that a horse is diseased.**

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

A horse, as noted in the margin, said to belong to  
 , or to have been in charge of  
 , of  
 having been seized under the said Act by Inspector  
 , I have this  
 day, the 19<sup>th</sup> of 19<sup>th</sup>  
 examined the said horse and believe it to be  
 diseased within the meaning of section 2 (1) of  
 the said Act.

BELGACHIA, CALCUTTA.

The

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*Veterinary Practitioner.***THE COMMISSIONERS FOR THE PORT OF  
CALCUTTA.****SCALES OF CHARGES.**

(From the 1st June 1899).

**PART I.**

Charges levied under the authority of the Calcutta  
 Port Act of 1890.

**SCALES OF CHARGES.****DEFINITIONS.**

The scales of tolls, dues, rates, rents and charges set out in the following pages shall be called the Commissioners' Schedule of Charges. The following words shall, unless the context otherwise requires, bear the following meanings :—

- (1) A "heavy lift" shall mean "any package or article weighing more than 35 cwt which is landed or shipped at the Kidderpore Docks or Calcutta Jetties, any package weighing more than 2 tons which is landed or shipped at King George's Docks or Garden Reach Jetties or any package or article which is discharged from or shipped into a vessel by means of one of the Commissioners' floating cranes."
  - (2) "Petroleum" shall mean "any liquid hydrocarbon or mixture of hydrocarbons, and any inflammable mixture, (liquid viscous or solid) containing any liquid hydrocarbon."
  - (3) "Day" shall mean 6 A. M. on one day to 6 A. M. on the next day."
  - (4) "Night" shall mean "6 P. M. on one day to 6 A. M. on the next day."
-

## CHARGES ON GOODS.

## Section 1.—River Due.

River due is ordinarily charged at the following rates on all goods discharged from, or shipped into, any sea-going vessels but the Commissioners reserve to themselves the right to charge river due either on a weight or measurement basis at their discretion regardless of the basis on which sea freight has been charged except that the weight basis is always used in the case of a heavy lift.

## A.—Exports.

Schedule No.	Description of goods.	Rate.
		Rs. A. P.
*1	All petroleum and its products and palm oil ...	0 0 1 per gallon, the Commissioners reserving the option to charge under (4), (6) or (2) below, one ton being taken as 280 gallons.
2	Motor cars or aeroplanes not in cases ...	15 0 0 per car or aeroplane.
3	Ship's life boats or portable galleys or latrines ...	4 0 0 each.
4	On all other goods discharged directly from any sea-going vessel into a Commissioner's lighter, on to the quay in the Docks, or on to the Calcutta or Garden Reach Jetties:—	
	(a) when the landing charge is levied by weight.	0 12 0 per ton or part of a ton.
	(b) when the landing charge is not levied by weight.	Equal to 3/5ths of the landing charge.
5	On all other goods discharged over-side from any sea-going vessel:—	
	(a) when freight is charged by weight by the Steamer Company.	1 4 0 per ton or part of a ton.
	(b) when freight is charged by measurement by the Steamer Company.	Landing charge which would have been levied if the goods had been landed by the Commissioners.
6	On all other goods ...	Landing charge or if the goods are not landed by the Commissioners, a charge equal to the landing charge.

\* AUTHORITY:—Notification No. 155 dated, the 20th February 1940, published in the Gazette of India dated the 2nd March 1940.

## B.—Exports.

Schedule No.	Description of goods	Rate.
		Rs. A. P.
1	Cotton, cotton yarn waste, hemp and any fibres in bales other than Jute whether steamer freight is charged by measurement or by weight.	1 4 0 per ton or part of a ton.
2	Manganese ore, chrome ore, peroxide ore, kyanite, sillimanite and aluminium silicate ores.	0 10 0 ditto
3	Bauxite ore ...	0 8 0 ditto
4	Iron ore ...	0 4 0 ditto
5	Bunker coal loaded into a vessel for consumption on board that vessel.	0 6 0 ditto
6	All other export coal including coke (a rebate of 50% of the river due is allowed on export coal in respect of which a Coal Grading Certificate has been submitted).	0 8 0 ditto
7	Pig iron and scrap iron ...	1 0 0 ditto
8	Motor cars or aeroplanes not in cases	15 0 0 per car or aeroplane.
9	Ship's life boats, portable galleys and portable latrines.	4 0 0 each.
10	Baled Jute ...	0 5 0 per bale.
11	All petroleum and its products ...	0 0 1 per gallon, the Commissioners reserving the option to charge under 15 or 16 below, one ton being taken as 280 gallons.
12	Sugar ...	0 6 0 per ton, or part of a ton.
13	Molasses in bulk ...	0 4 0 ditto
14	Earth or sand packed in gunny bags	0 4 0 ditto
15	All other goods on which freight is charged by weight by the Steamer Company.	1 4 0 ditto
16	All other goods ...	Shipping charge or if the goods are not shipped by the Commissioners, a charge equal to the shipping charge

### Section 2.—Surcharge on river due.

A surcharge of 12½ per cent on the river due is levied on all imports and exports other than grain, wheat and other cereals, pulses, seeds, rice, flour, atta, bran, sugar, cement packed in bags, manganese ore, chrome ore, iron ore, peroxide ore, limestone, export tea, molasses in bulk, and export coal including coke in respect of which a certificate of shipment has been granted by the Coal Grading Board under the provision of Section 6 of the Coal Grading Board Act of 1925.

### Section 3.—Ad valorem and fixed toll.

(a) An "ad valorem" toll at the rate of 4 annas per Rs. 100 of value is levied on all goods except those specified in subsections (b) and (c) below which are landed from or shipped into any sea-going vessel within the limits of the Port. This toll is subject to the following maxima:—

(i) On goods shipped into any sea-going vessel "ad valorem" toll shall not exceed the total amount of river due payable on such goods.

(ii) On goods landed from any sea-going vessel "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.

For the purpose of assessing the amount of "ad valorem" toll payable the value of the goods will be taken to be the tariff value as fixed by the Central Government for the purpose of assessment of customs duty, or, if no such tariff value has been fixed, the real value as defined by Section 30 of the Sea Customs Act (VIII of 1898).

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

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

(1) Manganese Ore	...	...	1 anna per ton or part of a ton.
(2) Salt	...	...	1 anna per ton or part of a ton.
(3) Timber	...	...	6 annas per ton of 50 cu. ft. or part thereof.
(4) Wheat, rice, seeds, including ground nut kernels, pulses, grain and other cereals, flour, bran and atta	...	...	4 annas per ton or part of a ton.

- |   |     |     |   |
|---|-----|-----|---|
| (5) Sugar   | ... | ... | 4 annas per ton or part of a ton.       |
| (6) Baled jute  | ... | ... | 1½ annas per bale.                      |
| (7) Gunnies   | ... | ... | 12 annas per ton or part of a ton.      |
| (8) Tea   | ... | ... | 12 annas per ton nett or part of a ton. |
| (9) Hides and Skins   | ... | ... | 16 annas per ton or part of a ton.      |
| (10) Cotton piece-goods and all kinds of cotton twist and yarns | ... | ... | 4 annas per bale.                       |
| (11) Bunker coal  | ... | ... | 1½ annas per ton or part of a ton.      |
| (12) Shipment coal  | ... | ... | ½ anna per ton or part of a ton.        |
| (13) Scrap iron   | ... | ... | 2 annas per ton or part of a ton.       |
| (14) Mineral oil  | ... | ... | ½ pie per gallon.                       |
- (c) All goods transhipped from one sea-going vessel to another are exempt from "ad valorem" toll and in lieu thereof a special surcharge is levied at the undernoted rates:—
- (i) On sugar, rice, wheat and other cereals the surcharge is equal to 25% of the import river due payable on such goods.
- (ii) On all other goods the surcharge is equal to 12½% of the import river due payable on such goods.

### Section 4.—Differential toll.

(A) A differential toll of 12 annas per ton or part of a ton on goods on which the landing charge is levied by weight and three-fifths of the landing charge on all other goods is levied:—

- (1) On all goods landed at the Calcutta Jetties.
- (2) On all goods landed at the Docks or Garden Reach Jetties which are removed from the transit sheds or yards in foreign railway wagons or in Port Commissioners' wagons in through booking to destinations beyond the Commissioners' system.
- (3) On all goods landed at the Docks or Garden Reach Jetties which are removed in Port Trust wagons to the transit sheds at the Calcutta Jetties for delivery or to the Jetty Wine or Hazardous Godown or to any of the Calcutta Jetty Warehouses (including the Strand Canning, Clive, Fairlie and Bonded Warehouses) or to any point on the Northern Section of the Port Trust Railway.
- (4) On all arms and ammunition and unaccompanied passengers baggage landed at the Docks or Garden

. Reach Jetties which are removed by the Commissioners to the Customs House for delivery.

**Exception.**—The following goods are exempt from differential toll :—

- (1) Motor cars and aeroplanes not in cases.
- (2) Transhipment cargo.
- (3) Ship's life boats, portable galleys and portable latrines.
- (4) Broad-gauge locomotives landed complete.
- (5) Sugar, seeds, rice, wheat and other grain traffic.

(B) A differential toll of one pie per gallon is levied on all liquid non-dangerous petroleum discharged in bulk from any sea-going vessel lying in the Docks which is not an oil, with a fishing point at or above two hundred degrees of Fahrenheit's thermometer, ordinarily used for lubricating purposes. But a refund of this differential toll is given as follows :—

- (i) On all such non-dangerous petroleum which is subsequently despatched in country boats or river steamer from the Docks, the whole of the differential toll.
- (ii) On all such non-dangerous petroleum which is subsequently despatched by foreign railway, of three-sevenths of a pie per gallon and on despatches to Delhi of 1 pie per gallon.

#### Section 5.—Landing Charges.

(A) The following landing charges are levied on goods landed at the Jetties or Docks. Goods which are charged sea freight on a weight basis are ordinarily assessed on a weight basis, but the Commissioners reserve to themselves the right to levy at their discretion landing charges on goods on a weight or measurement basis subject to the exception that on heavy lifts the landing charge is always levied on a weight basis :—

Schedule No.	Description of goods.	Basis of charge.	Rate.
1	Cotton piece-goods and all kinds of cotton twist and yarns.	Per bale or case	Rs. A. P. 0 4 0
2	Sugar, rice, grain, sago flour, tapioca flour, seeds including ground nut kernels and cement packed in bags	Per ton or part of a ton.	1 0 0
3	Limestone	...	...
4	Gold, Silver and jewellery	Per ton or part of a ton.	0 12 0
5	Animals not in cages	Per package	0 4 0
6	Horse boxes whether loaded or empty	Each	2 0 0
7	Motor cars or aeroplanes not in cases	Each	4 0 0
8	Ship's life boats, portable galleys and portable latrines.	Per car or aeroplane	10 0 0
		Each	4 0 0

Schedule No.	Description of goods.	Basis of charge.	Rate.
9	Goods charged on weight basis.— Goods not being heavy lifts	Per ton or part of a ton.	Rs. A. P. 1 4 0
10	Heavy lifts	"	7 0 0
	Goods charged on measurement basis.—		
	(a) Where the measurement of any single package does not exceed 100 c. ft. with a minimum charge of 1 anna per package.	Per 40 c. ft. or part thereof.	1 0 0
	(b) Over 100 c. ft. and up to 200 c. ft.	"	2 8 0
	(c) Over 200 c. ft.	"	3 12 0

(B) On goods landed by the Commissioners on to a quay and re-shipped on the day of landing into a sea-going vessel or into boats, landing charges are levied under (A) above, but if the goods are not re-shipped on the day on which they are landed double the landing charges given under (A) above are levied and rent is charged in terms of Section 7 after four clear working days free time.

(C) On goods not being heavy lifts hoisted by the Commissioners' cranes from the hold on to the deck of a sea-going vessel or direct into boats  $\frac{1}{3}$ rd of the landing charges under (A) above are levied. On heavy lifts full landing charges under (A) above are levied.

(D) A surcharge of 50 per cent of the landing charge under (A) above may be levied on all kinds of petroleum and its products.

#### Section 6.—Shipping Charges.

(a) The following shipping charges are levied on goods shipped at the Jetties or Docks, the Commissioners reserving to themselves the right to levy at their discretion shipping charges on a weight or measurement basis subject to the exception that on heavy lifts, the shipping charge is always levied on a weight basis :—

Schedule No.	Description of Goods.	Basis of Charge.	Rate.
1	Coal, including bunker coal	Per ton or part of a ton.	Rs. A. P. 0 8 0
2	Cotton, cotton yarn waste, hemp, and all fibres in bales other than jute	Per bale	0 2 0
3	Grain and seeds including rice	Per ton or part of a ton.	0 8 0
4	Gunnies	Per ton or part of a ton.	0 12 0

Schedule No.	Description of goods.	Basis of charge.	Rate.
5	Hides and skins ... ..	Per cwt. or part of a cwt.	Rs. A. P. 0 1 6
6	Horse-boxes, loaded or empty ... ..	Each	4 0 0
7	Jute in bales ... ..	Per bale	0 2 6
8	Manganese ore and all ores shipped in bulk	Per ton or part of a ton.	0 8 0
9	Molasses in bulk (as wharfage)	Per ton or part of a ton.	0 2 0
10	Motor cars or aeroplanes not in cases	Per car or aeroplane	10 0 0
11	Sheep, goats and calves ... ..	Per animal	0 2 0
12	All other animals not in cages ... ..	"	2 0 0
13	Ship's life boats, portable galleys and portable latrines	Each	4 0 0
14	Sugar ... ..	Per ton or part of a ton.	0 8 0
15	Tea ... ..	Per 100 lbs. nett or part thereof.	0 1 0
16	All other goods not being heavy lifts on which freight is charged by weight.	Per ton or part of a ton.	0 12 0
	Heavy lifts ... ..	"	7 0 0
17	All other goods not being heavy lifts, on which sea freight is charged by measurement and of which no single package exceeds 100 cubic feet, with a minimum charge of 1 anna per package.	Per cubic foot.	0 0 6
	Packages measuring more than 100 cubic feet and less than 200 cubic feet.	" " "	0 1 0
	Packages measuring more than 200 cubic feet.	" " "	0 1 6

- (b) On exports landed by the Commissioners from boats or a sea-going vessel on to a quay and re-shipped on the same day into boats or into a sea-going vessel, shipping charges are levied under (a) above. On exports other than gunnies not re-shipped on the day of landing double the shipping charges under (a) above are levied and rent is charged in terms of Section 7. On gunnies not re-shipped on the day of landing a shipping charge equal to  $\frac{1}{3}$ rd of the shipping charge under (a) above is levied and rent is charged in terms of Section 7.
- (c) On export goods not being heavy lifts hoisted by the Commissioners' cranes from boats direct into other boats or into a sea-going vessel  $\frac{1}{3}$ rd of the shipping charges under (a) above are levied. On heavy lifts full shipping charges under (a) above are levied.

### Section 7.—Rent.

A. Imports.—Goods are rent-free for three clear working days after the date of landing. Sundays, Chamber holidays and days on which the Customs House Treasury is closed are not counted as working days. When goods are landed on a day that is not a working day, the landing date is taken to be the next working day. Goods not removed by the evening of the third working day after the day of landing are charged rent from the following day at the rates given in the schedule below whether the following day is or is not a working day. On goods other than those mentioned in schedules (4) and (5) below landed at the Calcutta Jetties or Mullick Ghat Heavy Lift Yard rent for the fourth and successive days after the expiration of the free time is levied at double the rates given in the schedule below. On goods for despatch by railway or removal to the Commissioners' 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 rates given in the schedule below. For bag imports the date of registration for despatch is deemed to be the date of acceptance of complete papers.

Schedule No.	Description of goods.	Basis of charge.	Rate of rent.
1	Cotton piece-goods and all kinds of cotton twist and yarn.	Per bale or case per day.	Rs. A. P. 0 2 0
2	Horse-boxes ... ..	Per box per day.	1 0 0
3	Motor cars and aeroplanes not in cases.	Per car or aeroplane per day.	2 8 0
4	Ship's life boats, portable galleys and portable latrines.	Each per day.	0 6 0
5	Sugar, rice, grain, sago flour, tapioca flour and seeds.	For the first four weeks from the date of landing per ton or part of a ton per week or part of a week. For the fifth, sixth, seventh and eighth weeks per ton or part of a ton per week or part of a week. Thereafter, per ton or part of a ton per week or part of a week.	0 2 0 0 4 0 0 8 0
6	On all other goods on which the landing charge is levied by weight. (a) Goods not being heavy lifts	Per ton or part of a ton per day.	0 5 0
	(b) Heavy lifts ... ..	Per ton or part of a ton per day.	0 15 0
7	On all other goods on which the landing charge is levied by measurement.	Per 40 cubic feet or part thereof.	0 5 0



**Exceptions :—**

(1) On all goods including wines received by the Commissioners in a damaged condition, for which a claim is brought against the ship, rent is not charged until the fifth clear working day after the day of landing, provided that notice of survey is given to the Dock Superintendent or Superintendent, Jetties and wharves as the case may be, within two clear days after the goods have been landed.

This concession is also granted whenever General Average has been declared provided that written notice of declaration is given to the Commissioners by Steamer Agents before any goods are landed from the vessel.

(2) On unmanifested cargo rent is charged at the schedule rates given above on the expiration of ten clear working days after delivery of the out-turn report to the vessel's agents.

(3) On wines rent-free time counts from the date of receipt in the Wine Godown.

(4) When the removal of goods is delayed owing to the late arrival of shipping documents the Commissioners may, if they so wish, charge rent at the rates given below, instead of the rates payable under Section 7A, from the day of landing until the day on which they consider removal was possible, both days inclusive, but thereafter they will in all cases charge rent at the rates payable according to Section 7A as if the goods had been landed three clear working days before the day on which they consider removal was possible.—

Schedule No.	Description of goods.	Basis of charge.	Rate of Rent.
1	Cotton piece-goods and all kinds of cotton twist or yarn.	per bale or case per day ...	Rs. A. P. 0 0 6
2	Motor cars ...	per car per day ...	0 8 0
3	On all other goods excepting sugar, rice, grain, sago seeds, on which the landing charge is levied by weight.		
	(a) Goods not being heavy lifts.	per ton or part of a ton per day.	0 1 0
	(b) Heavy lifts ...	per ton or part of a ton per day.	0 3 0
4	On all other goods on which landing charge is levied by measurement.	per 40 c. ft. or part thereof per day.	0 1 0

Authority.—Notification No. 159 dated the 9th May 1940, published in the Gazette of India, dated the 18th May 1940.

**B. Exports.—Rent is charged at the rates given in the schedule below :—**

- (1) On goods received for shipment before exports are opened for the vessel by which the goods are to be shipped, from the goods are received up to the date on which exports are opened,
- (2) on goods not shipped, by the steamer for which they are booked, from the date of receipt of goods 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,
- (3) on goods received for shipment but removed from the Commissioner's premises, from the date of their receipt up to the date of their removal, and
- (4) on goods received for shipment but not booked at the time of receipt to a specified ship or a specified shed from the date of their receipt up to the date of their removal from the shed in which they are unloaded. When goods are booked to a specified shed without a steamer's name being given such goods are deemed to be booked for shipment by the steamer working at the shed when the goods arrive, but if no steamer is so working, by the next following steamer.

The Commissioners reserve to themselves the right to charge three times the schedule rates of rent on any goods other than coal, ores in bulk, scrap iron, scrap tin, and pig iron, which incur rent under (2) above if in their opinion the shutting out of the goods by the steamer was avoidable :—

Schedule No.	Description of goods.	Basis of charge.	Rate of rent.
1	All ores in bulk, scrap iron, scrap tin and pig iron	Per ton or part thereof per month or part of a month on the maximum stock held during the month :— (a) if stored in the open (b) if stored under cover at exporter's request.	Rs. A. P. 0 0 6 0 1 0
2	Coal if dumped ...	Per ton or part thereof per month or part of a month on the maximum stock held during the month.	0 1 0
3	Cotton, cotton yarn waste, hemp, jute and all fibres in bales	Per bale per week or part of a week.	0 1 0

Schedule No.	Description of goods.	Basis of charge.	Rate of rent.
4	Ship's life boats, portable galleys and portable latrines.	Each per day ...	Rs. A. P. 0 6 0
5	Tea ... ..	Per 100 lbs, nett, or part thereof per week or part of a week.	0 0 3
6	Grains, pulses, seeds, gram, dal, lentils, peas, wheat, oil cake, yellow ochre, myrabollans and sugar.	Per ton or part thereof per week or part of a week. (a) 1st to 4th week. (b) 5th to 8th Week. (c) 9th and subsequent weeks.	0 3 0 0 5 0 0 7 0
7	All other goods on which the shipping charge is levied by weight.	Per ton or part thereof per week or part of a week.	0 3 0
8	All other goods on which the shipping charge is levied by measurement.	Per cubic foot per week or part of a week.	0 0 1
9	All other goods ... ..	Per week or part of a week.	25% of the shipping charge.

#### C.—Non-shipment goods booked by rail to the Docks.

(1) On all non-shipment goods booked by rail to the Docks, including Kantapukur and the Tea Warehouses, which are stored in the Commissioners' custody pending delivery, wharfage is levied at the rate of 3 pies per maund or part of a maund per week or part of a week, subject to 48 hours free time from midnight of the date on which the goods are made available for delivery, provided that no other storage charge is leviable on such goods.

When freight is levied by weight, wharfage will be levied on such weight and when freight is levied on the vehicle or on the vehicle.

Sundays and other holidays are treated as *dies non* in calculating wharfage.

(2) On any goods removed from a general shed at Kantapukur to a rented shed at Kantapukur or elsewhere the Commissioners reserve to themselves the right to charge rent for the period the goods were stored in the general shed either at the rate for non-shipment goods or at the rate for shipment goods.

#### D.—Warehouse charges.

(1) On duty paid or on non-duty paid imported goods stored in Fairlie Warehouse or any extension thereof at the Calcutta Jetties, the following rates of rent are levied:—

Description of goods.	Rent per maund or part thereof.
Cotton piece-goods and all kinds of cotton twist and yarn.	Rs. A. P. 0 12 0 per package.
Cement in casks or drums	0 4 0 per cask or drum.
Motor cars or trucks (packed or unpacked) or assembled parts of motor cars or trucks in cases.	15 0 0 per car or truck.
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 cu. ft.

2. Duty paid goods stored in the Dock Warehouse ... Half the rates given in D (1) above.

If notice is given to the Commissioners within three clear working days of the date of landing, to remove goods to a Warehouse for storage under (1) or (2) above rent, payable monthly in advance, is levied from the date the vessel from which the goods were landed leaves her berth or completes her discharge, whichever is earlier. If notice is not so given rent is levied at rates laid down in Section 7(A) up to the date on which notice is actually given and at warehouse rates from that date; provided that on motor cars removed by consignees, rent is levied at the rates laid down in Section 7(A) up to the date of removal to the Bonded Warehouse and Warehouse rates from that date.

#### Section 8.—Removal Charges.

(a) A removal charge equal to 75% of the landing-charge is levied on all imports removed by the Commissioners from one point to another point in the Calcutta Jetty enclosure, or from one point to another point within the Dock area, and also on all imports returned from the exit gates of Calcutta Jetties or Docks or Garden Reach Jetties. It is also levied on all imports landed at the Docks or Garden Reach Jetties which are removed by the Commissioners to any of the Calcutta Jetty Warehouses (including the Strand, Canning, Olive, Fairlie and Bonded Warehouses) or to the Wine Godown or to the Hazardous Goods Godown (see Exception III).

(b) A removal charge equal to 75 per cent. of the landing charge is levied when the contents of wagons loaded at the transit sheds are at the instance of the party concerned unloaded and transhipped into other wagons.

(c) A removal charge equal to 75 per cent. of the shipping charge or of the charge which would be levied for shipping if the goods were shipped by the Commissioners is levied on goods other than imports removed by the Commissioners from one point within the dock area to another point within the dock area.

#### Exceptions.—

I. A removal charge of 3 annas per bale is levied on cotton, cotton yarn waste, hemp and all fibres other than jute on which the charge is  $1\frac{1}{2}$  annas per bale.

II. A removal charge of 6 annas per ton or part of a ton is levied on country sugar removed from any point within the Dock area to a transit shed for shipment and of 9 annas per ton or part of a ton on all other removals of country sugar.

III. A removal charge is not levied on wines or hazardous goods other than matches or sulphur unless rent has been incurred.

IV. A removal charge is levied on oil cake and linseed, removed from the Ten Transit Shed to points other than shipment sheds within the Dock area, but on all other goods so removed a freight charge under Section 9 and not a removal charge is levied.

V. A removal charge of 3 annas per ton or part of a ton is levied on limestone removed in wagons from the berth at which the limestone is landed to any factory or depot on the Commissioners' land, but this special removal charge does not cover the cost of unloading the wagons.

#### Section 9.—Freight Charges.

When a removal charge is not payable under Section 8 freight is charged on goods carried in Port Commissioners' wagons as follows:—

(a) On goods, other than those referred to in paragraphs (b), (c) and (d) below, carried 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 is made of 12 annas per ton or part of a ton or the Commissioners' risk rate is Rs. 1 per ton or part of a ton or Rs. 6 per axle at the Commissioners' option.

(b) On the commodities enumerated under the heading "Grain and Pulses" in the General Classification of Goods published by the Indian Railway Conference Association, millet and maize, carried between any two points on the Port Commissioners' Railway System, a charge is 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.

(c) On oil cake, linseed, jute, cotton, cotton yarn waste, hemp 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 is made as in Sub-Section (b) above.

(d) On all commodities transported between any two points on the Port Trust Railway North of Howrah Bridge the freight charge is made as in Sub-Section (b) above.

(e) On military traffic the axle rate is always charged.

(f) On linseed when despatched from the Armenian Steamer Ghat to any point in the Dock area freight is charged at the rates laid down in Sub-Section (b) above.

(g) On oil cake removed from Chetla to the Dock, freight is charged at the rates laid down in Sub-Section (b) above.

NOTE:—A minimum wagon charge is levied by way of penalty whenever Commissioners' wagons are loaded in excess of their marked carrying capacity by an amount exceeding one ton.

#### Exception.—

No charge is levied for the carriage from the Docks or Garden Reach Jetties to Press Houses served by the Port Trust Railway of examination bales of jute, hemp, cotton and wool or of jute, hemp, cotton and wool, provided that such bales were originally received at the Docks or Garden Reach Jetties by rail.

#### Section 10.—Shunting Charge.

(a) A shunting charge of Rs. 1-4-0 per axle is levied on all brakevans, horseboxes and wagons carrying only horses looked to and from the Remount Depot and a shunting charge of Rs. 5 per axle is levied on all other coaching traffic looked to and from any point on the Commissioners' railway system.

(b) A shunting charge of 12 annas per ton or part of a ton or Rs. 5 per axle at the Commissioners' option is levied on any foreign railway wagon booked to and from any point east of Tolly's Nullah within the jurisdiction of the Docks, for example, Fort William, Babughat, etc., and a shunting charge of Rs. 1-4-0 per axle may be levied on any foreign railway wagon booked to and from any other point on the Commissioners' railway system.

(c) A shunting charge of Rs. 2-8-0 per wagon is levied on all molasses tank wagons regardless of the number of axles.

#### Section 11.—Diversions Charge.

A diversion charge may be levied of 6 annas per ton or part of a ton on pig iron, one anna six pies per bale on jute, and 75% of the shipping charge on all goods contained in foreign railway wagons which 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 on the Commissioners' railway system south of the Howrah Bridge.

#### Section 12.—Loading and Unloading Charges.

(1) A loading or unloading charge of Rs. 2-5-4 per ton or part of a ton is levied for loading or unloading goods into or from boats, railway wagons, carts, lorries or trailers at any Heavy Lift Yard.

(2) At points other than Kantapukur a loading charge equal to  $\frac{1}{3}$ rd of the landing charge or of the landing charge which would be paid if the goods were landed by the Commissioners is levied for loading goods into carts, lorries or trailers and for loading heavy lifts into a railway wagon. This loading charge is also levied for loading goods into a Port Commissioners' wagon when neither landing, shipping nor removal charges are payable on such goods. At Kantapukur a loading charge equal to  $\frac{1}{3}$ rd of the shipping or of the shipping charge which would be paid if the goods were shipped by the Commissioners is levied for loading goods into carts, lorries or trailers.

(3) An unloading charge equal to  $\frac{1}{3}$ rd of the shipping charge or of the shipping charge which would be paid if the goods were shipped by the Commissioners is levied for unloading goods from carts, lorries or trailers and for unloading heavy lifts from a railway wagon. This unloading charge is also levied for unloading goods from a Port Commissioners' wagon when neither landing, shipping, nor removal charges are payable on such goods.

(4) A special loading charge of Rs. 1-12-0 per wagon is levied in addition to Port Trust railway freight or removal for loading wagons at Kantapukur or Tea Transit sheds if loading instructions have not been received by the Commissioners before 4-30 P.M. on the day of loading.

#### \*Section 13.—Petroleum and Palm Oil.

(1) Wharfage at the following rates may be charged on palm oil discharged in bulk, or petroleum and its products discharged in bulk, cases or drums by a vessel over the Budge Budge petroleum wharf or in bulk over any jetty or quay in the Kidderpore or King George's Docks at which discharge is permitted:—

Dangerous petroleum	...	2½ pies per gallon.
Palm oil, non-dangerous petroleum and its products	...	15 annas per ton of 280 gallons.

(2) In lieu of the charges contained in sub-section (1) above a wharfage of 4 annas per ton or part of a ton may be levied on non-liquid products of petroleum such as candles, greases, etc. and on any other articles passed over the Budge Budge petroleum wharf or over quays or jetties at which the handling is not by done the Commissioners' labour.

(3) An extra charge equal to 25 per cent. of the wharfage charge is levied on all goods mentioned in (2) above landed or shipped on a Sunday or a Chamber holiday; and a charge of Re. 1 per hour is levied for work done between the hours of 6 P.M. and 6 A.M.

(4) The following charges are made when handling is done by the Commissioners' labour:—

Stevedoring	Cases	...	4 pies per case.
	Barrels or drums	...	2 annas per barrel or drum.
Handling	Cases	...	If the distance carried does not exceed 500 feet—6 pies per case.
			If the distance carried exceeds 500 feet, for every 500 feet or part thereof in excess of the first 500 feet—an extra 3 pies per case.
	Barrels or drums	...	If the distance carried does not exceed 500 feet—3 annas per barrel or drum.
			If the distance carried exceeds 500 feet, for every 500 feet or part thereof in excess of the first 500 feet—an extra 1 anna per barrel or drum.

\* Authority.—Notification No. 158 dated the 20th February 1940, published in the Gazette of India dated the 2nd March 1940.

Stevedoring or handling at night	... 50 per cent. extra.
Repairing or refilling cases	... 4 pies per tin.
Repairing or refilling barrels or drums	... 4 annas per barrel or drum.
Carrying empty cases	... 6 annas per 100 cases.
Storage	... A charge of Rs. 3 per 100 sq. feet per week or part of a week calculated of the maximum space occupied during the week is levied for the storage of non-dangerous petroleum and its products in cases, drums, barrels, or other receptacles in the Commissioners' storage shed at Budge Budge.

For other charges on petroleum and its products, see Sections 1(A) (1), 1(B) (11), 3(b), 4(B) and 5(D) and for special rules see Section 18.

#### Section 14.—Moyapur Depot.

The following charges are levied on explosives landed at Moyapur in addition to river due under Section 1, surcharge on river due under Section 2 and *ad valorem* toll under Section 3.

Magazine fee (includes use of boat, landing, removal to magazine and delivery)	... Re. 1 per package.
Rent	... 8 annas per package per month or part of a month.

#### Section 15.—Coal.

In addition to river due, surcharge on river due, fixed toll, and shipping charge (which includes the cost of trimming in the ship's hold) the following charges are levied:—

(a) On all shipments of bunker coal at Kidderpore Docks whenever the quantity of bunker coal exceeds one-fifth of the total quantity of coal shipped by the steamer	As. P. 1 6 per ton or part of a ton.
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(b) A dumping charge of 3 annas per ton or part of a ton may be levied on—

- (i) Coal or coke arriving before the vessel is ready to receive it.
- (ii) Coal dumped after rejection by the Coal Grading Board.
- (iii) Coal delivered into boats, carts, lorries or other vehicles for local use.
- (iv) Shipment coal dumped at a rented private depot.

RENT.—On all dumped coal 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.

The following charges are levied on coal dumped at one berth and removed to another berth for shipment direct from wagons—

	Rs.	A.	P.	
Loading	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	"

#### Miscellaneous Charge.—

Coal loaded into boats or lighters	0	8	0	per ton or part of a ton.
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Trimming coal shipped overside	Rs.	0	2	0	per ton or part of a ton.
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Night work (at the instance of the shipper) additional charge	"	0	1	0	"
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Squaring up and measuring dumped coal after a vessel has completed loading	...	Actual cost.
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Labour for tending scales for weighing coal	Rs.	2	8	0	per 100 tons.
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#### Charges on Coal Re-landed.—

Landing (including stevedoring) ...	Actual cost.
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	"

A removal charge will not be levied under Section 8 when a wagon charge is made.

**Section 16.—Manganese and all ores in bulk.**

In addition to river due, surcharge on river due, fixed toll and shipping charge, the following charges are levied:—

Dumping from wagons ... Re. 0 3 0 per ton or part of a ton.  
Loading into wagons ... Rs. 0 3 0 per ton or part of a ton.

Night work, unless three clear days' notice of the shipment is given ...

Rent ... " 0 1 0 " " 0 0 6 per ton or part thereof per month or part of a month payable on the maximum stock held during the month.

When removed in wagons:—

Wagon charge ... Re. 0 2 0 per ton or part of a ton on bauxite ore, 3 annas per ton or part of a ton on iron ore, manganese ore, chrome ore and peroxide ore and 6 annas per ton or part of a ton on all other ores.

A removal charge will not be levied under Section 8 when a wagon charge is made.

**Section 17.—Tea—Tea Warehouses—Sale Teas.**

(1) Receiving at Warehouse, including wharf toll, per 90 lbs. net or part thereof ... 6 pies.

(2) (a) Rent, including cost of laying down, opening before and closing after broker's inspection, is charged for the first month or part thereof, at ... 3 annas per 90 lbs. net or part thereof.

After first month per week or part of a week ... 9 pies per 90 lbs. net or part thereof.

If the warehouses become congested, rent on sold teas may be increased by the Commissioners, after 7 days' notice, to 4 annas per week or part of a week per package from the expiration of the 24th day after the date of sale.

(b) A removal charge equal to 75% of the shipping charge is levied on all tea removed from a Warehouse or Tea Transit Shed to a Shipment Shed.

(3) Delivery charge from Warehouses on teas not intended for shipment at the Docks or Garden Reach Jetties:—  
Packages each weighing 20 lbs. net or over ... 6 pies per package.

Consignments consisting of packages each weighing less than 20 lbs. net ... 6 pies per 20 lbs. or part of 20 lbs. net.

No delivery charge is made on shipment teas.

(4) For transfer from one warehouse to another, removal charge under Section 8 is levied.

**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 any other shed, rent is charged at the rate of 6 pies per 100 lbs. per week or part thereof.

**Miscellaneous Charges:—**

- (6) Opening and closing one side, per package 6 pies.
- (7) " " " two sides " " 1 anna.
- (8) Re-opening for inspection and closing, per package ... 6 pies.
- (9) Assorting and re-stacking, per package ... 2 pies.
- (10) Bulking and re-packing full chests into full chests or half chests into half chests, per 3 chests ... 1 rupee.
- (11) Bulking and re-packing full into half chests, per 2 chests ... 1 rupee.
- (12) Gross weighing, per package ... 3 pies.
- (13) Nett weighing, including opening, re-soldering and closing, per package ... 2½ annas.
- (14) Charge for permitting public to re-pack with their labour when space is available, per package ... 2 annas.
- (15) Lead for repairs ... Actual cost.

N.B.—Charges for bulking and re-packing are calculated on the original number of chests, and in all charges, fractions of an unit are taken as an unit.

**Section 18.—Hazardous goods.**

Double the schedule rates for landing, rent and removal are levied:—

(a) On any consignment of petroleum or its products weighing more than 1 ton and having a flashing point of

not less than 76°F. and below 200°F. if it is not removed from the Commissioners' premises on the next working day after the day of landing or unloading.

- (b) On any consignment of petroleum or its products irrespective of weight having a flashing point of less than 76°F. or of any other goods having a flashing point of less than 76°F., if it is not removed from the Commissioners' premises on the day of landing or unloading.
- (c) On matches not removed from the Commissioners' premises on the next working day after the day of landing.
- (d) On fireworks not removed from the Commissioners' premises on the day of landing or unloading.

Any of the above provisions may be applied by the Commissioners to any goods declared by them to be hazardous.

#### Section 19.—Transshipment Cargo.

Import river due but not export river due is charged on transshipment cargo if it is discharged overside into boats and re-shipped from boats into a second sea-going vessel or if it is landed by the Commissioners and stored in their premises or in premises under Customs control prior to re-shipment. On transshipment goods no rent is charged by the Commissioners for 14 days after the date of landing but thereafter rent is charged at schedule rates for imports given in Section 7 wherever the goods may be stored on the Commissioners' premises.

#### Section 20.—Put back Cargoes.

(1) If an outward bound sea-going vessel returns to port (i.e., is put back) to discharge any portion of her cargo owing to fire or any other accident, import river due and *ad valorem* or fixed toll are not levied on such cargo and export river due and *ad valorem* or fixed toll are not levied for a second time on any portion of such cargo which is not removed from the Commissioners' premises pending re-shipment.

(2) Rent at the rate of Rs. 125 per 1000 sq. ft. per mensem or part thereof is levied for spaces occupied in any shed at the Docks or Garden Reach Jetties by cargoes of put back vessels, which remain in charge and at the sole risk of the Agents or Owners of the vessel. The Commissioners have the option of removing these cargoes or any part thereof to a warehouse or warehouses and if they exercise this option, removal charges and rent charges are levied at schedule rates.

(3) If land is required for storage in the open of any portion of the cargo of a put back vessel, rent is levied at the rate of Rs. 8 per cottah per mensem.

#### Section 21.—Weightment or measurement Charge.

(1) A charge of 4 annas per axle is made for passing railway wagons over a weigh-bridge.

(2) When weights or measurements are not shown on invoices or freight bills or when 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 1/3rd of the landing or shipping charge may be levied. When the Commissioners obtain Licensed Measurers' and other certificates the cost of such certificates only is charged, provided that the Commissioners do not weigh or measure the goods.

(3) When freight is charged on weight or measurement basis and the Commissioners elect not to recover their charges on the same basis, no weightment or measurement charge is levied if the Commissioners decide to weigh or measure the goods.

#### Section 22.—Miscellaneous charges.

(1) When goods are re-stacked on account of shippers, importers or other parties, a re-stacking charge equal to 75% of the shipping or landing charge, as the case may be, is levied.

(2) Sweepings collected by shippers in the shipment sheds which are not removed within four days after the ship leaves her berth, are removed by the Commissioners at a charge of one anna per bag and rent is levied at the rate of two annas per bag per week or part of a week. If the bags are not claimed within 30 days after the date the ship leaves her berth they will be sold by the Commissioners.

(3) Bales of jute received at the Docks by boat, cart or lorry which burst after receipt or which have been opened for examination, if not removed within four days after official advice has been given to remove such bales are charged rent at the rate of two annas per bale per week or part thereof for the first week; four annas per bale for the second week; eight annas per bale for the third week; and Re. 1 per bale for the fourth week. If the bales are not removed within 30 days after receipt they will be sold by the Commissioners.

(4) A fee of Re. 1 is charged for issuing a duplicate Gate Pass or for a Certificate of Receipt, and a fee of Rs. 2 is charged for issuing a landing certificate or for transferring charges from one vessel to another.

(5) When carts, lorries or trailers are allowed by their owners to remain overnight within the Dock or Jetty enclosure a fee of Re. 1 per vehicle per night is charged.

(6) The following charges may be levied for the use of any of the Commissioners' travelling cranes:—

	Rs.	A.	P.
For lifts not exceeding 2 tons	...	1	0
0 per ton or part of a ton,			

For lifts exceeding 2 tons but not exceeding 4 tons ... 1 8 0 per ton or part of a ton.

For lifts exceeding 4 tons ... 4 0 0 per ton or part of a ton.

The minimum charge, exclusive of haulage, is Rs. 10 per day or part of a day and the maximum charge is Rs. 40 per day or part of a day. An additional haulage charge of Rs. 25 is made for the use of a travelling crane outside the Dock or Garden Reach area.

#### Section 23.—Special consolidated charges.

In lieu of landing or shipping charge, wharf toll, river due, surcharge and *ad valorem* toll the Commissioners may at their option levy on animals or goods of any description accompanying passengers disembarking from or embarking in any seagoing vessel other than *bonafide* personal baggage, either an inclusive flat rate of eight annas per animal per article or per package or the rate which would be payable for passing the same animals or goods over the Inland Vessels Wharves.

#### Section 24.—Special Rates.

The Commissioners reserve to themselves the right to charge special rates not exceeding schedule rates for the storage and handling of goods which are not intended for immediate shipment.

#### Section 25.—Exemption.

Samples, catalogues and other articles for which steamer companies charge no freight and on which Customs duty is payable may be exempted at the Commissioners' discretion from all or any of the Commissioners' charges.

### CHARGES ON VESSELS.

#### Section 26.—Assistant Harbour Masters' and Berthing Masters' Fees.

On all vessels not exceeding 5,000 tons gross :—

	Rs.
(a) Hauling to or from moorings, each operation ...	40
(b) Hauling to or from swinging moorings, each operation ...	28
(c) Re-mooring, each operation ...	40
(d) Hauling in or out of dry docks other than those belonging to the Commissioners, each operation ...	96
(e) Transporting or removing from one part of the Port to another ...	36
* (f) Transporting or removing from one berth or buoy to another berth or buoy in Kidderpore Docks or from one berth or buoy to another berth or buoy in King George's Dock ...	20

\* Authority :—Notification No. 160, published in the Gazette of India, dated the 29th June 1940.

On vessels over 5,000 tons gross is levied for each of the above operations a further charge of Rs. 2 for every 500 tons or part thereof by which the gross tonnage exceeds 5,000.

(g) An extra charge of Rs. 32 is levied when an Assistant Harbour Master is employed on Sundays, Chamber holidays or at night, but only one fee is charged if the Assistant Harbour Master works in the night of a Sunday or Chamber holiday.

(h) A detention charge of Rs. 20 is levied if a vessel is not ready to move when boarded by the Assistant Harbour Master, or if the Assistant Harbour Master is required to remain on board after completion of any movement.

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

#### Section 27.—Mooring Hire.

	Rs.
All vessels up to 999 tons gross per day or part of a day ...	15
" " from 1,000 to 1,999 tons gross " " " " ...	18
" " " 2,000 to 2,999 " " " " " " ...	21
" " " 3,000 to 3,999 " " " " " " ...	24
" " " 4,000 to 4,999 " " " " " " ...	27
" " " 5,000 to 5,999 " " " " " " ...	30
" " " 6,000 to 6,999 " " " " " " ...	33
" " " 7,000 to 7,999 " " " " " " ...	36
" " " 8,000 to 8,999 " " " " " " ...	39
" " " 9,000 to 9,999 tons gross per day or part of a day ...	42
" " " 10,000 tons gross or over per day or part of a day ...	45

Reserved moorings per month or part of a month, subject to a month's notice of vacation ... 600

Occupation of swinging mooring per day or part of a day ... 3

For the use of moorings at Budge Budge by flats, for the first 24 hours or part thereof ... 15

For each succeeding 24 hours or part of 24 hours ... 3

For the use of moorings by launches, house-boats, etc.—

Swinging moorings per day or part of a day ... Rs. 3 0 0 per vessel.

Fixed moorings hired by the month if the vessel is not more than 70 feet over all, per vessel ... 52 8 0 per month or part of a month.

If the vessel is more than 70 feet over all, per vessel ... 60 0 0 per month or part of a month.



**Section 28.—Dry Dock Charges.**

(1) For the first 24 hours :—

For vessels not exceeding 2,000 tons  
gross ... 9½ annas per ton.

For vessels from 2,000 to 3,000 tons  
gross ... Rs. 1,218-12-0 (the charge  
for a vessel of 2,000 tons)  
plus Rs. 9-6-0 for every  
50 tons or part of 50 tons  
above 2,000.

For vessels from 3,000 tons upwards  
Rs. 1,406-4-0 (the charge  
for a vessel of 3,000 tons)  
plus Rs. 7-8-0 for every  
50 tons or part of 50 tons  
above 3,000.

From the 2nd to 8th day inclusive for every six  
hours or part thereof ... Rs. A. P.  
100 0 0

From the 9th day and thereafter, for every six  
hours or part thereof ... 150 0 0

*Note.*—In no case shall the daily charge for the use of any of the Commissioners' dry  
docks for the second and subsequent days exceed the charge payable for  
the first twenty-four hours except that the Commissioners may, if they  
wish, make a charge of Rs. 1,500 per diem for the twenty-first and  
subsequent days.

When a ship requires a special disposition of blocks,  
for the complete operation of laying and replacing ... Rs. A. P.  
750 0 0

For re-docking within the period for which the  
vessel has been regulated or re-regulated,  
for each operation ... 250 0 0

*Note.*—Re-docking is here taken to include all cases in which it is necessary to pump  
out a dry dock again at the request of the vessel using the dock after it  
has once been flooded.

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

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

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

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

**Section 29.—Towing Charges.**

Towing is done subject to the condition that owners or agents  
of the vessels to be towed undertake to keep the Commissioners  
indemnified against and themselves to bear, any loss or damage  
caused to or by a vessel to be towed or to or by any of her cargo  
whether such loss or damage is occasioned by any actual or alleged  
negligence or default by the Commissioners or their servants or by  
any defect in the tug or her gear or by any other cause whatsoever.

Whenever a Commissioners' vessel is used for towing or for  
assisting another vessel in any way the Commissioners have the  
option of insuring their vessel or vessels and if they exercise this  
option the owners or agents of the vessel assisted are required to  
pay the insurance premium at the rates shown in Appendix III, plus  
20 per cent of these rates, in addition to the rates given below :—

Position.	Operation.	Commissioners' vessels not exceeding 1,200 I. H. P.	Commissioners' vessels exceeding 1,200 I. H. P.
		Rs.	Rs.
1. (a) Above Howrah Bridge.	For each operation not exceeding 12 hours.	200 per vessel.	400 per vessel.
	For each additional 12 hours or part thereof.	200 " "	400 " "
(b) Between Howrah Bridge and Quarantine Moorings.	For each operation not exceeding 6 hours.	100 " "	200 " "
	For each additional 6 hours or part thereof.	100 " "	200 " "
(c) Inside the Docks	For each operation not exceeding 6 hours.	60 per vessel.	...
(d) In Garden Reach.	For assisting a vessel to turn—each operation.	100 " "	100 per vessel.
	For assisting a vessel fitted with a suitable towing ship—for each operation.	80 " "	80 " "
(e) Between Quarantine Moorings and Budge Budge Boundary Pillars.	For each operation not exceeding 12 hours.	200 " "	400 " "
	For each additional 12 hours or part thereof.	200 " "	400 " "

Position.	Operation.	Commissioners' vessels not exceeding 1,200 I. H. P.	Commissioners' vessels exceeding 1,200 I. H. P.
		Rs.	Rs.
(f) Between Budge Budge Boundary Pillars and a line drawn 230' True from Moyapore Semaphore.	For assisting a vessel to turn for each operation.	200 per vessel	200 per vessel
	For other operations; each operation not exceeding 12 hours.	300 " "	600 " "
	For each additional 12 hours or part thereof.	300 " "	600 " "
(g) Below a line drawn 220' True from Moyapore Semaphore.	For each operation not exceeding 12 hours.	600 " "	600 " "
	For each additional 12 hours or part thereof.	600 " "	600 " "

NOTE 1. The above charges do not apply to operations in assistance of a ship in distress. For the charges leviable for such assistance see Section 30.

NOTE 2. If a high power vessel is used within the Port limits to assist the Commissioners' convenience the charges will be the same as those for a low power vessel. The times will be calculated from the time a vessel leaves her moorings or previous duty to the time she leaves the assisted vessel. For one operation the highest rate leviable for any portion of the operation will be applied throughout.

NOTE 3. No charge is levied if the movement is made to suit the Commissioners' convenience.

### Section 30.—Charges for assisting a Vessel in distress:—

The following charges are levied when one or more of the Commissioners' vessels are engaged in the assistance of a vessel in distress:—

	Commissioners' vessels not exceeding 1,200 I. H. P.	Commissioners' vessels exceeding 1,200 I. H. P.
	Rs.	Rs.
For each operation not exceeding 12 hours ...	720 per vessel.	900 per vessel.
For each additional 12 hours or part thereof ...	720 " "	900 " "

When one or more of the Commissioners' vessels proceed to or are engaged in the assistance of a vessel in distress, the Commissioners insure their vessels and the owners or agents of the vessel in distress are required to pay the insurance premia at rates shown in Appendix III, plus 20 per cent of these rates. The actual cost of replacing any equipment lost and of repairing any damage done to the Commissioners' property not covered by the aforesaid insurance is payable by the Owners or Agents on whose behalf the vessel's equipment or plant is employed.

The times will be calculated from the time the Commissioners' vessel leaves her moorings or previous duty to the time she leaves the assisted vessel.

### Section 31.—Jetty or Dock Berth Hire.

1. Every vessel, at a Jetty or a loading or unloading Berth in the Docks, whether working or not, is charged Rs. 70 per day or part of a day, in addition to mooring hire, except at a Coaling Jetty, either in the Docks or elsewhere, at which the charge including mooring hire is only Rs. 30 per day or part of a day. For vessels at oil berths see sub-section (4).

2. A vessel occupying a Jetty or Dock Berth only for the embarkation or disembarkation of passengers is charged in addition to mooring hire Rs. 200 for the first 24 hours or part thereof and Rs. 150 for every subsequent period of 24 hours or part thereof.

3. A vessel permitted to occupy as a laying up berth a Jetty or Dock Berth, other than a coaling berth before, during or after loading or discharge, is charged for days on which she does not load or discharge cargo mooring hire only instead of Jetty or Dock Berth hire. Barges at the Petroleum Berth in King George's Dock are charged Rs. 4 per diem each.

4. A vessel of 100 tons net register or over while loading or discharging at a landing stage at Budge Budge or at a Petroleum Berth in the Docks, is charged in addition to mooring hire Rs. 30 per day or part of a day. A sea-going vessel of less than 100 tons net register is charged a combined berth and mooring hire of Rs. 5 per 12 hours or part thereof. Barges loading or discharging molasses at the Petroleum Berth in King George's Dock are charged Rs. 15 per diem each.

5. When a vessel is moved from a mooring to a coaling jetty or vice versa mooring hire and jetty hire are both levied for the day on which such movement takes place. When a vessel is moved from a mooring at Budge Budge to a mooring above Garden Reach or vice versa hire for both moorings is levied for the day on which such movement takes place. In all other cases, when a vessel is removed from one berth, whether the berth be a mooring or a jetty or:

a dock quay, to another berth whether the berth be a mooring or a jetty or a dock quay, only one berth hire is levied for the day on which such movement takes place. If the hire charges for the two berths occupied during that day differ, the higher charge is levied if the vessel works during the day in the berth for which that charge is payable but if not, the lower charge is levied.

### Section 32.—Night Work.

1. A sea-going vessel working at the Docks or Jetties at night is charged Rs. 2-8-0 per crane or derrick per hour.

This charge is not levied if the order for work on the night of any day is cancelled before 4-30 P.M. on that day or for work at night on Sundays and holidays before 4-30 P.M. on the previous working day.

On a finishing vessel the charges are levied for the actual number of hours worked.

2. For hoisting cargo from boats or transferring of cargo from one boat to another, on account of parties other than steamer Agents a charge of Rs. 2-8-0 per crane per hour is levied whether the crane works or not, from the time it is booked up to the time of completing the work or of cancelling the crane or 4 A.M. whichever is earliest.

### Section 33.—Holiday Fees.

(a) A sea-going vessel working on a Sunday or a Chamber holiday at a Jetty or dock berth other than a Coaling Jetty, is charged an extra Rs. 150 a day or part of a day.

(b) A sea-going vessel working on a Sunday or a Chamber holiday at a Coaling Berth is charged an extra Rs. 55 a day or part of a day.

A sea-going vessel working on a Sunday and Chamber holiday at a jetty or dock berth and also at a Coaling Jetty is charged Rs. 150 a day or part of a day.

(c) A vessel, other than a sea-going vessel, loaded or discharged partially or entirely by the Commissioners on a Sunday or a Chamber holiday at the Calcutta Jetties, Garden Reach Jetties or in the Docks, is charged an extra Rs. 25 a day or part of a day. No extra fee is charged for the loading or unloading of a vessel other than a sea-going vessel at a Coaling Jetty.

Holiday fees are not levied if the order for work on Sundays and Chamber holidays is cancelled before 4-30 P.M. on the previous working day.

### Section 34.—Charges for the use of Crane Vessels or Sheer legs.

The charge for the use of a Commissioners' Crane Vessel or Sheer legs for the loading or discharge by a sea-going vessel of heavy lifts into or from boats is Rs. 7 per ton or part of a ton for each article lifted subject to the Commissioners' right to levy a minimum charge of Rs. 50. For work done after 5 P.M. or before 7 A.M. and for any work done on a Sunday or a Chamber holiday an extra charge of Rs. 10 per hour is levied. An extra charge of Rs. 50 is levied for the use of a Crane Vessel above Howrah Bridge or below the Garden Reach Jetties.

When heavy lifts are discharged into a Commissioners' lighter for landing at one of the Commissioners' Heavy Lift Yards the payment of Rs. 7 per ton or part of a ton covers the use of the lighter and the unloading of the lighter at the Heavy Lift Yard.

### Section 35.—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:—

	Rs.	A.	P.
(b) Hire of tubs, per tub ...	1	0	0 per diem.
(c) Services of a dress diver with apparatus ...	50	0	0 per tide.
Services of skin divers, per man ...	10	0	0 per tide.
(d) Shackle hire, for the first 30 consecutive days ...	0	4	0 per shackle per diem.
Shackle hire thereafter ...	0	2	0 per shackle per diem.
(e) Hire of cable chain ...	4	0	0 per diem for each length of 80 fathoms.
(f) Anchor hire ...	2	0	0 per anchor per diem.
(g) Salvage on anchors and chains ...	4	0	0 per cwt. or part of a cwt.
(h) Hire of hawser boat ...	20	0	0 per diem.
(i) Hire of heave-up boat ...	40	0	0 " "
(j) Hire of anchor vessel ...	100	0	0 " "
(k) Hire of launch ...	80	0	0 " "

	Rs.	A.	P.
(l) Salvage of logs ... ..	5	0	0 per log.
(m) Supply of filtered-water to vessels in King George's Dock ... ..	5	0	0 per 1,000 gallons or part thereof as registered on the Commis- sioners' meters.

An addition of 20 per cent. is made to the above charges when vessels are employed on salvage work.

For items under (e), (h), (i), (j), (k) and (l) double charges are levied if services are required outside Port limits.

Under items (h), (i) and (j) for work on Sundays or holidays twice the ordinary rates are levied and for work at night  $2\frac{1}{2}$  times.

#### Section 36.—Charges on Boats and Flats.

##### A. REGISTRATION FEES:—

For registering, branding and issuing certificate.—

	Rs.	A.	P.
(i) if already licensed —			
Class I boats ... ..	5	0	0
Class II boats ... ..	0	2	0 per ton subject to a maximum of Rs. 5.
Cargo flats ... ..	4	0	0
Passenger boats of the dinghy, bholio or green boat class ...	1	0	0
Other passenger boats ... ..	5	0	0
(ii) If not already licensed, half the licensed fee—see below.			

##### B.—Licensing Fees:—

For surveying, painting numbers and  
issuing licence.—

(i) Class I boats not exceeding 40 tons	0	4	0 per ton.
Class I boats over 40 tons but not exceeding 70 tons ... ..	0	5	0 " "

	Rs.	A.	P.
Class I boats over 70 tons ... ..	0	6	0 per ton.
Subject in every case to a maxi- mum of ... ..	32	0	0 " "
(ii) Class II boats ... ..	0	4	0 " "
(iii) Cargo flats ... ..	8	0	0 each.
(iv) Passenger boats—for every passen- ger which the vessel is licensed to carry subject in the case of ding- hys, bholios or green boats to a maximum of Rs. 7-8-0 per vessel and in the case of all other passenger boats to a maximum of Rs. 32 per vessel ... ..	0	3	0 per passenger.
(v) Combined cargo and passenger boats—the cargo or passenger rate whichever is the greater subject to a maximum of Rs. 32 per vessel.			

##### C.—Miscellaneous Charges:—

(i) Maujhees' licence ... ..	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 licence ... ..	2	0	0 "
(iv) Issue of duplicate licence ... ..	1	0	0 "
(v) Issue of duplicate certificate of registry ... ..	2	0	0 "
(vi) Extension of certificate—One-sixth of the annual license fee per month or part of a month.			

NOTE.—For method of calculation of tonnage, see Port Rules.

##### D.—Dock Toll on boats and Flats:—

- (i) A charge of one anna per ton or part of a ton calculated on the registered tonnage (subject to a minimum charge of Rs. 2) is levied on all boats entering the Docks
- (ii) A fixed charge of Re. 1 per thousand maunds or part of thousand maunds of carrying capacity is levied on all flats, licensed as such by the Commissioners' Boat Surveyor which enter King George's Dock.

**PART II.**

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Charges levied under the authority of the Indian Ports  
Act 1908 and charges recovered by the Commissioners  
on behalf of the Central Government.

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**Section 37.—Pilotage.**

Table of pilotage charges—see Appendix I.

**Section 38.—Hospital Dues.**

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

**Section 39.—Derationisation Fees.**

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

Fees for—

- (a) the grant of a deratisation certificate after deratisation by an agency other than the Port Health Department ;
- (b) the grant of a deratisation certificate after deratisation has been carried out by the Port Health Department by means other than fumigation, *e.g.*, trapping and/or poisoning ;
- (c) inspection of a vessel applying for a deratisation exemption certificate :—

	Rs.
For a vessel having a capacity of 50,000 cu. ft. or under ...	30
For a vessel having a capacity of 50,001 to 100,000 cu. ft. ...	35
For a vessel having a capacity of 100,001 to 200,000 cu. ft. ...	40
For a vessel having a capacity of 200,001 to 300,000 cu. ft. ...	45
For a vessel having a capacity of 300,001 to 400,000 cu. ft. ...	50
For every 100,000 cu. ft. or part thereof in excess of 400,000 cu. ft.	6 extra.
For issue of a certificate or inspection on a Sunday or a closed holiday.	25 extra.
For issue of a certificate or inspection between 6 P.M. and 6 A.M.	25 extra.

At Calcutta fumigation of vessels is carried out by Messrs. MacNeill & Co. and the Port Commissioners who charge as follows :—

	Rs.
For a capacity of 50,000 cu. ft. fumigated ...	90
For a capacity of 50,001—100,000 cu. ft. fumigated ...	115
For a capacity of 100,001—200,000 cu. ft. fumigated ...	160
For a capacity of 200,001—300,000 cu. ft. fumigated ...	205
For a capacity of 300,001—400,000 cu. ft. fumigated ...	230
For every 100,000 cu. ft. or part thereof in excess of 400,000 cu. ft.	44 extra.

A fee of Rs. 30 is levied whenever the Commissioners' fumigating apparatus is ordered but not used unless the order is cancelled before the barge has left its moorings.

The prescribed fee for the inspection of a vessel applying for a deratisation exemption certificate is payable, whether the inspection is followed or not by the issue of such a certificate. But where an exemption certificate is issued, no additional charge will be made for its issue. Where an exemption certificate is refused and the vessel is deratised and given a deratisation certificate an additional fee will be charged as for the grant of a deratisation certificate in accordance with the scale prescribed above.

#### Section 40.—Port Dues.

Port Dues are levied at the following rates on nett registered tonnage.—

Dhoomies and country vessels employed in coasting trade or in trade exclusively between India and Burma payable not more than once in 60 days ... 2 annas per ton.

Vessels entering in ballast and not carrying passengers ... 3 annas per ton.

Vessels entering in ballast and not carrying passengers and leaving in ballast not carrying passengers ... 1 anna 6 pies per ton.

On sea-going vessels of 20 tons and upwards viz:—

(i) Mail steamers, coasting vessels and vessels engaged in trade exclusively between Burma and India, payable not more than once in 60 days or

(ii) other sea-going vessels payable on each entry into the Port ... 4 annas per ton.

Tugs and river steamers, payable once between the 1st January and the 30th June and once between the 1st July and the 31st December, in each year ... 4 annas per ton.

Mean draft,	Under 1,500 tons and under.	1,500 to 2,000 tons.	2,000 to 2,500 tons.	2,500 to 3,000 tons.	3,000 to 3,500 tons.	3,500 to 4,000 tons.	4,000 to 4,500 tons.	4,500 to 5,000 tons.	5,000 to 5,500 tons.	5,500 to 6,000 tons.	6,000 to 6,500 tons.	6,500 to 7,000 tons.	7,000 to 7,500 tons.	7,500 to 8,000 tons.	8,000 to 8,500 tons.	8,500 to 9,000 tons.	9,000 to 9,500 tons.	Over 9,500 tons.
Up to 15'	Ra. 185	Ra. 205	Ra. 225	Ra. 245	Ra. 265	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525
15' to 16'	Ra. 195	Ra. 215	Ra. 235	Ra. 255	Ra. 275	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535
16' to 17'	Ra. 205	Ra. 225	Ra. 245	Ra. 265	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545
17' to 18'	Ra. 215	Ra. 235	Ra. 255	Ra. 275	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555
18' to 19'	Ra. 225	Ra. 245	Ra. 265	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565
19' to 20'	Ra. 235	Ra. 255	Ra. 275	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575
20' to 21'	Ra. 245	Ra. 265	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585
21' to 22'	Ra. 255	Ra. 275	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575	Ra. 595
22' to 23'	Ra. 265	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585	Ra. 605
23' to 24'	Ra. 275	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575	Ra. 595	Ra. 615
24' to 25'	Ra. 285	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585	Ra. 605	Ra. 625
25' to 26'	Ra. 295	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575	Ra. 595	Ra. 615	Ra. 635
26' to 27'	Ra. 305	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585	Ra. 605	Ra. 625	Ra. 645
27' to 28'	Ra. 315	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575	Ra. 595	Ra. 615	Ra. 635	Ra. 655
28' to 29'	Ra. 325	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585	Ra. 605	Ra. 625	Ra. 645	Ra. 665
29' to 30'	Ra. 335	Ra. 355	Ra. 375	Ra. 395	Ra. 415	Ra. 435	Ra. 455	Ra. 475	Ra. 495	Ra. 515	Ra. 535	Ra. 555	Ra. 575	Ra. 595	Ra. 615	Ra. 635	Ra. 655	Ra. 675
Over 30'	Ra. 345	Ra. 365	Ra. 385	Ra. 405	Ra. 425	Ra. 445	Ra. 465	Ra. 485	Ra. 505	Ra. 525	Ra. 545	Ra. 565	Ra. 585	Ra. 605	Ra. 625	Ra. 645	Ra. 665	Ra. 685

Note.—Fractions of an inch count as one inch.

APPENDIX I.  
Table of Pilotage Fees (vide Government of India, Commerce Department Notification No. 132-M. 11/37 dated the 1st April 1938).

GROSS TONNAGE.

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

	Rs. A. P.
Lead-money* payable to licensed leadsmen for heaving the lead inward or outward ... ..	... 16 0 0
Compensation† for pilot of outward-bound vessel being carried away to sea, per diem, to pilots of whatever rank ... ..	... 10 0 0
Detention‡ of pilot by vessel waiting for cargo or for orders; vessel to pay to pilot a rate per diem equivalent to pay of rank of the officer ... ..	... 13 0 0
Row boat hire for use of Government boat, per diem ... ..	... 2 0 0
Use of moorings at Diamond Harbour, November to May, per diem ... ..	... 4 0 0
Ditto ditto June to October, per diem ... ..	... 3 8 3
Salvage on anchors, chains and cables picked up by Government boat, per cwt. ... ..	... 3 8 3

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

*Pilotage outward from and inward to within the port of Calcutta.*

Twelfth.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
1/2	To below Budge-Budge boundary pillars ...	13.6	107
1/2	Do. Hog River obelisk ...	23.6	100
1/2	Do. Anchoring Creek obelisk ...	33.2	96
1/2	Do. Diamond Harbour Telegraph Station ...	43.4	102
1/2	Do. Balari Tidal Semaphore ...	52.0	86
1/2	Do. Mul Point Telegraph Station, east ...	61.6	96

\* A vessel applying for a particular pilot and all foreign vessels, are bound to take a Government leadman whenever one is available (vide Government of Bengal's orders No. 407, dated 1st July 1856, and No. 21, dated 14th January, 1862).

† (Vide Government letter No. 427, dated the 26th October, 1864). The vessel is also to bear expenses of pilot, and the cost of sending him back to the station.

‡ (Vide Government order No. 406, dated the 2nd December, 1863). Detention money is not to be paid to the pilot of the vessel. Detention money is incurred only when the detention is for the convenience of the master or owners of the vessel.

Twelfth.	PLACES.	Distance from Fort William.	Miles between each station.
1	2	3	4
1/2	To below Kankhali Light-house, west ...	71.1	9.5
1/2	Do. Sangur Light-house, east ...	81.0	9.9
1/2	Do. Upper Gaspar Light-vessel or line east and west of J. buoy, Western Channel ...	90.1	9.1
1/2	Do. Lower Middle Ground buoy or L. buoy, Western Channel ...	99.3	9.2
1/2	Do. Intermediate light-vessel ...	107.6	8.3
1/2 or full pilotage.	Do. Lower Reef buoy ...	115.8	8.2

Port Office, General Order No. 841, dated the 19th February 1881.

By Order of the Government of Bengal.

From the 1st April 1881 leadmen shall be appointed to all ships alike, as they are available, and lead-money at the rate of Rs. 16 instead of the present rate of Rs. 25, shall be levied on each vessel to which a leadman is appointed.

**\*Night Navigation Fees.**

The following fees, in addition to the ordinary pilotage fees, are levied on vessels in respect of any pilotage done at night i.e. between the hours of sunset and sunrise in any part of the Hooghli Pilotage waters where a vessel is permitted to be under way at night by the pilotage rules:—

- (i) Vessels of 3,000 tons gross and under ... .. Rs. 18 0 0
- (ii) Vessels of over 3,000 tons gross ... .. " 31 8 0
- (iii) Vessels of over 5,000 tons gross ... .. " 54 0 0

\* Came into force from 1st March 1928, vide Government of Bengal Marine Department Notification No. 18-Marine dated the 27th February 1928 and were amended with effect from the 1st April 1932, vide Government of India, Commerce Department Notification No. 207-P. & L. (10) 21 dated the 12th March 1932.



## Appendix II.

## Inland Vessels Wharves.—Toll.

## Schedule A.—Wharf Toll.

		As.
1. (1) Animals:—		
Beasts of burden and wild animals	... 4 each.	
Sheep, goats, calves and other small animals	... 1 "	
Birds in crates and baskets	... 3 per crate or basket.	
(2) Bamboos, fishing rods or poles...	... 1 per 25	
(3) Bicycles, rickshaws, palkees & perambulators	... 4 each.	
(4) Bricks	... 4 per 750	
(5) Coconuts and coconut shells	... 4 " 500	
(6) Empties:—		
Barrels and casks	... 1 per 4	
Buckets, canisters, cases, chests, drums, cast iron pans and similar small receptacles not exceeding 12" in width or diameter	... 1 per 25	
(7) Furniture	... 1 " 2 coolie loads or 1 Anna per package.	
(8) Gunny bags:—		
Hessians, baled	... 4 per 2 bales.	
Other bags, baled	... 4 " 8 "	
Loose bags	... 4 " 600 pieces.	
(9) Horn	... 4 " 500 "	
(10) Jute:—		
Bales	... 4 " 5 bales.	
Drums	... 4 " 20 drums.	
Bags or bundles	... 4 " 10 bags or bundles.	
(11) Mats, Durma	... 4 " 500 pieces.	
" Hoglah	... 4 " 1,000 "	
(12) Oil, Kerosene	... 2 " 5 cases or 10 tins of 2 gallons each.	
(13) Haberdashery Piece-goods and twists, silk, cotton or woollen, in bales or cases	... 1 " bale or case.	
(14) Straw	... 1 " kahun.	

As.

- (15) Tea ... 1 per 5 chests.
- (16) Tiles, country, large, flat ... 4 " 250
- " " cylindrical ... 4 " 2,000
- " " of all other descriptions ... 4 " 500
- " marble ... 4 " 50
- (17) Vehicles other than those mentioned in item (8) ... 4 each.
- (18) All other goods ... 4 per ton or per 50 cubic feet according to the Commissioners' option. When neither weight nor volume is readily ascertainable, the Commissioners may at their option reckon 20 coolie loads or one bullock cart load as equal to 1 ton, a two-wheeled buffalo cart load as 2 tons, and a lorry as 3 tons or on the registered tonnage of the boat.
2. The minimum charge shall be 6 pies and the minimum weight for charge shall be 2½ cwt. or 6 cubic feet.
3. In addition to the foregoing charges, an extra fee amounting to 25 per cent. of the charge in each case will be levied on all goods landed or shipped on Sundays or Chamber holidays.
4. For work done between the hours of 6 P.M., and 6 A.M. an extra charge of Re. 1 per hour will be levied.

## Schedule "B".—Rent charges.

1. Stacking goods on the Wharves—  
Rs. 2 per stack per night for the first seven nights.  
Rs. 4 per stack per night thereafter.
- For the purpose of this charge a stack will be held to comprise goods covering an area of not more than 100 sq. ft.
- In the case of molasses, 100 baskets or less will constitute a stack.
2. Space for operations not directly related to the shipping or landing of goods, such as space for scales and desks and chairs and for packing, unpacking, measuring, repairing, marking or

drying, etc. Rs. 2 per scale, and chair, or lot per diem. This charge is not levied on goods detained for Customs and/or Licensed Measurer's operations.

3. On boats beached for repairs or other purposes on the hard opposite Seelbore College or elsewhere.—

Bhur or Pansy ... Re. 1 per day per bhur or pansy.

Boats ... Rs. 2 per day per boat.

Dinghies ... As. 8 per day per dinghee.

Steamers, flats, etc. ... Up to 100 tons net Rs. 2 per day or part of a day.

Between 100 tons and 200 tons net Rs. 4 per day or part of a day.

Above 200 tons net Rs. 8 per day or part of a day.

4. Space for keeping bullock or buffalo carts, motor lorries or trailers ...

Re. 1 each per night.

5. Fishing ... Rs. 4 per season per net.

6. Floating timber ... Rs. 2 per 25 pieces per night.

7. Hawker's license ... Rs. 3 per mensem or As. 8 per diem.

8. Goods lying on the wharves after having been salvaged from the river ...

Re. 1 per lot per week.

**Schedule "C".—Special charges on coastwise cargo through No. 1 and No. 9 Jetty Sheds.**

On all coastwise cargo discharged from or loaded into boats through No. 1 and No. 9 Jetty Sheds the toll is 50% in excess of the toll specified in Schedule (A).

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

**Schedule "D".—Special charges at Golabaree Ghat, Howrah.**

In addition to the ordinary Inland Vessels Wharves' toll mentioned in the schedule, the following charges are 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 pies " ton.

*Note*.—No refund of toll paid on goods that have not been shipped or landed is granted unless the toll receipt has been endorsed by the Inspector on duty.

**Appendix III.**

*Statement showing the insurance premium in respect of each of the Commissioners' vessels engaged in salvage operations. The period is calculated from the time the vessel leaves her moorings or place of call to the time of her return.*

Name of vessel.	Period.	Premium.
		Rs. A. P.
Dredger Balari ... ..	A	3,200 0 0
	B	5,400 0 0
D. V. Dumayne ... ..	A	1,812 5 0
	B	3,625 0 0
Dredger Gunga ... ..	A	4,300 0 0
	B	5,600 0 0
Dredger Sandpiper ... ..	A	2,100 0 0
	B	4,200 0 0
S. L. Heron, Kittiwake or Deepatch (each) ...	A	75 0 0
	B	150 0 0
S. T. Active ... ..	A	300 0 0
	B	750 0 0
Daffodil, Lotus, Rose or Thistle (each) ...	A	185 0 0
	B	370 0 0
Goliath or Hercules (each) ... ..	A	187 8 0
	B	375 0 0
Dolphin ... ..	A	309 0 0
	B	600 0 0
Pansy ... ..	A	1,162 8 0
	B	2,325 0 0
Hopper Barge No. 4 or 5 (each) ... ..	A	1,103 12 0
	B	2,207 8 0
Sturdy ... ..	A	400 0 0
	B	800 0 0

A—Means up to 72 hours or part thereof.

B—Means exceeding 72 hours, per week or part of a week.

# **TONNAGE SCALE FOR PILOTS, 1939.**

(General order No. 58/7673, dated the 29th June 1939).

The following procedure will be followed from 1st July A.M., as regards the appointments of Pilots for draft and tonnage of vessels.

Branch Pilots ... ..	5,501 tons and over—any draft
Master Pilots ... ..	4,791 to 5,500 tons and any draft
Senior Mates ... ..	3,951 to 4,790 " draft 28'-6"
Junior Mates ... ..	up to 3,950 tons " 25'-0"
Jr. Mates under one year's service ... ..	up to 3,950 tons draft 22'-6"

Any officer may be appointed to a vessel one grade above his tonnage provided the draft does not exceed the maximum allowed.

# **STRENGTH OF THE BENGAL PILOT SERVICE, 1939.**

Pilots ... ..	.. 45
Leadsman ... ..	.. 6

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# **THE COMMERCIAL FLEET OF CALCUTTA.** **Arrivals in the Port.**

YEAR.	SAILING VESSELS.			STEAMERS.		
	Number.	Gross Tonnage.	Average Tonnage.	Number.	Gross Tonnage.	Average Tonnage.
1915 ...	1	375	375	1,233	250	5,256,585
1916 ...	2	4,015	2,007.5	1,124	Not obtainable	4,567,504
1917 ...	7	5,433	776.14	927	96	3,596,024
1918 ...	8	8,819	1,102.37	874	156	3,522,836
1919 ...	10	11,506	1,150.6	1,092	258	4,554,857
1920 ...	4	2,600	650	1,395	371	6,192,817
1921 ...	2	1,216	608	1,275	294	5,997,632
1922 ...	6	13,560	2,263.3	1,169	312	5,644,757
1923 ...	...	...	...	1,144	304	5,769,689
1924 ...	...	...	...	1,222	348	6,457,182
1925 ...	3	828	276	1,171	320	6,347,121
1926 ...	...	...	...	1,250	359	6,752,412
1927 ...	...	...	...	1,402	384	7,617,449
1928 ...	...	...	...	1,445	410	7,838,241
1929 ...	...	...	...	1,537	402	8,318,882
1930 ...	...	...	...	1,342	334	7,462,127
1931 ...	...	...	...	1,276	310	7,047,996
1932 ...	...	...	...	1,193	246	6,558,766
1933 ...	...	...	...	1,164	287	6,431,166
1934 ...	...	...	...	1,212	318	6,817,669
1935 ...	...	...	...	1,192	315	6,713,334
1936 ...	...	...	...	1,222	307	6,913,297
1937 ...	...	...	...	1,249	348	7,095,090
1938 ...	...	...	...	1,324	329	7,541,510
1939 ...	...	...	...	1,397	270	7,841,834

EXCHANGE, PRECIOUS METALS, Etc.

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1939.

Date of Mail.	Telegraphic Transfer (Selling rate).	Demand Drafts. (Selling rate).	Credits, four (Buying rate).	Credits, six months (Buying rate).	Document for payment, three months.	Document for payment, three months, three months.	Silver per oz. in London.	Reserve Bank of India, Rate.	Bank of England, Rate of Discount.	Government Securities, 3 per cent.	Government Securities, 5 per cent.
1939.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent	Per cent	Rs.	Rs.
8th Jan.	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	98½	88-2-0
12th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	98½	88-4-0
19th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	98½	88-8-0
26th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	97	88-8-0
2nd Feb.	H	O	L	I	D	A	Y				
9th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	96½	88-4-0
16th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	96	87-12-0
23rd "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	96½	87-6-0
2nd Mar.	H	O	L	I	D	A	Y				
9th "	1 53½-54	1 53½-54	1 6½	1 6½	1 6½	1 6½	20½	3	2	97½	88-0-0
16th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	20½	3	2	96½	87-12-0
23rd "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	86-0-0
30th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	86-4-0
6th April	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	19½	3	2	94½	85-8-0
13th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20	3	2	93½	85-4-0
20th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	92½	84-10-0

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1939.—(Contd.)

DATE OF MAIL	Telegraphic Transfer (Selling rate)	Demand Drafts (Selling rate)	Credit for four months (Buying rate)	Credit six months (Buying rate)	Document for payment three months	Document for account three months	Silver per oz. in London	Per cent	Per cent	Rs.	Rs.
1939.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.				
27th April	1 53½	1 51½	1 6½	1 6½	1 6½	1 6½	20½	3	2	92½	84-80
4th May	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	92½	84-80
11th "	1 53½	1 53½	1 6½	1 6½	1 6½	1 6½	20½	3	2	95	85-40
18th "	1 52	1 52	1 6½	1 6½	1 6½	1 6	20½	3	2	95½	80-40
25th "	1 51½	1 51½	1 6	1 6½	1 6	1 5½	20½	3	2	97	87-00
1st June	1 51½	1 51½	1 6	1 6½	1 6	1 5½	19½	3	2	96½	86-20
8th "	H	O	L	I	D	A	Y.				
15th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6	19½	3	2	96½	86-40
22nd "	1 52	1 52	1 6½	1 6½	1 6½	1 6	19	3	2	95½	85-10
29th "	1 52	1 52	1 6½	1 6½	1 6½	1 6	18½	3	2	95½	85-10
6th July	1 52	1 52	1 6½	1 6½	1 6½	1 6	18	3	2	95½	84-80
13th "	1 52	1 52	1 6½	1 6½	1 6½	1 6	16½	3	2	95½	85-40
20th "	1 52	1 52	1 6½	1 6½	1 6½	1 6	16½	3	2	96	85-20
27th "	1 52	1 52	1 6½	1 6½	1 6½	1 6	16½	3	2	96½	85-00
3rd Aug.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	16½	3	2	96½	85-10
10th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	16½	3	2	97½	85-10
17th "	1 50½	1 50½	1 6½	1 6½	1 6½	1 6½	17½	3	2	97½	85-100
24th "	1 50½	1 51½	1 6½	1 6½	1 6½	1 6½	18½	3	2	96½	83-80

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1939.—(Contd.)

DATE OF MAIL	Telegraphic Transfer (Selling rate)	Demand Drafts (Selling rate)	Credit for four months (Buying rate)	Credit six months (Buying rate)	Document for payment three months	Document for account three months	Silver per oz. in London	Per cent	Per cent	Rs.	Rs.
1939.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.				
31st Aug.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	19½	3	4	95½	82-00
7th Sept.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	21½	3	4	97½	73-00
14th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	21½	3	4	97½	73-80
21st "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	4	98½	70-00
28th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	4	98	60-00
5th Oct.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	21½	3	3	94½	72-40
12th "	H	O	L	I	D	A	Y	S.			
19th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	22½	3	3	96	73-00
26th Nov.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	95	73-80
3rd "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	74-40
10th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-40
17th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-50
24th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-40
31st Dec.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-10
7th Jan.	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-10
14th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-10
21st "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-10
28th "	1 51½	1 51½	1 6½	1 6½	1 6½	1 6½	23½	3	2	97½	75-10

Purchase of Sterling by Reserve Bank of India from 1st January to 31st December 1939 at the rates noted below:—

	£
Calcutta	25,490,000
Bombay	30,800,000
Madras	3,475,000
Karachi	1,335,000
Dacca	170,000
Rangoon	1,554,000
TOTAL	63,000,733

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1938.

DATE OF MAIL.	Telegraphic Transfers (Selling rate).	Demand Drafts (Selling rate).	Credits, four months (Buying rate).	Credits, six months (Buying rate).	Document for remittance, three months.	Document for remittance, three months.	Silver per oz. in London.	Per cent	Per cent	Bank of England Rate of Discount.	Government Securities, 3 per cent.	Government Securities, 3 per cent.
1938.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent	Per cent	Rs.	Ra.	Ra.
6th Jan.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
13th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	19 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
20th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
27th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
3rd Feb.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
10th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
17th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20	3	2	98 $\frac{1}{2}$	90-0	90-0
24th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
3rd Mar.	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
10th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
17th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
24th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	20 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$	89-10	89-10
31st "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	97 $\frac{1}{2}$	89-10	89-10
7th April	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	10	3	2	98 $\frac{1}{2}$	90-0	90-0
14th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
21st "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
28th "	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
5th May	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
12th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1938.—(Contd.)

DATE OF MAIL.	Telegraphic Transfers (Selling rate).	Demand Drafts (Selling rate).	Credits, four months (Buying rate).	Credits, six months (Buying rate).	Document for remittance, three months.	Document for remittance, three months.	Silver per oz. in London.	Per cent	Per cent	Bank of England Rate of Discount.	Government Securities, 3 per cent.	Government Securities, 3 per cent.
1938.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	Per cent	Per cent	Rs.	Ra.	Ra.
19th May	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
26th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
2nd June	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98	90-0	90-0
9th "	H	O	L	I	D	A	Y					
16th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
23rd "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
30th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
6th July	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
13th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
20th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
27th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
3rd Aug.	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
10th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
17th "	H	O	L	I	D	A	Y					
24th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6	1 6 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
31st Sept.	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6	1 6	1 5 $\frac{1}{2}$	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0
8th "	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6	18 $\frac{1}{2}$	3	2	98 $\frac{1}{2}$	90-0	90-0

## EXCHANGE.

QUOTATIONS RULING ON MAIL DAYS IN CALCUTTA DURING 1938.—(Contd.)

DATE OF MAIL.	Telegraphic Transfer (Selling rate).	Demand Drafts (Selling rate).	Credit, four (Buying rate).	Credit, six months (Buying rate).	Document for payment, three months.	Document for acceptance, three months.	Silver per oz. in London.	Reserve Bank of India rate.	Bank of England Rate of Discount.	Per cent.	Government Stock, 3½ per cent.	Government Stock, 4½ per cent.
1938.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	Per cent.	Rs.	Ri.	
15th Sept.	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	10½	3	2	94½	87.60	
22nd "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	10½	3	2	94½	85.10	
29th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	18½	3	2	94½	82.40	
6th Oct.	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	10½	3	2	94½		
13th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	18½	3	2	94½	86.10	
20th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	10½	3	2	94½	85.90	
27th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	18½	3	2	94½	86.80	
3rd Nov.	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	10½	3	2	94½	86.10	
10th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	18½	3	2	94½	86.10	
17th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	87.00	
24th "	H	O	L	I	D	A	Y					
1st Dec.	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87.40	
8th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87.40	
15th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	87.40	
22nd "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20½	3	2	94½	88.00	
29th "	1 5½	1 5½	1 6½	1 6½	1 6½	1 6½	20	3	2	94½	87.40	

Purchase of Sterling by Reserve Bank of India from 1st January to 31st December 1938 at the centres noted below:—

	£
Calcutta	6,264,000
Bombay	8,171,000
Madras	1,154,000
Kanachi	814,000
Dahli	1,002,000
Rangoon	1,655,000
<b>TOTAL</b>	<b>19,058,000</b>

Comparative Statement of the Prices of Rupee Paper ruling in each month in London, Calcutta and Bombay from 1937 to 1939.

MONTHS.	Highest and Lowest.	LONDON 3½%.			CALCUTTA 3½%.			BOMBAY 3½%.		
		1937.	1938.	1939.	1937.	1938.	1939.	1937.	1938.	1939.
		₹	₹	₹	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
January ...	Highest ...	74½	72½	72½	100½	98½	98½	100½	98½	98½
	Lowest ...	71½	72½	72	96½	98½	96½	96½	98½	96½
February ...	Highest ...	73	72½	71½	98½	98½	97½	98½	98½	97½
	Lowest ...	69	72½	70½	96½	97½	96½	96½	97½	96½
March ...	Highest ...	71	72½	71½	95½	98½	97½	95½	98½	97½
	Lowest ...	68½	72½	70*	91½	95½	93½	91½	96½	93½
April ...	Highest ...	70½	72½	70*	95½	98½	94½	95½	98½	94½
	Lowest ...	68½	72½	68½	92½	98½	92½	92½	97½	92½
May ...	Highest ...	71½	72½	70½	95½	99	97½	96½	99½	97½
	Lowest ...	69½	72	68*	94	98½	92½	92½	95½	92½
June ...	Highest ...	71½	72	70½	95½	98½	97½	96½	99	97½
	Lowest ...	71	72	70½	94½	98½	95½	94½	98½	95½
July ...	Highest ...	71½	72½	70½	96½	99½	97½	96½	99½	97½
	Lowest ...	71	72	69½	94½	98½	94½	94½	98½	94½
August ...	Highest ...	73	73	71	98½	99½	97½	98½	99½	97½
	Lowest ...	71½	72½	68	96½	99	94½	96½	98½	94
September ...	Highest ...	72½	72½	68	97½	99½	93½	97½	99½	92½
	Lowest ...	72½	71½	68	96½	96½	91½	96½	96½	91½
October ...	Highest ...	73	72½	68	98½	98½	96½	98½	98½	96½
	Lowest ...	72½	70	68	97½	98½	93½	97½	97½	93½
November ...	Highest ...	73	72½	63	98½	98½	97½	98½	98½	97½
	Lowest ...	73	72½	62½	98½	98	94½	98½	98½	94½
December ...	Highest ...	73	72½	63½	98½	98½	97½	98½	98½	97½
	Lowest ...	72½	72½	63½	97½	98½	97½	97½	98½	97½
During the year	Highest ...	74½	73	72½	100½	99	98½	100½	99½	98½
	Lowest ...	68½	70	62½	91½	96½	91½	91½	96½	91½

\* Nominal.



## GOVERNMENT OF INDIA LOANS.

## (A) RUPEE LOANS.

Amount outstanding.			Interest per cent.	Year of issue.	Repayable in.	Market quotation. †			Interest due.
						June.	July.	August.	
Rs.						Rs.	Rs.	Rs.	
<b>Non-Terminal Loans.</b>									
3,23,61,000	3	1896-97	At the option of the Govt. to give 3 months' notice.	Not available.	761	765	June 30 & Dec. 31		
24,46,00,000	3	1892-93			884	894	Feb. 1 & Aug. 1		
20,78,30,000	3	1894-95			284	284	June 30 & Dec. 31		
38,69,50,000	3	1895			884	894	May 1 & Nov. 1		
2,72,92,000	3	Reduced 1879			884	89 1/2	Jan. 16 & July 16		
36,30,55,000	3	1900-01			884	89 1/2	June 30 & Dec. 31		
<b>Terminal Loans.</b>									
	3	1939	1903-65	Not available.	88	894	June 1 & Dec. 1		
26,31,22,000	3	1938	1903-65		88	894	June 1 & Dec. 1		
12,01,28,000	3	1936	1948-52		954	954	June 1 & Dec. 1		
16,12,85,000	3	1935	1951-54		96	964	Mar. 1 & Sept. 1		
10,67,32,000	3	1934	1941		1009	1004	March & Sept.		
30,81,74,000	3	1933	1947-50		1008	1004	May 15 & Nov. 15		
63,30,36,000	4	1925	1960-70		1024	114 1/2	Mar. 15 & Sept. 15		
14,97,18,000	4	1913	1943		1044	1044	Feb. 1 & Aug. 1		
5,05,70,000	4	1932	1955-60		1004	1004	June 15 & Sept. 15		
10,09,48,000	5	1932	1940-43		1004	1004	April 1 & Oct. 1		
56,74,94,000	5	1919	1945-55	1084	110 1/2	April 15 & Oct. 15			

† Income Tax free.

## (B) STERLING LOANS.

Amount outstanding.	Interest per cent.	Year of issue.	Repayable in.	Market quotation. †			Interest due.
				June.	July.	August.	
£				£	£	£	
11,639,986	2½	.....	1 year's notice.	...	...	...	.....
76,769,185	3	.....	.....	914	914	914	.....
88,142,884	3	.....	.....	109	109	109	.....
37,500,000	4½	1927	1958-68	107	107	107	Jan. 5 & July 6
19,885,418	4½	1922	1950-55	103	103	103	May 15 & Nov. 15
10,000,000	5	1932	1942-47	104	104	104	June 15 & Dec. 15
12,000,000	5	1933	1948-53	100	100	100	Do. do. do.
10,000,000	3	1935	1954-59	96	96	96	Feb. 1 & Aug. 1

† Nearest to 16th of each month, 1940.

## REGISTERED DEBT.

Total Amount of Registered Debt in India and England; the Net Amount borrowed and paid off; the Cash Balances on the last day of each year, and the interest payable annually in India and England during 20 years from 1910-20 to 1930-30.

Year.	NET AMOUNT BORROWED.		NET AMOUNT PAID OFF.		TOTAL DEBT OUTSTANDING ON THE LAST DAY OF EACH YEAR.		CASH BALANCES ON THE LAST DAY OF EACH YEAR.		INTEREST PAYABLE ANNUALLY IN INDIA AND ENGLAND.	
	In India.	£	In India.	£	In India.	£	In India.	£	In India.	£
1910-20	...	+ 36,383,216	...	- 9,871,458	...	26,511,758	...	11,567,283	...	6,602,192
1920-31	...	+ 37,690,758	...	- 1,201,533	...	36,489,225	...	7,590,532	...	6,600,145
1920-21(a)	...	+ 34,833,559	...	+ 13,784,515	...	20,113,561	...	13,433,690	...	11,341,430
1922-23	...	- 5,838,509	...	- 5,871,525	...	24,013,561	...	5,955,947	...	8,965,582
1923-24	...	- 488,114	...	- 488,114	...	24,013,561	...	8,951,409	...	17,663,140
1924-25	...	+ 9,444,395	...	+ 11,169,155	...	28,850,605	...	10,781,437	...	9,133,671
1925-26	...	+ 2,057,778	...	+ 17,144,292	...	42,052,119	...	13,126,674	...	20,165,770
1926-27	...	- 2,028,516	...	- 3,113,032	...	41,931,103	...	23,148,851	...	32,600,438
1927-28	...	+ 2,110,103	...	+ 5,209,696	...	47,140,799	...	3,521,497	...	30,670,970
1928-29	...	+ 4,137,153	...	+ 8,665,696	...	48,578,495	...	3,521,497	...	30,670,970
1929-30	...	+ 36,477,201	...	+ 10,509,965	...	38,068,430	...	9,101,009	...	39,638,970
1930-31	...	+ 1,148,628	...	+ 4,527,284	...	39,217,714	...	9,546,120	...	39,638,970
1931-32	...	+ 5,078,784	...	- 3,847,744	...	35,370,525	...	6,388,565	...	39,638,970
1932-33	...	- 20,000,760	...	- 19,143	...	27,933,131	...	5,338,324	...	33,929,545
1933-34	...	+ 1,948,500	...	+ 508,455	...	27,933,131	...	12,601,674	...	31,388,160
1934-35	...	+ 4,607,037	...	+ 4,607,037	...	32,540,168	...	14,589,991	...	34,844,809
1935-36	...	- 2,071,282	...	- 4,026,075	...	38,566,143	...	11,659,525	...	33,901,657
1936-37	...	- 34,339,271	...	- 17,451,779	...	21,104,364	...	16,831,119	...	32,811,453
1937-38	...	+ 4,108,105	...	- 18,925,185	...	37,027,503	...	5,765,475	...	33,844,282
1938-39(a)	...	+ 10,467,255	...	- 5,185,692	...	42,442,615	...	69,435	...	33,844,282
1939-40	...	+ 7,597,254	...	- 5,598,335	...	46,944,280	...	719,290	...	33,844,282

(a) From 1931-32 the figures are for Public Debt and include those for Floating Debt and 13 per cent. War Bonds of 1926, 1931, 1932 and 1935, which were formerly

(b) Amount of interest paid during the year. The net amount into account as constituting Registered Debt.

(c) Figures are exclusive of Burma, which was reported from India as from the 1st April, 1937.

(d) Figures are in £ and shillings of the United Kingdom.

## BILLS ON INDIA AND ON LONDON.

## PURCHASES AND SALES OF STERLING BY THE RESERVE BANK OF INDIA.

(Compiled from information furnished by the Reserve Bank of India and the Report of the Controller of the Currency.)

	Purchase of Sterling by the Reserve Bank of India:			Sales of Sterling by the Reserve Bank of India:		
	£	Amount paid Rs.	Average Rate	Amount sold	Sum received in exchange	Average rate
			s. d.	£	Rs.	s. d.
April 1938 ...	330,000	40,12,367	1 0 12 1/2			
May ..	.....	.....	.....			
June ..	.....	.....	.....			
July ..	415,000	55,52,613	1 0 33 1/2			
August ..	660,000	88,30,082	1 0 33 1/2			
September ..	630,000	84,39,338	1 0 33 1/2			
October ..	1,525,000	2,17,45,110	1 0 33 1/2	NH	NH	NH
November ..	1,125,000	1,51,58,063	1 0 33 1/2			
December ..	1,193,000	1,59,62,091	1 0 33 1/2			
January 1939 ..	6,405,000	8,69,01,742	1 0 33 1/2			
February ..	7,007,000	10,31,18,949	1 0 33 1/2			
March ..	5,305,000	7,08,45,680	1 0 33 1/2			
Total, 1938-39	25,468,000	34,50,18,704	1 0 33 1/2			
1937-38 ...	25,140,000	33,58,85,893	1 0 13 1/2	†	†	†
1936-37 ...	63,582,000	70,86,97,077	1 0 13 1/2	†	†	†
1935-36 ...	34,425,000	45,58,16,425	1 0 12 1/2	†	†	†
1934-35 ...	37,542,000	49,51,01,000	1 0 36	†	†	†
1933-34 ...	45,158,000	59,97,90,000	1 0 11	†	†	†
1932-33 ...	35,733,000	47,33,25,000	1 0 15 1/2	†	†	†
1931-32 ...	40,840,000	53,05,60,000	1 0 12 1/2	14,948,000	18,87,35,000	1 0 7 1/2
1930-31 ...	5,305,000	7,55,25,000	1 0 8 1/2	6,784,000	7,74,52,000	1 0 7 1/2
1929-30 ...	15,915,000	20,39,12,000	1 0 30 1/2	†	†	†

† Figures prior to 1930-31 represent Sterling transactions on London sold in India.

† Figures prior to 1935-36 represent Sterling purchased in India by Government.

## GOLD—EXCHANGE.

Table of Gold for 25 years, from 1915 to 1939.

YEAR.	WORLD'S PRODUCTION. †		NET INDIA IMPORTS. (PRIVATE AND GOVERNMENT). (FEDERATION TRADE.)		Rate, Fed. Council India, Ceylon.		Average demand of F. S. change.	Amount received current, (Private and Government). (Federation Trade.)
	Quantity Tons.	Value.	Quantity.	Value.	Rs. per 1000.	s. d.		
	oz.	\$	oz.	Rupees.		s. d.		£
1915	22,846,608	472,283,584	—261,147	—1,10,91,105	1	3 1/2		20,354,517
1916	22,032,542	455,455,670	2,265,400	13,23,53,490	1	4 1/2		32,908,095
1917	20,346,043	420,592,147	4,207,069	25,17,85,005	1	4 1/2		31,880,681
1918	18,588,127	384,261,378	—955,640	—5,56,38,180	1	5 1/2		20,946,314
1919	17,330,679	358,443,791	5,006,706	35,33,02,360	2	4 1/2		31,226,219
1920	16,146,890	333,784,924	820,557	2,10,82,410	(b)	2 0 1/2	(b)	
1921	15,997,692	330,702,190	—200,356	—2,86,44,427	(b)	1 4 1/2	(b)	
1922	15,496,859	320,349,102	5,808,298	41,19,08,546	(b)	1 3 1/2		2,570,026
1923	17,845,349	368,896,948	4,319,350	29,18,64,015	1	4 1/2	1 3 1/2	8,738,705
1924	18,610,481	384,899,578	11,965,221	73,92,65,868	1	5 1/2	1 5 1/2	7,579,162
1925	18,673,178	384,000,921	6,135,581	34,85,45,874	(b)	1 6 1/2	(b)	
1926	19,117,568	395,198,984	3,385,529	19,40,05,448	(b)	1 5 1/2	(b)	
1927	19,058,735	393,979,054	3,181,759	18,09,09,050	(b)	1 5 1/2	(b)	
1928	18,885,849	390,386,574	3,785,441	21,16,08,689	(b)	1 6	(b)	
1929	19,207,452	397,153,303	2,623,562	14,22,08,396	(b)	1 5 1/2	(b)	
1930	20,903,736	432,118,638	2,942,653	12,75,18,116	(b)	1 5 1/2	(b)	
1931	22,284,290	460,660,627	—7,730,682	—57,98,29,701	(b)	1 5 1/2	(b)	
1932	24,098,678	498,163,970	—8,353,829	—65,62,27,056	(b)	1 6 1/2	(b)	
1933	25,400,295	525,070,547	—6,695,298	—67,05,35,961	(b)	1 0 3/4	(b)	
1934	27,372,374	568,023,090	—5,694,820	—52,53,74,607	(b)	1 0 1/2	(b)	
1935	29,669,245	1,040,973,580	—4,010,292	—37,35,59,955	(b)	1 0 1/2	(b)	
1936	32,630,554	1,192,669,290	—3,010,036	—27,84,61,129	(b)	1 0 1/2	(b)	
1937	34,740,055†	1,215,901,919†	—1,708,402†	—16,33,83,688*	(b)	1 0 1/2	(b)	
1938	Not yet available.		—1,354,712*	—18,64,97,701*	(b)	1 5 1/2	(b)	
1939			Not available.					

† Subject to revision.

† Compiled from the Report of the Director of the Mint, U. S. A. Revised from 1914 date to revision of data on gold production by Russia including Siberia. For rate, £ 1 = \$ 4 8 1/2.

(a) Approximate.

\* From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.

# THE GOLD TRADE.

Quantity and Value of Gold Coin and Bullion imported into, and exported from, British India, from and to Foreign ports, also of net Gold received into the Mints, Gold Coinages in the Mints, and the ruling prices in Calcutta for 20 years, from 1920-21 to 1939-40.

YEAR.	PRIVATE AND GOVERNMENT.						RECEIVED INTO THE MINTS.			VALUE OF COINAGE.	PRICE, CHINA LEAP 100 TONCH, PER TOLAR IN CALCUTTA.	
	Imports.		Exports.		Net Imports.		From Individuals.	From Government.	Total.	Single Mohairs.	Highest.	Lowest.
	oz.	Rt.	oz.	Rt.	oz.	Rt.	Rt.	Rt.	Rt.	Rt.	Rt.	Rt.
1920-21	3,737,359	23,573,813	2,607,032	21,465,572	830,327	2,108,241	17	198	215	.....	39-14	39-00
1921-22	1,789,653	13,825,445	2,049,292	16,884,595	-259,639	-2,874,443	.....	31,891	31,631	.....	33-00	32-40
1922-23	5,337,793	41,823,918	19,455	153,065	5,357,248	41,976,983	.....	5,109,256	5,109	.....	29-80	25-00
1923-24	5,329,248	29,533,133	5,992	62,792	5,335,256	29,470,401	.....	366	366	.....	29-10	29-00
1924-25	12,021,013	74,289,799	55,792	383,913	11,965,221	73,905,787	.....	14	14	.....	29-00	29-00
1925-26	8,291,515	55,329,944	65,934	371,356	8,225,581	54,958,588	.....	221	221	.....	24-00	20-00
1926-27	3,400,008	19,591,209	17,477	100,655	3,382,531	19,490,548	.....	39	39	.....	23-00	20-00
1927-28	3,138,893	13,134,496	6,537	34,411	3,132,356	13,099,995	.....	12	12	.....	23-00	20-10
1928-29	3,738,231	21,318,969	3,114	16,100	3,735,117	21,299,869	.....	65	65	.....	22-10	20-10
1929-30	3,235,247	14,521,148	1,695	10,399	3,233,552	14,509,540	.....	93	93	.....	23-00	21-00
1930-31	3,239,698	12,515,215	86,973	403,454	3,152,725	12,111,761	.....	.....	.....	.....	23-10	21-70
1931-32	430,620	2,799,437	8,198,728	60,788,516	-7,768,108	-37,987,079	.....	.....	.....	.....	31-00	21-150
1932-33	172,412	1,315,139	8,295,944	65,840,835	-8,123,525	-65,525,700	.....	.....	.....	.....	32-00	27-00
1933-34	134,901	1,069,420	8,530,199	55,153,025	-8,400,298	-57,083,606	.....	.....	.....	.....	35-00	30-00
1934-35	79,992	719,310	5,774,312	33,256,771	-5,694,320	-52,537,461	.....	.....	.....	.....	37-00	34-40
1935-36	103,491	949,341	4,125,723	38,300,308	-4,022,282	-37,350,965	.....	.....	.....	.....	30-40	35-00
1936-37	172,794	1,495,312	3,182,817	29,451,925	-3,010,023	-27,956,613	.....	.....	.....	.....	34-10	34-40
1937-38	100,225	1,355,896	1,037,087	17,892,385	-1,785,462	-16,536,989	.....	.....	.....	.....	37-40	35-00
1938-39	80,472	740,292	1,498,185	13,907,716	-1,357,723	-12,861,154	.....	.....	.....	.....	38-50	35-00
1939-40*	156,195	1,314,516	3,027,461	37,755,465	-2,871,286	-31,441,316	.....	.....	.....	.....	44-00	35-50

\* Not available for Egyptian Government.  
 (a) From 1st April, 1939, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.  
 (b) Relates to ten months, April 1939 to January, 1940.

## THE GOLD TRADE.—(Contd.)

Descriptions of Gold imported into, and exported from, British India during 20 years, from 1920-21 to 1939-40.

YEAR.	IMPORTS (PRIVATE AND GOVERNMENT.)						EXPORTS (PRIVATE AND GOVERNMENT.)					
	Bullion. (Bars, ingots and other uncoined gold.)		Coin. (Sovereigns, &c., including other coined gold.)		TOTAL.		Bullion. (Bars, ingots and other uncoined gold.)		Coin. (Sovereigns, &c., including other coined gold.)		TOTAL.	
	oz.	Rt.	oz.	Rt.	oz.	Rt.	oz.	Rt.	oz.	Rt.	oz.	Rt.
1920-21	5,678,742	16,715,883	1,047,817	6,857,839	3,727,559	23,573,813	2,905,004	15,737,109	388,428	2,729,483	2,007,032	21,465,572
1921-22	770,108	5,849,207	1,022,828	7,971,235	1,792,936	13,825,445	1,694,777	13,731,071	354,515	2,903,814	2,049,292	16,884,595
1922-23	5,140,560	21,032,415	1,588,729	8,040,737	4,352,289	41,976,983	787	5,446	18,668	127,417	19,455	153,065
1923-24	6,629,289	29,480,765	2,304,744	14,639,004	8,934,033	29,470,401	154	996	9,788	65,756	55,792	383,913
1924-25	4,240,633	24,066,631	1,809,002	11,133,093	6,049,635	74,289,799	1,088	9,696	57,194	353,516	38,792	363,312
1925-26	3,200,631	15,176,033	1,100,975	6,925,165	4,301,606	35,229,944	16,743	95,407	49,191	379,649	65,934	371,356
1926-27	1,916,678	10,947,576	1,271,250	7,166,830	3,187,928	19,591,209	635	3,540	16,842	97,015	17,477	100,655
1927-28	1,969,597	11,412,170	1,793,465	9,866,769	3,763,062	18,134,496	176	1,222	6,091	33,189	6,537	34,411
1928-29	1,103,377	6,216,023	1,441,570	9,866,769	3,763,062	21,318,969	16	30	3,128	19,010	3,114	16,100
1929-30	1,009,284	6,142,027	1,000,942	7,015,215	2,022,658	14,521,148	62	335	1,623	9,863	1,695	10,399
1930-31	227,295	1,477,422	222,925	1,322,115	450,220	12,515,215	88,881	492,916	92	518	86,973	403,454
1931-32	116,154	853,969	36,773	234,170	172,412	1,315,139	2,799,437	7,838,330	58,497,563	322,402	2,344,553	8,198,728
1932-33	102,450	830,901	32,445	208,028	134,901	1,069,420	6,009,034	63,441,701	439,507	3,399,234	8,530,199	55,153,025
1933-34	80,533	540,243	19,400	179,087	79,992	719,310	5,773,366	28,728,024	51,448	498,747	5,774,312	33,256,771
1934-35	55,609	501,352	47,802	448,209	103,491	949,341	4,072,473	37,831,469	59,559	47,067	4,125,723	38,300,308
1935-36	59,920	501,692	112,561	1,047,700	172,794	1,495,312	3,182,817	29,444,474	1,188	10,451	3,182,817	29,451,925
1936-37 (a)	38,470 (a)	345,000 (a)	100,849	1,210,977	109,295	1,555,985	1,037,087	17,892,385	99,105	915,099	1,037,087	17,892,385
1937-38	45,807 (a)	414,715 (a)	34,865	331,817	80,472	740,292	289,135 (a)	2,724,468 (a)	846,860	5,683,248	1,498,185	13,907,716
1938-39	(a) 111,692 (a)	(a) 885,500 (a)	(a) 448,448	(a) 447,638	(a) 126,132	(a) 1,314,114	(a) 3,027,461	(a) 32,535,038 (a)	(a) 6,591	(a) 99,787	(a) 3,027,461	(a) 32,755,465

Rt. (tens of rupees).

Subject to revision.

(a) Figures relate to (i) Bullion in the form accepted in inter-bank transactions and (ii) other uncoined gold.  
 (b) From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.  
 (c) Relates to ten months, April 1939 to January, 1940.

# THE SILVER TRADE.

Table of Silver for 20 years from 1910-20 to 1930-31.

YEAR.	WORLD'S PRODUCTION. (FIGURES FOR CALENDAR YEAR.) <sup>a</sup>		IMPORTS. COIN AND BULLION. (PRIVATE & GOVERNMENT.)		EXPORTS. COIN AND BULLION. (PRIVATE & GOVERNMENT.)		NET INDIAN IMPORTS. (PRIVATE & GOVERNMENT.)		Average price in London per oz. Standard (Calendar year) Pence.
	Quantity. oz.	Value. £	Quantity. oz.	Value. Rs.	Quantity. oz.	Value. Rs.	Quantity. oz.	Value. Rs.	
1910-20	170,849,940	201,688,402	101,021,001	20,087,598	4,110,179	738,451	86,941,782	29,228,847	57½
1920-21	172,380,382	176,588,321	43,221,213	11,189,059	20,081,707	4,765,022	22,220,446	6,485,891	61½
1921-22	171,286,448	168,110,285	70,588,216	17,478,611	9,703,000	2,382,430	61,134,216	15,094,181	58½
1922-23	200,816,448	148,536,026	56,200,149	20,743,287	10,448,006	2,588,621	96,057,148	18,554,656	54½
1923-24	246,009,634	172,215,552	107,836,445	22,102,728	14,578,488	3,494,719	93,258,657	18,698,009	51½
1924-25	220,816,448	178,310,725	122,225,253	24,320,734	10,972,234	2,590,667	102,254,129	20,074,007	54½
1925-26	245,213,088	172,408,233	108,546,631	19,897,000	14,082,897	2,772,933	93,288,754	17,124,115	52½
1926-27	252,793,166	159,488,039	124,000,000	21,700,416	9,763,691	1,965,382	124,242,316	12,808,084	50½
1927-28	253,881,085	144,847,007	107,641,689	16,472,742	11,839,876	2,637,270	95,811,831	13,539,403	50½
1928-29	257,282,154	131,215,718	104,000,000	15,221,831	30,850,710	6,181,158	63,820,000	9,770,003	50½
1929-30	260,970,020	129,000,329	97,487,018	15,419,853	34,756,431	4,797,003	62,611,327	8,601,229	51½
1930-31	248,708,429	96,269,849	111,251,416	13,406,272	30,038,431	3,386,906	80,635,033	10,079,306	17½
1931-32	190,816,987	66,842,253	52,209,129	4,426,300	43,440,439	4,848,105	—	—	114½
1932-33	164,622,302	46,006,363	8,429,432	1,029,510	32,946,734	3,642,611	—	—	173½
1933-34	160,102,034	29,700,666	4,873,386	817,350	27,061,941	7,174,402	—	—	114½
1934-35	180,398,156	91,029,042	20,618,110	4,451,004	68,202,004	9,857,484	—	—	21½
1935-36	220,704,251	142,035,005	49,830,360	6,457,476	48,339,802	7,030,949	1,510,678	—	57½
1936-37	253,695,898	115,175,282	112,935,948	15,876,446	—	—	101,111,463	18,001,702	20½
1937-38	274,874,698	127,171,775	161,746,370	19,454,313	—	—	(a) 1,551,922	(a) 1,572,829	20½
1938-39	Not yet available.	—	—	—	(a) 1,006,016	(a) 1,006,016	(a) 1,559,500	(a) 1,685,578	19½

<sup>a</sup>Compiled from the Report of the Director of Mint, U. S. A. £ 1 = 4.86½ Rs. (ten of rupees).

<sup>b</sup> Subject to revision.

(c) From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.

## THE SILVER TRADE—(Contd.)

Quantity and value of Silver Coin and Bullion imported into, and exported from, British India, from and to Foreign ports; also of the silver received into the Indian Mints, Silver Coinage in the Indian Mints, and Prices of Silver in London for 20 years from 1910-21 to 1930-40.

YEAR.	PRIVATE AND GOVERNMENT.						RECEIVED INTO THE MINTS.			VALUES OF COINAGE.		PRICES OF SILVER IN LONDON FOR STANDARD GOLD.				
	Imported.		Exported.		Net Imports.		From Individuals.	From Government.	Total.	Highest.	Lowest.	s.	d.	s.	d.	
	oz.	Rs.	oz.	Rs.	oz.	Rs.	Rt.	Rt.	Rt.							
1910-11	83,211,213	11,189,059	50,811,707	4,765,022	32,399,446	6,424,031	6,635	7,564,132	7,571,077	4,819,236	7	18	3	11		
1911-12	75,238,216	17,478,611	9,703,000	2,382,430	65,535,216	15,094,181	54,500	1,965,382	1,965,382	5	13	3	11			
1912-13	96,209,149	20,743,287	10,448,006	2,588,621	85,761,143	18,698,009	40,700	1,071,000	1,111,700	5	13	3	11			
1913-14	107,836,445	22,102,728	14,578,488	3,494,719	93,258,657	20,074,007	—	1,497,200	1,497,200	5	11	3	11			
1914-15	122,225,253	24,320,734	10,972,234	2,590,667	111,251,416	22,102,728	—	1,227,000	1,227,000	5	11	3	11			
1915-16	108,546,631	19,897,000	14,082,897	2,772,933	94,463,703	17,124,115	—	1,071,000	1,071,000	5	11	3	11			
1916-17	124,000,000	21,700,416	9,763,691	1,965,382	114,236,309	19,897,000	—	1,071,000	1,071,000	5	11	3	11			
1917-18	107,641,689	16,472,742	11,839,876	2,637,270	95,801,813	13,539,403	—	1,071,000	1,071,000	5	11	3	11			
1918-19	131,215,718	15,221,831	30,850,710	6,181,158	100,365,008	9,358,249	—	1,071,000	1,071,000	5	11	3	11			
1919-20	97,487,018	15,419,853	34,756,431	4,797,003	62,731,585	10,612,856	—	1,071,000	1,071,000	5	11	3	11			
1920-21	52,209,129	4,426,300	43,440,439	4,848,105	9,761,689	2,128,275	—	1,071,000	1,071,000	5	11	3	11			
1921-22	8,429,432	1,029,510	32,946,734	3,642,611	—	—	—	1,071,000	1,071,000	5	11	3	11			
1922-23	4,873,386	817,350	27,061,941	7,174,402	—	—	—	1,071,000	1,071,000	5	11	3	11			
1923-24	20,618,110	4,451,004	68,202,004	9,857,484	—	—	—	1,071,000	1,071,000	5	11	3	11			
1924-25	49,830,360	6,457,476	48,339,802	7,030,949	—	—	—	1,071,000	1,071,000	5	11	3	11			
1925-26	112,935,948	15,876,446	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1926-27	161,746,370	19,454,313	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1927-28	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1928-29	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1929-30	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1930-31	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1931-32	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1932-33	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1933-34	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1934-35	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1935-36	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1936-37	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1937-38	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1938-39	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1939-40	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1940-41	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1941-42	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1942-43	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1943-44	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1944-45	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1945-46	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1946-47	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1947-48	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1948-49	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1949-50	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1950-51	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1951-52	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1952-53	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1953-54	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1954-55	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1955-56	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1956-57	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1957-58	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1958-59	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1959-60	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1960-61	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1961-62	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1962-63	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1963-64	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1964-65	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1965-66	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1966-67	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1967-68	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1968-69	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1969-70	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1970-71	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1971-72	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1972-73	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1973-74	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1974-75	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1975-76	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1976-77	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1977-78	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1978-79	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1979-80	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1980-81	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1981-82	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1982-83	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1983-84	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1984-85	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1985-86	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1986-87	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1987-88	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1988-89	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1989-90	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1990-91	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1991-92	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1992-93	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1993-94	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1994-95	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1995-96	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1996-97	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1997-98	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1998-99	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
1999-00	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
2000-01	—	—	—	—	—	—	—	1,071,000	1,071,000	5	11	3	11			
2001-02	—	—	—	—	—	—	—	1,071,000	1,071,0							

(a) Includes Rs. 96,517 being the value of silver received into the Bombay Mint from the Calcutta Mint for sale.

(b) Includes Rs. 1,000 in 1928-29 and Rs. 1,500 in 1929-30 being the value of Silver Government 1 Rupee coins.

(c) Includes Rs. 20,000 in 1930-31 and the whole amount of Rs. 1,52,132 being the value of Silver Government 1 Rupee coins.

(d) Represents the value of Saraphali coin.

(e) Includes Rs. 25,119 being the value of silver 1 Rupee coins of Travancore State.

(f) Relates to ten months, April to January, 1939-40.

\*From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.

† Exports Rs. 93,893,878 and Rs. 1,56,77,427 Y. R. China received during 1938-39 and 1939-40 respectively



## TRADE OF BENGAL, Etc.

(Statements of both Foreign and Coasting Trade of the Bengal Presidency and its chief port Calcutta have been excluded owing to the discontinuance of the publication by the Government of the "Annual Statement of the Sea-Borne Trade and Navigation of the Bengal Presidency.")

# INDIGO.

Statement showing the cultivation and production of Indigo in each Presidency and Province in India, and price in the Calcutta Market, during 20 years from 1919-20 to 1938-39.

Year.	BENGAL.		BIHAR.		PUNJAB.		UNITED PROV. OF AGRA AND OUDH.		MADRAS.		(Including Khairpur State).		TOTAL.		Price per Fy. ind. of Bengal and Tirhoot middling to fine.	
	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Area. acres.	Yield. cwt.	Highest Rs.	Lowest Rs.
1919-20	11,700	900	57,100	8,900	22,000	4,900	48,800	4,500	101,300	23,600	7,400	1,200	248,300	43,300	370	0 300 0†
1920-21	9,700	700	44,400	5,000	27,000	4,700	45,300	4,300	112,100	27,800	7,300	1,200	245,800	43,700	370	0 345 0†
1921-22	10,600	800	39,900	5,400	35,000	6,300	44,600	5,600	107,500	48,600	9,400	1,500	334,800	67,300	370	0 275 0†
1922-23	7,800	200	35,400	4,100	56,300	9,300	39,100	4,000	141,500	32,600	11,000	1,900	284,400	52,100	295	0 220 0†
1923-24	800	(b)	24,800	4,200	36,400	6,700	20,600	2,200	89,400	20,600	7,700	1,100	179,800	34,800	170	0 130 0
1924-25	100	(b)	16,100	1,100	6,400	1,000	12,500	1,400	70,200	17,100	6,600	1,100	111,900	21,700	255	0†
1925-26	(d)	(d)	18,900	2,700	20,500	4,400	14,800	1,600	77,600	19,100	3,500	400	135,300	28,200	(3 12 0 per unit (e) 3 8 new pool rate B grade (f))	
1926-27	(d)	(d)	13,100	1,600	23,300	4,500	12,100	1,400	53,600	11,100	2,700	400	104,800	10,000	3 8 0 B grade	
1927-28	(d)	(d)	12,900	1,400	8,800	1,000	7,300	800	32,900	7,400	2,000	300	60,000	10,900	3 0 0 to 3 4 0 per unit.	
1928-29	(d)	(d)	5,900	700	19,300	2,700	5,700	600	48,500	10,900	1,500	200	81,000	15,100	(3 10 0 per unit 3 4 0 3 8 0 3 12 0 to 3 0 0 per unit (h))	(g)
1929-30	(d)	(d)	5,900	1,200	6,800	1,200	4,000	400	52,800	11,500	500	100	70,000	14,400	2 8 0 to 3 0 0 per unit.	
1930-31	(d)	(d)	4,800	800	9,000	1,800	3,000	400	45,900	10,200	100	(b)	63,800	13,000	2 0 0 to 2 8 0 per unit.	
1931-32	(d)	(d)	4,000	600	9,000	1,200	2,200	300	37,500	7,900	100	(b)	52,500	9,000	1 8 0 to 2 0 0 per unit.	
1932-33	(d)	(d)	3,000	400	9,400	1,800	1,100	100	46,100	8,800	200	(b)	59,800	11,100	1 8 0 to 2 0 0 per unit.	
1933-34	(d)	(d)	500	100	9,600	2,100	1,700	200	30,100	5,100	(a)	(b)	41,900	7,500	1 8 0 to 2 0 0 per unit.	
1934-35	(d)	(d)	1,000	200	3,000	500	1,300	200	54,000	9,300	300	(b)	60,600	10,200	1 8 0 to 2 0 0 per unit.	
1935-36	(d)	(d)	1,200	200	9,900	2,000	1,900	200	26,400	4,400	...	...	39,400	6,800	1 8 0 to 2 0 0 per unit.	
1936-37	(d)	(d)	1,400	300	9,100	1,900	2,200	300	30,100	4,700	200	(b)	43,000	7,200	1 8 0 to 2 8 0 per unit.	
1937-38	(d)	(d)	1,400	400	11,200	2,000	2,600	300	33,500	5,900	200	(b)	38,700	6,600	1 8 0 to 2 8 0 per unit.	
1938-39*	(d)	(d)	1,500	200	6,800	1,500	2,200	200	28,600	3,900	200	(b)	39,300	5,900	1 8 0 to 2 8 0 per unit.	

(a) Below 100 acres.

(b) Less than 50 cwt.

(c) The figures in this col. are taken from the Prices Current of the Bengal Chamber of Commerce.

(d) No cultivation.

(e) From 18th December 1925 to 28th January 1926.

(f) From 28th January 1926.

\* Subject to revision.

† Relates to the quality "ordinary to middling".  
Quotations for "A" middling to "fine" quality not available.

‡ Relates to price for two months July and August 1924. Quotations for other months not available.

(g) On 1st February 1929 only.

(h) On 14th and 21st February 1930 only.

# CULTIVATION AND PRODUCTION OF JUTE.

Cultivation and production of Jute in bales (400 lbs.) for 20 years from 1920 to 1939.

YEARS.	BENGAL (a)		BIHAR AND ORISSA.		ASSAM.		COCHIN BIHAR STATE.		Nepal (b)	TOTAL.	
	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Acres.	Bales.	Bales.	Acres.	Bales.
1920	2,169,000	5,247,000	170,000	335,000	125,000	275,000	30,000	55,000	95,000	2,660,000	5,515,000
1921	1,316,000	3,595,000	108,000	225,000	81,000	154,000	13,000	11,000	75,000	1,518,000	3,985,000
1922	1,528,000	4,746,000	160,000	343,000	90,000	267,000	22,000	52,000	57,000	1,860,000	5,468,000
1923	2,410,000	7,463,000	223,000	528,000	120,000	339,000	35,000	71,000	58,000	2,788,000	8,401,000
1924	2,338,000	7,165,000	246,000	489,000	134,000	333,000	32,000	74,000	70,000	2,776,000	8,662,000
1925	2,688,000	7,931,000	243,000	640,000	136,000	279,000	31,000	70,000	41,000	3,115,000	8,940,000
1926	3,321,000	10,632,000	267,000	764,000	186,000	569,000	43,000	117,000	40,000	3,847,000	12,132,000
1927	2,933,000	9,004,000	241,000	667,000	171,000	406,000	29,000	51,000	82,000	3,374,000	10,188,000
1928	2,670,000	8,519,000	247,000	693,000	193,000	624,000	52,000	70,000	72,000	3,144,000	9,966,000
1929	2,089,000	9,100,000	238,000	719,000	157,000	392,000	31,000	74,000	64,000	3,415,000	10,335,000
1930	3,031,000	9,886,000	238,000	620,000	192,000	619,000	31,000	80,000	63,000	3,462,000	11,203,000 (c)
1931	1,908,000	4,986,000	149,000	342,000	90,000	197,000	15,000	17,000	64,000	1,862,000	5,542,000
1932	1,823,000	6,169,000	170,000	519,000	127,000	347,000	23,000	44,000	49,000	2,143,000	7,072,000
1933	2,143,000	7,018,000	192,000	418,000	157,000	440,000	25,000	44,000	57,000	2,517,000	7,987,000
1934	2,322,000	7,677,000	174,000	447,000	149,000	391,000	25,000	72,000	55,000	2,670,000	8,500,000
1935	1,900,000	6,488,000	128,000	319,000	118,000	313,000	18,000	59,000	77,000	2,181,000	7,215,000
1936	2,227,000	7,939,000	140,000	345,000	157,000	462,000	24,000	77,000	54,000	2,886,000	9,611,000
1937	2,171,000	6,994,000	144,000	343,000	219,000	635,000	34,000	78,000	55,000	2,889,000	8,565,000
1938	2,483,000	5,794,000	131,000	315,000	303,000	570,000	39,000	32,000	46,000	3,165,000	6,819,000
1939	2,517,000	8,261,000	133,000	323,000	281,000	557,000	38,000	61,000	61,000	3,119,000	9,635,000

1 Subject to revision.

(a) Includes Tripura State from 1925.  
(b) Excludes the Jute of the Nepal into British India.  
(c) Excluding the Jute for 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939.

\* Bihar.  
† Orissa.  
‡ Not available.

## THE JUTE TRADE.

Statement showing the quantity and value of JUTE (RAW) exported from Bengal Presidency to each foreign country from 1936-37 to 1938-39.

Exported to—	Quantity in tons.			Value in Rs. (lakhs)		
	1936-37.	1937-38	1938-39.	1936-37.	1937-38.	1938-39.
United Kingdom	188,508	144,643	180,537	3,47.89	2,80.44	3,50.35
Netherlands	19,160	18,380	12,234	34.95	36.71	23.67
France	85,530	64,995	75,634	1,57.88	1,34.96	1,46.69
Belgium	69,557	54,079	49,886	1,23.92	1,04.03	93.25
Germany	133,495	142,647	130,764	2,34.64	2,85.26	2,51.97
Russia	16,102	25,472	19,065	28.43	50.50	35.61
Italy	75,551	72,963	46,129	1,40.03	1,51.67	91.69
Sweden	5,999	6,464	6,548	10.46	12.90	13.10
Spain	17,075	4,680	11,157	29.32	8.64	20.39
United States	88,205	99,143	31,003	1,59.16	1,84.70	66.82
Brazil	21,163	25,531	24,531	42.07	55.98	51.70
Argentine Republic	9,612	10,476	10,499	14.01	15.49	17.28
Japan	35,418	15,023	14,810	57.05	28.26	28.40
China	9,408	15,311	6,321	14.15	27.33	10.89
Poland	10,160	7,689	6,321	17.88	15.13	12.48
Other Countries	34,138	35,308	48,608	61.20	77.25	63.20
Manchuria	...	...	12,888	...	...	21.86
TOTAL	819,060	745,794	686,823	14,73.94	14,68.85	13,32.35



## THE JUTE TRADE—(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong to European countries during 5 years, from 1935-36 to 1939-40.

Years, July to June.	JUTE—(A BALE=400 lbs.)				
	London.	Dundee.	Other ports in U. K.	Continental ports.	TOTAL EUROPE.
	Bales.	Bales.	Bales.	Bales.	Bales.
1935-36 ... ..	7,842	805,509	17,016	2,289,343	3,110,710
1936-37 ... ..	6,406	1,035,466	17,646	2,623,560	3,683,018
1937-38 ... ..	14,308	679,616	18,903	2,107,111	2,814,938
1938-39 ... ..	63,314	947,786	15,188	2,032,753	3,679,041
1939-40 ... ..	—	—	Not available.	—	—
	REJECTIONS—(A BALE=400 lbs.)				
				Bales.	Bales.
1935-36 ... ..	2,820			8,702	11,522
1936-37 ... ..	4,834			3,361	8,195
1937-38 ... ..	3,196			3,035	6,231
1938-39 ... ..	10,094			4,591	14,685
1939-40 ... ..	Not available.			—	—
	CUTTINGS—(A BALE=400 lbs.)				
				Bales.	Bales.
1935-36 ... ..	49,948			65,732	115,680
1936-37 ... ..	73,510			83,064	156,574
1937-38 ... ..	56,204			54,833	111,037
1938-39 ... ..	46,082			53,833	99,915
1939-40 ... ..	Not available.			—	—

## THE JUTE TRADE—(Contd.)

Statement showing the total clearances of Jute, Jute Rejections and Cuttings from Calcutta and Chittagong during 5 years, from 1935-36 to 1939-40.

Years, July to June.	JUTE—(A BALE=400 lbs.)					
	Europe.	America.	All Other ports.	Australia.	China and Japan ports.	TOTAL ALL COUNTRIES.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1935-36 ... ..	3,119,710	497,093	7,269	7,992	204,653	3,836,719
1936-37 ... ..	3,683,078	644,404	277	7,420	203,300	4,538,479
1937-38 ... ..	2,814,938	434,563	160	9,565	133,414	3,392,640
1938-39 ... ..	3,079,011	379,473	3,774	11,743	161,916	3,626,917
1939-40* ... ..	—	—	—	—	—	2,704,815
	REJECTIONS—(A BALE=400 lbs.)					
1935-36 ... ..	11,582	6,598	1,484	...	...	19,664
1936-37 ... ..	8,195	3,606	1,784	...	...	13,675
1937-38 ... ..	6,231	679	2,000	...	...	8,910
1938-39 ... ..	14,685	850	3,766	...	...	19,301
1939-40* ... ..	—	—	—	...	...	18,660
	CUTTINGS—(A BALE=400 lbs.)					
1935-36 ... ..	115,680	121,112	47,366	...	...	284,158
1936-37 ... ..	158,574	201,524	62,040	...	...	412,138
1937-38 ... ..	111,037	155,238	40,209	...	...	306,504
1938-39 ... ..	99,915	93,463	39,629	...	...	232,007
1939-40* ... ..	—	—	—	...	...	205,544

\* Detailed figures are not available.

## THE JUTE TRADE.—(Contd.)

Statement of clearances of Jute, Jute Rejections and Cuttings from the ports of Calcutta and Chittagong in bales (a bale = 400 lbs.) during 25 years, from 1915-1916 to 1939-40.

Years. July to June.	Jute.	Rejections.	Cuttings.	TOTAL BALES.
	Bales.	Bales.	Bales.	
1915-16 ...	2,747,016	82,504	277,242	3,106,762
1916-17 ...	2,494,110	88,926	227,391	2,810,427
1917-18 ...	...	Not available.	...	...
1918-19* ...	946,092	59,671	40,546	1,046,219
1919-20 ...	2,924,099	134,151	300,901	3,359,151
1920-21 ...	2,008,777	61,350	272,876	2,343,003
1921-22 ...	2,607,564	157,105	203,284	2,967,953
1922-23 ...	2,550,145	153,425	197,993	2,901,563
1923-24 ...	3,327,417	171,399	272,422	3,771,238
1924-25 ...	3,438,852	180,915	202,285	3,822,052
1925-26 ...	3,095,075	191,722	229,995	3,516,792
1926-27 ...	3,909,509	206,439	273,078	4,449,026
1927-28 ...	4,451,041	160,619	274,920	4,886,580
1928-29 ...	4,428,885	139,512	259,718	4,828,115
1929-30 ...	3,955,072	210,619	280,791	4,446,482
1930-31 ...	3,126,263	98,722	201,440	3,426,425
1931-32 ...	2,827,765	75,185	150,720	3,053,670
1932-33 ...	3,399,463	36,889	142,787	3,579,139
1933-34 ...	3,923,112	64,129	238,244	4,225,485
1934-35 ...	4,084,654	38,173	229,194	4,352,021
1935-36 ...	3,836,719	19,664	284,158	4,140,541
1936-37 ...	4,538,479	13,675	412,138	4,964,292
1937-38 ...	3,392,640	8,910	306,504	3,708,054
1938-39 ...	3,626,917	19,301	232,907	3,879,125
1939-40 ...	2,704,815	18,600	205,544	2,929,019

\* From 1st January to 30th June 1919.

## TEA CULTIVATION IN INDIA

Statement showing the progress of Tea Cultivation in the Tea-growing Districts during 20 years from 1919 to 1939.

Years.	Burmah.	Assam.	Tamil Nadu and Malabar.	Bihar.	Bengal.	United Provinces.	Punjab.	Madras.	Coorg.	Tennessee.	Mysores.	Cochin.	Total India.	
	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.	Acre.
1919	1,700	203,184	102,715	2,113	173,148	7,778	9,764	39,723	...	45,641	...	...	601,788	...
1920	...	290,029	154,133	2,098	(1)172,311	6,656	9,757	41,297	...	47,105	...	...	704,009	...
1921	(2)	298,065	148,255	2,195	(1)182,102	6,533	9,770	42,495	...	48,699	...	...	706,006	...
1922	(3)	296,846	145,791	2,116	(1)185,311	6,016	9,762	44,519	...	48,308	...	...	708,109	...
1923	(4)	298,571	144,991	2,098	(1)185,694	6,031	9,730	46,411	...	48,353	...	...	711,209	...
1924	(5)	298,711	143,131	1,873	(1)186,626	6,210	9,705	46,945	316	49,770	...	...	714,710	...
1925	(6)	279,612	143,994	2,146	(1)192,698	6,433	9,693	48,733	354	50,832	...	...	727,423	...
1926	(7)	274,083	143,831	2,146	(1)195,704	6,471	9,718	53,114	416	51,393	1,882	...	735,994	...
1927	(8)	277,203	147,069	1,891	(1)201,380	6,020	9,712	62,691	415	51,394	2,387	...	778,988	...
1928	(9)	284,711	144,774	4,074	(1)205,045	6,069	9,699	69,910	415	52,354	3,294	296	788,001	...
1929	(10)	295,833	147,107	3,691	(1)207,507	6,277	9,693	72,495	415	53,353	3,989	591	809,532	...
1930	(11)	296,888	144,326	3,659	(1)209,978	6,254	9,693	75,495	415	54,353	4,654	591	838,329	...
1931	(12)	298,259	141,458	3,884	(1)210,811	6,286	9,657	77,015	415	55,353	5,397	525	868,455	...
1932	(13)	300,000	141,158	3,884	(1)212,632	6,258	9,628	78,296	415	56,353	6,150	1,627	893,537	...
1933	(14)	302,229	142,696	4,003	(1)214,148	6,435	9,585	78,178	415	57,353	6,980	1,681	918,188	...
1934	(15)	304,088	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	58,353	7,779	1,681	934,173	...
1935	(16)	306,238	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	59,353	8,568	1,681	950,404	...
1936	(17)	307,244	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	60,353	9,357	1,681	966,635	...
1937	(18)	308,244	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	61,353	10,146	1,681	982,866	...
1938	(19)	309,244	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	62,353	10,935	1,681	999,097	...
1939	(20)	310,244	143,238	4,004	(1)215,148	6,435	9,585	78,178	415	63,353	11,724	1,681	1,015,328	...

(1) Subject to revision.

(2) Plantations.

(3) Includes Muzil.

(4) Includes Tripura State.

# TEA PRODUCTION IN INDIA.

Statement showing the progress of Tea Production in the Tea-growing Districts during 20 years, from 1919 to 1938.

Assam.													The Provinces of India.													The Principal Chiefdoms during 20 years, from 1919 to 1938.												
YEARS.	Burms.	Brahmaputra Valley.		Cachar and Sylhet.		Bihar.	Bengal.	United Provinces.		Punjab.	Madras.	Coorg.	Travancore.		Mysore.	Cochin.	TOTAL INDIA.																					
		lbs.	tons.	lbs.	tons.			lbs.	tons.				lbs.	tons.				lbs.	tons.	lbs.	tons.																	
1919	..	138,495		163,922,010		75,170,883		412,511	99,511,408	2,125,834	1,731,218	10,469,358	...	23,535,942	...	...	377,055,639																					
1920	..	134,122		154,181,566		89,132,493		384,514	71,696,567	1,491,837	1,063,547	12,255,755	...	23,399,123	...	...	345,339,576																					
1921	(a)			131,192,736		50,309,038		172,533	(b) 58,777,876	1,006,229	1,405,900	11,521,830	...	19,676,762	...	...	274,953,771																					
1922	(a)			137,804,060		62,609,658		200,163	(b) 71,834,533	1,442,351	1,548,418	14,240,322	...	22,307,431	...	...	311,638,636																					
1923	(a)			160,781,815		77,318,636		216,423	(b) 88,176,654	1,961,469	1,721,731	18,093,755	...	27,383,216	...	...	375,555,689																					
1924	(a)			182,771,969		71,371,298		215,013	(b) 97,450,477	1,741,316	1,936,762	19,096,357	...	27,055,339	...	...	375,255,874																					
1925	(a)			173,871,969		72,813,018		237,413	(b) 95,270,306	1,689,173	1,810,976	21,113,061	116,506	28,075,119	...	...	363,506,071																					
1926	(a)			167,871,433		74,310,240		278,492	(b) 95,829,225	1,720,336	1,975,198	22,483,481	133,068	28,531,099	...	...	362,933,182																					
1927	(a)			163,350,376		75,337,555		306,651	(b) 97,942,054	1,807,625	2,076,400	24,132,189	151,819	28,825,276	...	...	360,919,845																					
1928	(a)			173,785,564		72,231,814		719,496	(b) 95,105,654	2,133,764	1,904,866	26,783,363	216,265	30,138,320	81,763	...	404,153,169																					
1929	(a)			185,156,297		73,781,417		833,216	(b) 111,305,803	1,488,842	1,930,100	27,422,488	169,022	30,613,697	112,925	55,074	432,841,981																					
1930	(a)			161,057,327		69,338,756		869,202	(b) 88,240,513	1,822,661	1,895,286	26,439,520	167,337	29,028,260	199,004	61,719	391,080,788																					
1931	(a)			172,679,059		71,106,379		886,471	(b) 90,095,271	1,366,574	1,902,185	27,508,514	174,392	28,673,094	187,465	59,233	394,083,505																					
1932	(a)			176,341,711		81,176,222		672,005	(b) 110,266,825	1,299,798	1,368,053	29,669,764	219,767	32,640,970	153,842	88,791	433,669,289																					
1933	(a)			155,032,132		64,308,994		1,094,048	(b) 98,441,711	1,732,943	2,111,089	29,205,253	209,425	30,733,043	108,359	515,446	383,674,443																					
1934	(a)			164,825,000		68,010,368		1,022,792	(b) 100,269,200	1,785,917	2,339,755	28,497,362	168,829	31,112,655	192,571	353,163	399,250,962																					
1935	(a)			159,849,472		66,567,810		966,602	(b) 98,643,796	1,622,418	2,479,432	31,519,319	163,474	31,695,548	301,892	389,335	394,429,098																					
1936	(a)			160,495,435		62,831,601		1,124,823	(b) 102,032,142	1,823,670	2,388,490	32,676,017	187,249	30,430,820	378,183	635,080	395,190,450																					
1937	(a)			174,210,161		67,317,115		1,201,722	(b) 111,354,205	2,013,688	2,880,865	35,413,023	16,094	34,636,013	581,596	733,407	420,249,679																					
1938†	(a)			191,434,658		69,602,528		1,304,001	(b) 109,605,239	1,856,390	2,878,542	38,180,235	100,569	35,000,680	944,311	843,232	451,860,753																					

† Subject to revision.  
‡ Includes Mado.

(a) Discontinued.  
(b) Includes Tripura State

## TEA EXPORTS FROM BENGAL.

Statement showing the quantity and value of Indian Tea (black) exported from Bengal by sea to each foreign country from 1936-37 to 1938-39.

Reported to—	Quantity in lbs.			Value in Rs. (lakhs).		
	1936-37.	1937-38.	1938-39.	1936-37.	1937-38.	1938-39.
United Kingdom	212,953,998	340,627,074	254,641,350	13,28.84	17,11.61	15,94.72
Canada	14,927,547	10,014,744	15,316,498	75.12	96.37	95.63
Iran	10,937,596	4,435,593	5,091,969	92.25	43.33	46.73
U. S. A.	7,732,456	5,994,263	7,784,819	41.76	21.96	44.97
Eire	2,141,183	3,496,338	3,360,811	12.49	21.80	19.73
Burma	...	7,636,938	1,788,347	...	32.21	10.27
Australia	1,033,632	885,337	1,340,263	5.22	6.35	9.19
Russia	1,667,296	616,821	74,974	13.33	5.82	5.0
Union of South Africa	443,112	562,070	440,818	2.95	2.99	2.21
Turkey, European	356,082	628,612	361,849	2.93	5.10	3.21
"    Asiatic	314,780	484,676	222,854	2.17	4.43	1.86
Other Native States in Arabia	469,397	371,981	309,636	2.96	2.70	1.99
Aden	545,433	367,177	336,150	3.17	2.54	1.77
Iraq	440,846	36,776	183,088	3.15	28	1.37
Other Countries	1,399,363	959,464	1,131,563	8.06	6.43	6.94
Germany	117,501	740,786	1,067,802	4.7	4.90	5.99
Egypt	276,323	65,875	355,554	1.85	4.99	2.99
TOTAL	355,765,950	282,760,665	293,718,737	15,99.23	19,85.02	18,49.66

## TEA EXPORTS FROM INDIA.

Statement of total exports of Indian Tea from India by sea showing share of each Presidency during 25 years, from 1914-1915 to 1938-39.

YEAR.		QUANTITY IN LBS.				
		Bengal.	Bombay.	Madras.	Sind.	Burma.
1914-15	Black	274,491,324	4,059,149	21,613,736	38,318	2,797
	Green	165,824	...	381,726	...	560
1915-16	Black	300,270,583	11,105,037	25,775,616	26,767	6,060
	Green	127,040	...	64,150	...	10,100
1916-17	Black	292,452,389	3,721,760	24,907,906	45,050	34,323
	Green	240,491	...	303,045	...	291,162
1917-18	Black	324,824,260	9,054,340	24,894,951	303,045	3,378
	Green	4,228	...	...	...	339,175
1918-19	Black	279,709,898	14,290,543	27,065,941	2,538,873	940
	Green	50,482	...	...	...	325,040
1919-20	Black	341,140,420	7,445,141	29,455,234	1,108,451	8,107
	Green	600	...	...	...	780,467
1920-21	Black	290,004,948	3,000,303	30,637,678	1,274,798	6,507
	Green	253,111	...	...	...	286,522
1921-22	Black	283,729,022	2,250,782	27,233,336	292,453	6,006
	Green	556,900	...	...	...	315,023
1922-23	Black	235,015,229	3,800,203	30,856,551	194,601	8,805
	Green	780,237	...	...	...	287,513
1923-24	Black	296,523,279	3,318,870	38,559,737	93,009	5,181
	Green	255,141	...	...	...	328,400
1924-25	Black	290,095,673	2,574,738	37,486,634	62,644	6,229
	Green	648,242	...	...	...	339,891
1925-26	Black	270,103,777	2,631,169	42,745,780	92,644	3,837
	Green	658,136	...	...	...	343,426
1926-27	Black	308,368,747	1,332,777	42,745,780	18,141	21,832
	Green	658,136	...	...	...	343,426
1927-28	Black	314,523,746	693,464	45,384,605	15,211	52,034
	Green	655,469	...	...	...	350,686
1928-29	Black	309,851,020	407,928	49,193,433	15,922	14,770
	Green	313,710	...	...	...	350,686
1929-30	Black	325,867,244	564,178	49,671,327	16,004	30,053
	Green	465,244	...	...	...	370,188
1930-31	Black	305,208,591	485,872	48,574,502	16,517	14,890
	Green	938,040	...	...	...	355,300
1931-32	Black	294,686,022	298,283	45,901,455	17,875	12,398
	Green	608,174	...	...	...	340,910
1932-33	Black	328,874,706	161,497	44,836,734	5,489	8,140
	Green	...	...	...	...	378,838
1933-34	Black	270,822,026	184,380	46,798,554	2,006	8,305
	Green	15,438,214	...	...	...	317,816
1934-35	Black	276,452,977	150,547	48,138,633	66,672	24
	Green	...	...	...	...	340,910
1935-36	Black	292,240,378	50,443	50,870,183	...	38,912
	Green	...	...	...	...	312,708
1936-37	Black	285,755,950	96,144	45,900,357	10,208	54,811
	Green	...	...	...	...	331,873
1937-38	Black	282,750,565	24,276	51,444,555	...	334,225
	Green	...	...	...	...	334,225
1938-39	Black	291,607,192	220,023	66,803,213	...	349,030
	Green	...	...	...	...	334,225

TEA MOVEMENTS IN LONDON.  
Comparative Statement of Movements of Tea (Black and Green) in London during the calendar years 1939 and 1938.

YEAR.		Imports.					Exports.					Total.
		Indian.	Ceylon.	Java & Sulu & B. Sulu.	China, etc.	Total.	Indian.	Ceylon.	Java & Sulu & B. Sulu.	China, etc.	Total.	
January	1939	20,260,917	8,220,800	2,598,233	1,405,430	32,485,380	20,112,273	8,161,615	2,598,233	1,405,430	32,277,551	31,452,827
February	1939	12,351,617	7,643,458	896,118	2,608,645	23,499,838	25,435,431	8,330,868	1,677,617	2,635,463	38,089,389	38,548,719
March	1939	15,438,214	6,853,679	2,597,215	2,640,459	31,529,567	19,599,217	8,183,135	1,697,269	2,786,180	32,285,801	32,667,167
April	1939	8,446,718	5,000,271	2,461,679	3,450,719	19,361,387	11,893,714	5,754,844	1,893,513	4,278,323	23,816,300	24,052,589
May	1939	5,813,230	9,296,774	1,014,478	4,495,690	20,620,172	27,462,146	15,870,677	2,746,119	5,754,844	44,160,769	44,160,769
June	1939	5,113,119	10,414,469	2,262,200	3,813,970	21,603,758	27,462,146	15,870,677	2,746,119	5,754,844	44,160,769	44,160,769
July	1939	1,614,026	13,112,528	1,761,272	1,886,600	18,374,426	35,307,640	20,507,216	1,770,014	2,905,053	39,994,923	39,994,923
August	1939	1,116,296	14,684,116	1,771,089	2,581,146	19,152,647	46,551,632	24,146,079	1,447,419	2,519,145	72,664,235	72,664,235
September	1939	1,655,671	12,691,951	3,260,909	1,943,435	19,551,966	27,993,431	15,167,127	1,912,312	2,519,145	43,592,015	43,592,015
October	1939	3,651,723	9,948,222	2,197,281	2,443,179	18,240,405	17,193,805	9,071,006	1,493,284	2,946,415	30,761,100	30,761,100
November	1939	4,055,831	7,697,122	685,261	1,802,265	16,240,479	34,269,284	11,692,592	3,269,345	4,355,284	50,586,506	50,586,506
December	1939	29,254,622	9,891,000	593,411	2,300,350	42,039,383	29,392,507	10,095,964	1,737,207	2,927,015	43,152,693	43,152,693
Total	1939	26,149,584	8,883,112	2,713,339	3,327,725	41,073,759	19,893,576	9,267,768	1,691,249	1,990,115	31,853,608	31,853,608
Total	1938	26,149,584	8,883,112	2,713,339	3,327,725	41,073,759	19,893,576	9,267,768	1,691,249	1,990,115	31,853,608	31,853,608

\* Figures are not available.

# THE SALT TRADE.

Statement showing the quantity (in mounds of 82½ lbs.) of salt imported into Bengal, and the annual average price, during 25 years from 1914-1915 to 1938-39.

Year.	From United Kingdom.	From Germany.	From other European Countries.	From Aden.	From Red Sea Ports.	From other Countries.	From Bombay and Sind.	From Madras and other Indian Ports.	Total Imports.	Annual average Calcutta price per 100 mounds at Liverpool Salt, excluding duty.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Rs. As. P.
1914-15	2,331,240	6,067	2,070,163	4,830,000	1,066,981	1,638,121	975,700	391,042	11,066,044	177 4 9
1915-16	2,331,241	8,109	2,070,163	4,830,000	1,066,981	1,638,121	975,700	391,042	11,066,044	177 4 9
1916-17	2,432,058	...	1,612,544	2,313,271	1,058,814	2,404,806	3,006,797	380,631	10,628,043	145 5 3
1917-18	1,900,475	...	1,181,831	2,313,271	1,058,814	2,404,806	3,006,797	380,631	10,628,043	145 5 3
1918-19	2,334,702	...	419,391	2,653,018	1,447,005	5,133,264	44,223	1,422,001	12,972,502	183 13 4
1919-20	1,604,360	...	1,181,831	3,480,491	1,467,744	4,237,444	423,488	1,391,806	17,062,858	176 2 1
1920-21	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1921-22	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1922-23	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1923-24	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1924-25	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1925-26	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1926-27	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1927-28	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1928-29	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1929-30	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1930-31	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1931-32	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1932-33	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1933-34	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1934-35	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1935-36	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1936-37	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1937-38	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0
1938-39	2,334,702	...	1,612,544	4,028,214	1,058,814	2,380,465	490,157	1,575,757	12,012,114	116 3 0

\* Represents a small quantity of Liverpool Salt packed in bottles and packages. † No business.

## WHEAT AND LINSEED, 1939 and 1938.

	WHEAT.	1939.				1938.			
		May.	June.	July.	August.	May.	June.	July.	August.
Exchange	1/Payment 4 M/S	1 6½	1 6½	1 6½	1 6½	1 6½	1 5½	1 6½	1 6½
	2/Payment 3 M/S	1 6½	1 6½	1 6½	1 6½	1 6½	1 5½	1 6½	1 6½
Price	Calcutta, per B. Md. Club No 2 (ready) ... Rs. (including bag)	3-7-0	3-4-0	3-2-0	3-4-0	5-4-0	3-3-0	3-4-0	3-1-0
	Current rate per Md. by Rail, Calcutta to Howrah Rs. P. Ton, Steamer, Calcutta to London ... £	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3
Freight	Shipping Charges (boating) per ton. Calcutta. (Average)	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-6-0
	Exports	77	2,007	277,007	5,020	2,510	422,271	5	1-17-6
TOTAL		270,181	459,808	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39
Exchange	1/Payment 4 M/S	1 6½	1 6½	1 6½	1 6½	1 6½	1 5½	1 6½	1 6½
	2/Payment 3 M/S	1 6½	1 6½	1 6½	1 6½	1 6½	1 5½	1 6½	1 6½
Price	Calcutta, per B. Md. Small grade (ready) Basis 5% reduction ... Rs.	5-1-6	25-2-6	24-5-0	25-0-0	5-0-0	4-14-6	5-0-6	4-12-0
	Current rate per Md. by Rail, Calcutta to Howrah Rs. P. Ton, Steamer, Calcutta to London ... £	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3	0-9-3
Freight	Shipping Charges (boating) per ton. Calcutta. (Average)	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-5-0	1-6-0
	Exports	132,062	177,717	8,576	115,437	100,117	10,979	1,937-38	1938-39
TOTAL		318,344	220,633	1937-38	1938-39	1937-38	1938-39	1937-38	1938-39

(a) Subject to rebate of 10% not exceeding 6s. per ton.

† (With new single bag delivery at Kantapur.)

N.B.—The above rates are quoted for nearest to 15th of each month.

## RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per maund, for Wheat and Linseed from Cawnpore to Howrah for 20 years from 1920 to 1939.

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
1920 ...	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10	0 6 10
1921(b) ...	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11	0 7 11
1922 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1923 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1924 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1925 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1926 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1927 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1928 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1929 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1930 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1931 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1932 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1933 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1934 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1935 ...	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11	0 8 11
1936 ...	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3
1937 ...	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3
1938 ...	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3
1939 ...	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3	0 9 3

(b) Excluding surcharge which is Rs. /2/6 per rupee in case of linseed only.

## RATES OF FREIGHT IN THE PORT OF CALCUTTA—1939.

1st QUARTER. 2nd QUARTER.

STAPLES.		LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
		STEAMERS.		STEAMERS.	
		Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ...	per ton	2 2 6	2 2 6	2 2 6	2 2 6
Rice and Wheat ...	...	1 17 6	1 17 6	1 17 6	1 17 6
Linseed ...	...	1 15 0	1 15 0	1 15 0	1 15 0
Rapeseed ...	...	1 18 9	1 18 9	1 18 9	1 18 9
Tilseed ...	...	2 2 6	2 2 6	2 2 6	2 2 6
Poppysseed ...	...	2 5 0	2 5 0	2 5 0	2 5 0
Jute ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Cotton ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Cutch ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Hides ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Tea ...	...	2 10 0	2 10 0	2 10 0	2 10 0
Shellac ...	...	2 13 9	2 13 9	2 13 9	2 13 9
Silk ...	...	3 7 6	3 7 6	3 7 6	3 7 6
Talc ...	...	2 0 0	2 0 0	2 0 0	2 0 0
Castor oil ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Turmeric ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Gunnies ...	...	2 12 6	2 12 6	2 12 6	2 12 6

3rd QUARTER. 4th QUARTER.

STAPLES.		LONDON, LIVERPOOL, DUNDEE AND GLASGOW.			
		STEAMERS.		STEAMERS.	
		Highest.	Lowest.	Highest.	Lowest.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ...	per ton	2 2 6	2 2 6	2 2 6	2 2 6
Rice and Wheat ...	...	1 17 6	1 17 6	1 17 6	1 17 6
Linseed ...	...	1 15 0	1 15 0	1 15 0	1 15 0
Rapeseed ...	...	1 18 9	1 18 9	1 18 9	1 18 9
Tilseed ...	...	2 2 6	2 2 6	2 2 6	2 2 6
Poppysseed ...	...	2 5 0	2 5 0	2 5 0	2 5 0
Jute ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Cotton ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Cutch ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Hides ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Tea ...	...	2 10 0	2 10 0	2 10 0	2 10 0
Shellac ...	...	2 13 9	2 13 9	2 13 9	2 13 9
Silk ...	...	3 7 6	3 7 6	3 7 6	3 7 6
Talc ...	...	2 0 0	2 0 0	2 0 0	2 0 0
Castor oil ...	...	2 12 6	2 12 6	2 12 6	2 12 6
Turmeric ...	...	2 7 6	2 7 6	2 7 6	2 7 6
Gunnies ...	...	2 12 6	2 12 6	2 12 6	2 12 6

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

## RATES OF FREIGHT IN THE PORT OF CALCUTTA—1938.

STAPLES.	1st QUARTER.		2nd QUARTER.	
	TO LONDON, LIVERPOOL, DUNDEE AND GLASGOW.		STEAMERS.	
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	2 6 3	2 2 6	2 2 6	2 2 6
Rice and Wheat ... "	2 11 3	1 17 6	1 17 6	1 17 6
Linseed ... "	2 7 6	1 15 0	1 15 0	1 15 0
Rapeseed ... "	2 12 6	1 18 9	1 18 9	1 18 9
Tilseed ... "	2 17 6	2 2 6	2 2 6	2 2 6
Poppyseed ... "	3 1 3	2 5 0	2 5 0	2 5 0
Jute ... "	2 12 6	2 7 6	2 7 6	2 7 6
Cotton ... "	2 12 6	2 7 6	2 7 6	2 7 6
Cutch ... "	2 17 6	2 12 6	2 12 6	2 12 6
Hides ... "	2 17 6	2 12 6	2 12 6	2 12 6
Tea ... "	2 10 0	2 10 0	2 10 0	2 10 0
Shellac ... "	2 10 0	2 13 9	2 13 9	2 13 9
Silk ... "	3 13 9	3 7 0	3 7 0	3 7 0
Talc ... "	2 3 9	2 0 0	2 0 0	2 0 0
Castor Oil ... "	2 17 6	2 12 6	2 12 6	2 12 6
Turmeric ... "	2 12 6	2 7 6	2 7 6	2 7 6
Gumies ... "	2 17 6	2 12 6	2 12 6	2 12 6

## 3rd QUARTER. 4th QUARTER.

STAPLES.	TO LONDON, LIVERPOOL, DUNDEE AND GLASGOW.		STEAMERS.	
	STEAMERS.		STEAMERS.	
	Highest.	Lowest.	Highest.	Lowest.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Saltpetre ... per ton ...	2 2 6	2 2 6	2 2 6	2 2 6
Rice and Wheat ... "	1 17 6	1 17 6	1 17 6	1 17 6
Linseed ... "	1 15 0	1 15 0	1 15 0	1 15 0
Rapeseed ... "	1 18 9	1 18 9	1 18 9	1 18 9
Tilseed ... "	2 2 6	2 2 6	2 2 6	2 2 6
Poppyseed ... "	2 5 0	2 5 0	2 5 0	2 5 0
Jute ... "	2 7 6	2 7 6	2 7 6	2 7 6
Cotton ... "	2 7 6	2 7 6	2 7 6	2 7 6
Cutch ... "	2 12 6	2 12 6	2 12 6	2 12 6
Hides ... "	2 12 6	2 12 6	2 12 6	2 12 6
Tea ... "	2 10 0	2 10 0	2 10 0	2 10 0
Shellac ... "	2 13 9	2 13 9	2 13 9	2 13 9
Silk ... "	3 7 0	3 7 0	3 7 0	3 7 0
Talc ... "	2 0 0	2 0 0	2 0 0	2 0 0
Castor Oil ... "	2 12 6	2 12 6	2 12 6	2 12 6
Turmeric ... "	2 7 6	2 7 6	2 7 6	2 7 6
Gumies ... "	2 12 6	2 12 6	2 12 6	2 12 6

N.B.—Subject to rebate of 10% not exceeding 8s. per ton.

## FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Lakhs of Rupees) of total **Imports and Exports** of **Merchandise and Treasure** (exclusive of Government Stores and Treasure) from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1934-35 to 1938-39.

PRIVATE.	BENGAL PRESIDENCY.					CALCUTTA.				
	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)
Imports—										
Merchandise	36,15.42	36,49.34	35,79.04	51,60.40	51,39.01	35,39.35	37,89.17	34,70.51	49,29.09	46,33.97
Treasure	13.97	20.36	1,41.97	1,71.43	80.27	20.36	1,41.97	1,71.43	80.27	80.27
Total Imports	36,29.39	36,69.70	37,17.11	53,31.83	52,19.28	35,59.71	39,30.66	36,41.94	50,09.36	46,84.94
Exports—										
Merchandise	62,58.14	60,91.45	74,59.25	86,18.64	78,64.72	56,08.18	60,87.43	69,46.69	75,83.25	71,13.39
Treasure (Indian Inc. (Foreign)	34.14	35.31	47.31	91.34	97.31	33.05	34.80	44.92	88.91	88.20
Total Exports	62,72.28	61,26.76	75,06.56	87,09.98	78,67.03	57,39.77	61,22.23	69,91.61	76,74.90	72,01.59
Treasure	1,85.51	0.23	10.38	3.27	1.35	1,85.51	0.23	10.38	3.27	1.35
Total Exports and Imports (Foreign)	64,57.79	61,46.99	75,06.97	87,12.15	78,65.38	59,15.28	61,28.74	70,13.19	76,77.96	72,01.07
Total Imports and Exports (Foreign)	1,00,86.28	1,03,35.92	1,12,74.08	1,40,41.98	1,31,17.37	94,60.79	99,29.22	1,06,55.37	1,26,79.96	1,01,19.91

## FOREIGN TRADE OF BENGAL PRESIDENCY AND CALCUTTA.

Statement showing the value (in Lakhs of Rupees) of total **Imports and Exports** of **Government Stores and Treasure** from and to Foreign countries by Sea in the Presidency of Bengal, and its Chief Port, Calcutta, during five years, from 1934-35 to 1938-39.

GOVERNMENT.	BENGAL PRESIDENCY.					CALCUTTA.				
	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.	1934-35.	1935-36.	1936-37.	1937-38.	1938-39.
	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)	Rs. (lakhs)
Imports—										
Stores	40.94	64.02	74.01	79.13	70.11	46.04	64.02	74.01	79.13	70.11
Treasure	...	...	...	15.41	49.80	...	...	...	15.40	49.80
Total Imports	40.94	64.02	74.01	94.54	1,19.91	46.04	64.02	74.01	94.53	1,19.91
Exports—										
Stores	22.78	17.09	5.55	30.39	35.39	22.78	17.09	5.55	30.39	35.39
Treasure (Indian Inc. (Foreign)	31	90	36	1,35.14	1.04	31	90	36	1,35.14	1.04
Total Exports	53.78	17.09	5.91	38.92	36.43	53.78	17.09	5.91	38.92	36.43
Treasure	1,05.74	19.14	...	89.70	21.23	1,05.74	19.14	...	89.70	21.23
Total Exports and Imports (Government)	1,48.83	87.13	5.91	1,18.72	1,76.97	1,48.83	87.13	5.91	1,18.72	1,76.97
Total Imports and Exports (Government)	2,84.97	1,01.15	79.92	2,10.26	1,76.97	2,84.97	1,01.15	79.92	2,10.26	1,76.97

## SHIPPING TRADE OF BENGAL.

Table showing number and tonnage of Vessels including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Ports of the Presidency of Bengal during ten years from 1929-30 to 1938-39.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1929-30 ...	203	1,998,088	162	538,306	465	1,636,334	330	1,900,922	54	188,036	584	2,088,958
1930-31 ...	278	998,230	106	369,141	384	1,367,371	398	1,455,792	67	228,380	465	1,684,172
1931-32 ...	212	803,970	112	400,585	324	1,206,555	363	1,298,430	41	162,926	404	1,460,776
1932-33 ...	180	652,405	110	375,539	290	1,028,244	368	1,307,609	36	131,649	404	1,439,168
1933-34 ...	166	618,570	106	393,046	272	1,011,616	375	1,380,564	25	91,693	400	1,472,240
1934-35 ...	160	616,619	78	273,792	247	890,411	364	1,323,934	32	118,342	396	1,442,296
1935-36 ...	157	557,692	79	272,083	236	829,767	374	1,413,826	46	160,436	420	1,574,182
1936-37 ...	172	568,467	95	336,728	267	905,230	399	1,470,767	37	129,698	436	1,600,363
1937-38 ...	598	1,803,780	215	729,283	813	2,533,071	950	3,114,237	56	187,110	1015	3,301,337
1938-39 ...	600	1,892,376	238	888,418	838	2,740,793	992	3,246,438	81	157,241	1043	3,403,679

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1929-30 ...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31 ...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32 ...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33 ...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34 ...	3	470	...	...	3	470	3	470	...	...	3	470
1934-35 ...	3	468	...	...	3	468	3	468	...	...	3	468
1935-36 ...	2	325	...	...	2	325	2	325	...	...	2	325
1936-37 ...	2	284	...	...	2	284	2	284	...	...	2	284
1937-38 ...	90	2,718	1	46	91	2,764	133	3,296	2	187	135	3,483
1938-39 ...	126	3,223	2	120	128	3,343	160	3,992	...	...	160	3,992

## SHIPPING TRADE OF CALCUTTA.

Table showing number and tonnage of Vessels, including Native Crafts, entered and cleared with cargoes and in ballast, from and to Foreign Countries at the Port of Calcutta during ten years from 1929-30 to 1938-39.

## STEAMERS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1929-30 ...	293	1,067,818	161	535,263	454	1,603,081	528	1,893,023	52	180,762	580	2,073,785
1930-31 ...	270	976,736	106	369,141	376	1,345,877	395	1,448,698	63	214,534	458	1,663,232
1931-32 ...	207	790,462	110	394,421	317	1,184,883	361	1,211,915	38	148,562	399	1,360,477
1932-33 ...	172	630,251	109	372,104	281	1,002,355	368	1,307,500	32	117,765	400	1,425,274
1933-34 ...	160	601,965	105	349,159	265	951,044	374	1,377,322	23	84,225	397	1,461,547
1934-35 ...	163	601,161	77	270,094	240	871,555	364	1,323,954	31	115,925	395	1,439,179
1935-36 ...	152	543,799	79	272,083	231	815,884	374	1,413,826	45	156,308	419	1,570,134
1936-37 ...	166	584,910	92	324,691	258	909,601	398	1,467,887	36	127,409	434	1,595,296
1937-38 ...	478	1,547,844	213	723,749	691	2,271,593	855	2,894,291	60	168,574	905	3,062,865
1938-39 ...	486	1,582,621	238	888,418	744	2,471,039	892	3,018,435	42	135,450	934	3,155,905

## SAILING VESSELS.

YEAR.	ENTERED.						CLEARED.					
	With cargoes.		In ballast.		TOTAL.		With cargoes.		In ballast.		TOTAL.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
1929-30 ...	3	471	...	...	3	471	3	471	...	...	3	471
1930-31 ...	3	471	...	...	3	471	3	471	1	149	4	620
1931-32 ...	3	518	...	...	3	518	3	518	...	...	3	518
1932-33 ...	2	325	1	291	3	616	2	325	...	...	2	325
1933-34 ...	3	470	...	...	3	470	3	470	...	...	3	470
1934-35 ...	3	468	...	...	3	468	3	468	...	...	3	468
1935-36 ...	2	325	...	...	2	325	2	325	...	...	2	325
1936-37 ...	2	284	...	...	2	284	2	284	...	...	2	284
1937-38 ...	3	470	...	...	3	470	3	470	...	...	3	470
1938-39 ...	3	470	...	...	3	470	3	470	...	...	3	470



# MINERAL PRODUCTION IN BRITISH INDIA.

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1919 to 1938.

Year	Coal *		Gall.		Manganese Ore.		Petroleum.		Salt :		Tin Ore :	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
1919	22,962,037	9,297,338	10,225	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350
1920	17,962,214	9,297,338	10,225	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350
1921	17,962,214	9,297,338	10,225	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350	1,069,350
1922	19,010,956	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1923	24,619,585	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1924	24,619,585	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1925	24,619,585	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1926	24,619,585	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1927	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1928	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1929	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1930	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1931	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1932	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1933	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1934	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1935	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1936	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1937	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755
1938	22,085,377	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755	14,003,755

Rx. (tons of ruses).

† Tin concentrates from 1929.

‡ Tin concentrates from 1929.

§ Including Indian States.

(a) Estimation.

(b) Figures are exclusive of Burma, which was separated from India as from the 1st April, 1937.

# MINERAL PRODUCTION IN BRITISH INDIA—(contd.)

Statement showing the quantity and value of Minerals produced in British India during 20 years, from 1919 to 1938.

Year.	Iron Ore.			Sulphur, +			Chromite.			Graphite.			Magnesite.			Jadestone*.			Copper Ore.			Galena, Sulphur, and Spinel.		
	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.	Quantity.	Value.	Ex.
1919	535,720	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1920	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1921	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1922	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1923	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1924	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1925	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1926	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1927	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1928	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1929	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1930	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1931	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1932	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1933	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1934	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1935	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1936	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1937	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	
1938	535,000	45,887	335,000	453,539	14,007	44,248	22	721	13,012	15,014	2,821	86,334	...	...	...	...	...	...	...	...	...	...	...	

\* These figures represent exports by sea and land in each official year. † Not available.

† These figures for Calcutta and Madras relate to official years. The figures of value have been calculated on the wholesale price of Sulphur at Calcutta.

(a) Including the output of Kuluja Sulphur in Bihar, which was not included in the total prior to the year 1931.

(b) Value of Sulphur and Spinel only.

(c) Value of export by Sea only.

(d) Figures are exclusive of Burma, which was separated from India as from the 1st April, 1937.

(e) Sulphur only.

# COAL PRODUCTION IN INDIA.

Statement showing the quantity of Coal produced in each province in India during 20 years, from 1919 to 1938.

Year.	Assam.	Bengal.	Bihar.	Orissa.	Punjab.	Central Provinces.	Central India.	Nizam's Territory. (Hydrabad.)	Rajputana. (Bikaner.)	N. W. F. Province.	Baluchistan.	Burma.	TOTAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1919	291,734	5,777,632	15,119,812	46,893	497,021	182,141	692,196	14,760	31,328	1,500	22,638,037	22,638,037	
1920	323,635	4,297,422	11,078,559	55,078	491,295	188,031	694,080	18,216	33,941	...	17,992,214	17,992,214	
1921	312,455	4,259,612	12,000,481	67,242	712,914	192,034	688,721	15,055	54,627	300	19,302,947	19,302,947	
1922	349,193	4,328,086	12,711,328	67,180	675,916	161,231	642,880	15,055	69,135	172	19,010,886	19,010,886	
1923	359,140	4,621,578	12,212,259	63,501	648,074	175,509	698,429	17,119	42,692	1,271	19,656,883	19,656,883	
1924	354,842	5,091,645	14,105,329	89,432	670,081	235,398	644,775	19,570	40,557	255	21,174,294	21,174,294	
1925	318,842	4,913,852	13,938,099	74,692	708,454	68,043	635,352	219,106	697,577	28,153	20,894,377	20,894,377	
1926	301,061	5,137,088	13,933,773	68,043	635,352	216,708	637,779	31,275	15,346	...	20,990,167	20,990,167	
1927	323,342	5,554,900	14,517,895	62,704	696,728	217,681	707,313	17,358	14,444	...	22,082,336	22,082,336	
1928	295,059	5,039,993	14,827,433	46,192	732,453	188,339	734,765	27,386	17,931	...	22,592,472	22,592,472	
1929	322,515	5,985,104	15,133,144	43,130	882,391	205,132	815,873	33,275	15,922	...	23,418,734	23,418,734	
1930	359,040	6,316,528	15,054,423	50,919	955,888	193,339	812,398	33,123	15,994	...	23,903,948	23,903,948	
1931	275,021	5,810,184	15,532,794	54,840	1,004,391	236,928	812,398	33,123	15,994	...	23,903,948	23,903,948	
1932	210,035	5,782,602	11,847,216	74,857	1,163,096	240,488	783,402	33,194	18,928	...	19,793,163	19,793,163	
1933	194,184	5,691,189	11,257,984	94,009	1,509,911	292,768	781,121	37,043	14,740	...	22,057,447	22,057,447	
1934	189,527	6,159,480	12,530,496	125,266	1,842,492	289,381	735,403	34,194	9,658	...	23,016,695	23,016,695	
1935	220,737	6,682,722	12,747,340	144,423	2,118,077	299,369	882,736	36,177	8,066	...	22,610,391	22,610,391	
1936	293,289	6,667,841	12,016,914	351,725	1,504,819	2,090,750	329,488	1,076,241	33,777	...	25,036,386	25,036,386	
1937	248,368	6,537,849	13,836,717	438,914	165,632	2,337,360	334,291	1,076,241	34,177	...	25,347,907	25,347,907	
1938	278,328	7,745,375	15,394,079	492,690	184,928	2,674,985	336,993	1,211,163	37,717	...	26,347,907	26,347,907	

(a) Figures prior to 1931 include Orissa.

(b) Figures included in Bihar.

## COAL IMPORTS INTO BRITISH INDIA.

Statement of the quantity of Coal (exclusive of Government Stores) imported into British India from Foreign countries, showing the share of each Province during 20 years from 1919-20 to 1938-39.

Year.	COAL										COKE & PATENT FUEL.										TOTAL COAL AND COKE, &c.
	Imported into—										Imported into—										
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.									
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.									
1919-20	7,241	24,252	156	...	6,531	38,180	...	...	256	58	958	1,174	39,452								
1920-21	4,579	45,065	...	297	38,092	85,968	...	188	111	85	1,272	86,996									
1921-22	14,209	16,198	86,197	63,947	208,731	1,480,282	103	5,034	1,254	205	5,309	1,003	1,501,187								
1922-23	26,247	116,625	57,564	91,255	85,819	881,810	441	10,389	1,622	921	15,174	11,905	998,887								
1923-24	3,016	620,062	67,205	39,188	57,469	391,488	66	963	1,374	322	18,979	27,077	614,808								
1924-25	1,950	375,809	31,332	106,880	19,161	448,032	112	1,608	1,397	632	30,913	22,340	482,664								
1925-26	3,325	288,606	19,911	53,452	33,010	372,304	...	2,313	1,133	507	25,836	34,682	492,147								
1926-27	5,362	292,607	16	14,303	4,901	141,728	...	519	1,020	342	10,847	15,798	154,531								
1927-28	7,737	118,069	7,249	30,823	10,448	262,497	91	792	1,025	52	7,901	10,821	273,818								
1928-29	3,089	297,479	1,531	25,305	6,533	170,557	67	1,088	3,656	...	15,723	19,985	190,542								
1929-30	2,743	133,680	1,941	30,173	6,889	234,536	...	1,034	963	198	10,713	12,768	236,964								
1930-31	1,417	192,532	15,508	31,660	5,111	155,688	...	1,065	1,572	166	20,173	22,866	178,554								
1931-32	1,355	105,848	8,636	13,175	5,161	55,649	...	904	722	25	11,392	12,678	47,478								
1932-33	639	27,510	2,542	12,209	8,129	34,800	...	626	600	...	18,341	19,791	76,142								
1933-34	472	11,441	4,082	25,643	11,743	56,351	...	710	740	...	12,836	14,168	70,022								
1934-35	1,696	14,236	1,015	36,265	6,813	56,754	...	451	887	...	14,622	16,424	72,591								
1935-36	692	20,206	...	49,423	3,116	59,437	...	901	901	...	15,669	17,558	72,151								
1936-37	2,646	13,736	30	33,665	9,846	74,925	31	693	865	...	1,066	18,424	72,151								
1937-38	1,421	26,446	879	39,113	...	82,580	...	594	625	...	...	...	83,919								
1938-39	967	25,885	141	14,657	...	41,650	...	1,372	728	...	2,110	43,750	43,750								

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

# COAL EXPORTS FROM BRITISH INDIA.

Statement of the quantity of Coal and Coke (exclusive of Government Stores) exported to Foreign countries from British India showing the share of each Province during 20 years from 1919-20 to 1938-39.

Showing the share of each Province during 50 years from 1870-71 to 1920-21													
Year.	Exported from—(INDIAN MERCHANDISE).					Exported from—(FOREIGN MERCHANDISE) †					Total exports.		
	Bengal.	Bombay.	Madras.	Sind.	Burma.	TOTAL.	Bengal.	Bombay.	Madras.	Sind.		Burma.	TOTAL.
...	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1919-20	1672,778	16,991	...	...	...	1679,769	...	...	...	...	...	298	681,605
1920-21	1,125,222	13,330	...	...	...	1,142,058	...	...	...	...	...	711	1,145,122
1921-22	1,111,537	11,650	...	...	...	1,123,370	...	...	...	...	...	30,195	144,837
1922-23	97,611	336	...	...	...	1,362	...	...	...	...	...	...	149,112
1923-24	131,556	190	...	...	...	132,517	...	...	...	...	...	...	188,812
1924-25	1228,117	100	...	...	...	1228,127	...	...	...	...	...	...	294,304
1925-26	1240,221	121	...	...	...	1240,242	...	...	...	...	...	...	287,614
1926-27	1640,027	12,795	...	...	...	1643,225	...	...	...	...	...	...	683,298
1927-28	1631,115	125	...	...	...	1631,477	...	...	...	...	...	...	686,570
1928-29	1638,774	13	...	...	...	1638,777	...	...	...	...	...	...	677,261
1929-30	1650,063	160	...	...	...	1650,250	...	...	...	...	...	...	737,697
1930-31	1457,011	106	...	...	...	1457,773	...	...	...	...	...	...	462,297
1931-32	1514,843	100	...	...	...	1515,117	...	...	...	...	...	...	521,801
1932-33	1451,564	1173	...	...	...	1452,073	...	...	...	...	...	...	457,255
1933-34	1372,008	774	...	...	...	1372,904	...	...	...	...	...	...	375,274
1934-35	1308,408	247	...	...	...	1308,893	...	...	...	...	...	...	311,355
1935-36	1197,601	101	...	...	...	1198,025	...	...	...	...	...	...	300,041
1936-37	1248,825	14	...	...	...	1248,926	...	...	...	...	...	...	251,010
1937-38	1168,251	82	...	...	...	1168,568	...	...	...	...	...	...	1,025,615
1938-39	1195,691	19	...	...	...	1195,739	...	...	...	...	...	...	1,341,396

† Conts.

‡ Cokes.

§ Coal and Cokes.

## TRADE OF BRITISH INDIA.

Table showing the total value of railway opened; the total net value of Merchandise and Treasure (excluding Government Stores and Treasure) imported into, and exported from, British India during 25 years in Thousands of Rupees, from 1914-15 to 1938-39.

Year.	Total miles of railway open for traffic.	MERCHANDISE.		Net exports of Merchandise.	TREASURE.		Net imports of Treasure.	Surplus exports.
		Imports.	Exports. (Foreign and Country.)		Imports.	Exports.		
		Rs. (1,000).	Rs. (1,000).		Rs. (1,000).	Rs. (1,000).		
1914-15	35,283	1,37,02.00	1,81,50.16	43,65.26	21,77.03	3,30.33	18,46.70	25,19.57
1915-16	35,833	1,31,08.62	1,97,46.24	65,47.62	11,85.52	7,42.58	4,42.94	61,04.08
1916-17	36,296	1,49,65.53	2,45,31.71	1,05,66.18	14,85.74	4,94.16	9,95.58	85,02.60
1917-18	36,333	1,49,45.01	2,45,56.45	92,13.94	36,05.48	5,43.11	30,62.37	71,51.57
1918-19	36,616	1,60,03.41	2,53,88.14	84,84.73	1,22.10	2,68.83	1,46.73	86,31.46
1919-20	36,735	2,07,57.24	3,30,03.69	1,22,46.45	11,12.32	7,51.96	3,60.36	1,18,48.09
1920-21	37,029	2,66,34.63	3,45,44.33	77,42.91	23,41.65	2,38.50	21,03.15	75,44.04
1921-22	37,296	2,35,58.88	3,58,16.97	1,22,58.09	31,14.97	18,90.32	12,24.65	33,38.68
1922-23	37,518	2,27,61.33	3,61,91.09	1,34,29.96	22,20.27	3,45.40	18,74.87	55,05.00
1923-24	38,028	2,66,02.54	3,98,17.44	1,31,54.90	19,17.79	4,91.77	14,26.02	57,28.48
1924-25	38,049	2,31,22.08	3,69,44.56	1,38,14.91	55,40.51	3,51.68	51,88.83	1,07,26.28
1925-26	39,172	2,49,83.64	3,28,69.13	78,85.49	44,81.60	2,00.35	42,81.25	35,91.37
1926-27	40,550	2,46,79.69	3,17,93.24	77,13.55	27,75.76	1,56.87	26,19.89	50,93.06
1927-28	42,581	1,64,79.37	2,55,63.67	60,81.48	20,85.51	2,42.72	18,42.79	36,38.68
1928-29	42,819	1,26,70.14	1,60,54.52	34,17.38	7,25.90	62,60.64	55,34.74	89,82.32
1929-30	42,944	1,32,58.43	1,35,49.14	2,90.71	2,90.05	67,91.92	64,92.87	67,83.08
1930-31	42,953	1,15,35.70	1,06,66.80	35,31.10	1,95.38	41,82.63	39,37.27	76,45.35
1931-32	43,021	1,24,42.32	1,61,28.92	36,86.60	15,59.87	18,94.90	14,36.03	29,78.07
1932-33	43,128	1,23,24.05	1,62,36.54	39,12.49	4,58.81	18,94.90	14,36.03	29,78.07
1933-34	43,078	1,23,78.57	1,62,36.55	39,12.49	4,58.81	18,94.90	14,36.03	29,78.07
1934-35	43,134	1,52,32.71	1,69,21.52	16,88.81	2,81.03	14,09.93	11,88.90	25,77.71

† Net exports. ‡ Net imports. (a) Surplus imports

Note.—With the separation of Burma from the 1st April 1937 the Burma Railways are no longer under the Indian Railway Board.

# TRADE OF BRITISH INDIA.

Value of total Indian Imports and Exports of Government Stores and Treasure from and to Foreign countries during  
25 years in Thousands of Rupees, from 1914-15 to 1938-39.

Year.	STORES.		Net imports of Stores.	TREASURE.		Net — exports + imports of Treasure.	Surplus im- ports and exports of Govt. Stores and Treasure.
	Imports.	Exports. (Foreign and Country.)		Imports.	Exports		
	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).	Rs. (1,000).
1914-15	7,00,17	58,43	6,41,74	3,79	1,98,61	— 1,94,82	4,46,52
1915-16	6,18,31	2,19,01	4,08,30	9,10	79,99	— 70,89	3,37,41
1916-17	10,61,37	2,16,04	8,45,33	23,55,52	1,47,55	+ 22,07,97	30,53,59
1917-18	13,92,97	2,75,94	11,20,03	29,70,45	2,11,38	+ 27,59,07	33,18,70
1918-19	10,52,83	1,43,80	18,08,94	70,14,45	6,32,91	+ 63,82,54	81,91,18
1919-20	13,73,00	5,96,47	7,76,53	67,11,57	6,16,02	+ 60,95,55	68,72,08
1920-21	11,97,55	3,59,82	8,37,73	11,24,70	35,98	+ 10,57,72	12,92,57
1921-22	16,25,12	3,21,41	13,03,71	14,94	7,41	+ 7,53	10,92,00
1922-23	13,48,47	1,74,64	11,73,83	53,56	25,29	+ 28,27	12,63,80
1923-24	9,57,19	1,45,55	8,10,64	1,60,13	11,92	+ 89,21	8,88,85
1924-25	6,73,83	2,06,83	4,67,00	2,06	25,44	— 23,38	4,43,62
1925-26	9,82,35	1,45,52	8,33,83	8,46	32,24	— 23,78	8,10,05
1926-27	9,59,76	1,09,48	7,99,28	21,74	20,78	+ 96	8,00,24
1927-28	11,68,74	1,57,24	10,11,50	7,93	51,11	— 43,18	9,68,32
1928-29	10,69,20	1,18,06	8,90,54	2	3,42,20	— 42,18	5,45,36
1929-30	8,91,05	1,05,73	7,85,32	6,44	3,57,46	— 3,51,02	4,34,20
1930-31	8,26,89	86,55	7,40,34	83	1,57,36	— 1,56,53	5,83,81
1931-32	4,27,14	65,50	3,61,64	91	3,02,21	— 3,01,30	60,34
1932-33	2,43,23	44,20	1,99,13	8	2,74,23	— 2,74,15	— 75,02
1933-34	1,94,75	59,35	1,44,40	57	6,37,65	— 6,37,08	— 4,92,68
1934-35	2,29,69	29,17	2,01,43	1	5,77,84	— 5,77,83	— 3,76,40
1935-36	2,40,69	30,76	2,09,93	1,90,52	3,84,25	— 1,84,73	24,60
1936-37	2,48,08	12,41	2,35,67	23	30,00	— 19,77	2,15,90
1937-38	3,43,22	55,84	2,87,38	12,43	81,80	— 69,37	2,18,31
1938-39	3,18,61	61,60	2,57,01	43,33	49,61	— 6,28	2,50,73

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# TRADE OF BRITISH INDIA.

Value of the total Indian Imports and Exports of Merchandise (including Government Stores) into and from each  
Presidency and Province in Thousands of Rupees, from 1935-36 to 1939-40.

PRESIDENCY.	IMPORTS.					EXPORTS, INCLUDING RE-EXPORTS.				
	1935-1936.	1936-1937.	1937-1938. (a)	1938-1939.	1939-1940.	1935-1936.	1936-1937.	1937-1938. (a)	1938-1939.	1939-1940.
	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)	Rs. (1,000)
Bengal	39,36,36	36,50,05	52,39,55	52,10,53	46,56,12	65,57,66	75,45,50	87,46,59	79,25,86	91,01,94
Orissa*	.....	65	97	55	58	.....	18	30	18	21
Bombay	55,96,72	49,20,59	74,46,73	60,74,42	54,10,06	33,18,08	44,45,14	39,59,55	36,39,41	34,88,37
Sind	15,55,43	14,98,17	21,31,16	17,76,54	14,55,60	17,55,03	25,16,78	23,45,07	18,46,63	15,17,74
Madras	15,85,28	16,37,68	28,00,98	24,84,30	22,05,50	24,91,45	38,24,77	38,24,88	35,71,02	30,70,74
Burma	10,27,54	10,94,61	.....	.....	.....	20,07,45	21,18,58	.....	.....	.....
TOTAL FOR BRITISH INDIA	1,36,70,97	1,27,72,18	1,77,28,59	1,55,51,36	1,37,38,26	1,64,50,58	2,02,48,85	1,89,76,39	1,69,83,12	1,71,91,64

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\* Known as "Bihar and Orissa", prior to April, 1936.  
(a) From 1st April 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.  
† Relates to ten months, April 1939 to January 1940.

# SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of STEAMERS entered and cleared with cargoes and in ballast from and to Foreign countries at ports in British India from 1936-37 to 1938-39.

PRESIDENCY.	STEAMERS ENTERED.											
	With cargoes.						In ballast.					
	1936-1937.		1937-1938.†		1938-1939.		1936-1937.		1937-1938.†		1938-1939.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	172	598,467	593	1,805,786	603	1,852,475	95	336,783	215	729,285	258	888,418
Bombay	568	2,982,625	694	3,203,804	584	3,256,564	45	167,572	49	168,444	43	175,420
Madras	1,019	2,554,933	1,176	3,070,956	1,215	3,253,438	83	291,614	122	400,386	58	202,600
Sind	239	790,633	275	826,177	290	918,855	54	173,778	96	323,147	94	324,166
Burma	423	1,218,142	—	—	—	—	78	236,674	—	—	—	—
Orissa	1	5,017	49	89,458	33	70,311	—	—	15	33,693	18	38,482
TOTAL	2,441	8,147,557	2,678	8,995,770	2,724	9,381,593	355	1,211,421	500	1,656,865	476	1,629,176

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## STEAMERS CLEARED.

PRESIDENCY.	STEAMERS CLEARED.											
	With cargoes.						In ballast.					
	1936-1937.		1937-1938.†		1938-1939.		1936-1937.		1937-1938.†		1938-1939.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	399	1,470,765	959	3,114,227	992	3,246,438	37	129,598	56	187,110	51	157,241
Bombay	438	2,432,445	423	2,499,344	402	2,444,250	37	349,048	158	727,014	156	739,583
Madras	1,078	2,645,909	1,181	2,987,839	1,203	3,195,423	27	75,906	37	186,220	46	169,863
Sind	243	866,880	266	750,158	235	646,081	35	134,172	57	208,567	62	198,633
Burma	438	1,284,943	—	—	—	—	11	45,398	—	—	—	—
Orissa	—	—	32	72,643	19	40,829	—	—	26	61,308	35	76,122
TOTAL	2,649	8,651,931	2,870	9,424,731	2,891	9,973,929	100	738,092	354	1,370,202	350	1,341,832

† From 1st April, 1937, the Statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.

# SHIPPING TRADE OF BRITISH INDIA.

Table showing the total number and tonnage of SAILING VESSELS entered and cleared with cargoes and in ballast from and to Foreign Countries at ports in British India from 1936-37 to 1938-39.

PRESIDENCY.	SAILING VESSELS ENTERED.											
	With cargoes.						In ballast.					
	1936-1937.		1937-1938.†		1938-1939.		1936-1937.		1937-1938.†		1938-1939.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	2	284	90	2,718	126	3,223	—	—	1	46	2	120
Bombay	90	8,621	90	8,666	78	7,193	3	437	—	—	—	—
Madras	142	11,972	176	13,567	212	17,028	236	18,495	281	19,237	232	16,938
Sind	251	19,990	227	19,373	253	21,632	102	7,228	123	8,862	118	9,168
Burma	4	247	—	—	—	—	28	6,549	—	—	—	—
Orissa	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	459	41,414	583	44,324	669	49,676	389	32,707	405	28,145	372	26,246

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## SAILING VESSELS CLEARED.

PRESIDENCY.	SAILING VESSELS CLEARED.											
	With cargoes.						In ballast.					
	1936-1937.		1937-1938.†		1938-1939.		1936-1937.		1937-1938.†		1938-1939.	
	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.	Nos.	Tons.
Bengal	2	284	133	3,290	160	3,932	—	—	2	187	—	—
Bombay	82	7,900	76	7,332	74	6,418	1	48	—	—	—	—
Madras	457	34,892	433	35,950	552	39,992	34	3,203	88	6,533	82	9,555
Sind	336	27,097	374	29,650	400	33,312	4	299	8	720	19	1,570
Burma	55	10,839	—	—	—	—	—	—	—	—	—	—
Orissa	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	932	81,072	1,036	76,248	1,186	83,254	42	3,603	99	7,488	101	11,125

† From 1st April, 1937, the statistics of the foreign sea-borne trade of British India include the trade of British India with Burma and exclude the direct trade of Burma with other foreign countries.

**TABULAR HISTORY.**

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**TRADE OF BRITISH INDIA FOR TWENTY YEARS**

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*(Figures given are for the official years from  
1st April to 31st March.)*

## BETEL

COUNTRIES WHENCE IMPORTED.	1919-20. CUY.	1920-21. CUY.	1921-22. CUY.	1922-23. CUY.	1923-24. CUY.	1924-25. CUY.	1925-26. CUY.	1927-28. CUY.
United Kingdom	...	34,591	...	...	...	...	1	...
Africa and Dependencies	...	...	...	...	...	...	...	1,360
Empire of Great Britain S. Settlements (including Labuan)	111,620	83,445	823,161	969,598	1,202,167	1,059,818	1,109,410	1,591,911
Holland	...	114,977	123,105	135,537	149,383	128,853	1,084,140	159,591
Belgium	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
China (excluding Hong-Kong and Macao)	13,720	83	120	10	106	280	584	80
Hong-Kong	8,841	4,830	584	2,420	1,200	1,134	300	...
Japan	...	...	972	...	...	...	...	...
Siam	...	...	971	...	...	...	...	...
United States	...	87	17	191	1,821	58	337	30
Colonized Malay States	46,971	269	31	178	57	149	40	...
Zanzibar and Pemba	...	...	...	...	...	...	...	...
Other British Possessions	5,186	...	26	0	20	...	...	...
Other Foreign Countries	5,014	...	17	...	...	...	...	...
France	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
TOTAL	208,158	925,635	962,768	1,106,077	1,564,071	1,280,000	1,220,000	...

## CLO

[illegible]

## PEP

COUNTRIES WHENCE IMPORTED.	1910-19, lbs.	1920-21, cwt.	1921-22, cwt.	1922-23, cwt.	1923-24, cwt.	1924-25, cwt.	1925-26, cwt.	1926-27, cwt.
United Kingdom .....	1,005	40	85	10,106	5,403	5	1,401	3,350
S. Settlements (including Luban) ..	1,267,389	9,341	10,669	8,879	10,106	14,003	3	1,401
East Africa (British) .....	...	...	...	...	...	...	...	...
Sumatra .....	...	...	...	...	...	...	...	...
Java .....	...	...	...	...	...	...	...	...
Ceylon .....	25,901	36	70	72	39	171	455	1,611
Zanzibar and Pemba .....	49,841	...	...	...	...	...	...	...
East Indies and Dependencies .....	7,732	101	30	138	43	65	101	60
Egypt .....	...	...	...	...	...	...	...	...
Palestine .....	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...
Sierra Leone .....	...	...	...	...	...	...	...	...
Other British Possessions .....	181	10	160	...	...	...	...	46
Other Foreign Countries .....	1,092	...	...	...	...	...	...	1,572
U. S. A. ....	...	...	...	...	...	...	...	...
<b>TOTAL</b> .....	<b>1,843,238</b>	<b>9,573</b>	<b>10,768</b>	<b>9,410</b>	<b>10,072</b>	<b>6,700</b>	<b>7,056</b>	<b>13,913</b>

NUTS.

1917-25. cents.	1928-32. cents.	1929-30. cents.	1930-31. cents.	1931-32. cents.	1932-33. cents.	1933-34. cents.	1934-35. cents.	1935-36. cents.	1936-37. cents.	1937-38. cents.	1939-40. cents.
	325										
	1,270			21							
	430										
412.53	1,357	1,346.16	1,346.16	1,000.01	995.96	1,071.05	1,225.27	1,512.98	1,512.98	1,509.48	1,709.38
13,253	18,203	19,203		97,009	87,257	74,000	82,774	118,833			
						5,612	3,507	7,835	6,019		
120			73			5,700		1,152	88		
	83	320			860						
	1,778	1,777	2,038	1,982	3,880		23	100	91		
3/80	6,981	6,981	11,363	12,557	33,324	33,324	1,880	2,852	5,000	5,715	614
572	71	147	8	7	10	147	1,175			4,039	
6			81		165	69		6	2,278	1,751	5,910
			49		69						
	161										
834.74	1,301,963	1,475,406	1,100,000	1,101,000	1,117,348	1,104,408	1,950,883	1,210,442	1,501,748	1,475,050	1,840,000

YES.

[illegible]

\*Union of South Africa

PER.

[illegible]

### IMPORTS.

## SUGAR

COUNTRIES WHENCE IMPORTED	1910-20, cents.	1920-25, cents.	1921-25, cents.	1925-30, cents.	1924-31, cents.	1924-25, cents.	1925-30, cents.	1926-27, cents.
Japan	...	...	...	...	...	...	...	...
Yajn	...	6,783	400	20	11	207	...	16
Guinea	...	...	...	...	...	...	788	...
Austria	...	...	...	...	...	...	...	...
Spain	...	...	1	...	...	...	...	...
Straits Settlements (including Lalau)	...	...	47	...	...	...	...	...
United Kingdom	...	12	32	...	3	...	41	4
China	...	...	...	...	...	...	...	26
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...	...
Manila and Dependencies	...	...	117	...	8	...	...	...
Kenya Colony	...	...	...	4	1	...	...	...
Tanganyika Territory	...	...	...	42	...	...	...	...
Bahian	...	...	...	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...	...
Germany	...	...	...	1	3	6	...	...
Netherlands	...	...	...	...	...	27	...	...
Australian Commonwealth Other British Possessions	...	...	...	...	...	...	...	...
U. S. A.—Atlantic Coast	...	170	...	1	...	...	...	...
China	...	46	...	90	125	350	157	3,393
Other Foreign Countries	...	31	...	...	...	...	...	...
<b>TOTAL</b>	<b>6,941</b>	<b>724</b>	<b>500</b>	<b>130</b>	<b>207</b>	<b>654</b>	<b>982</b>	<b>3,418</b>

### IMPORTS.

## SUGAR

COUNTRY WHENCE IMPORTED	1910-20, cents	1920-21, cents	1921-22, cents	1922-23, cents	1923-24, cents	1924-25, cents	1925-26, cents	1926-27, cents
<b>Poland (including Danzig)</b>	...	...	...	686	...	...	...	2,831
Austria	...	...	...	...	...	...	...	...
Belgium and Dependent	...	...	...	...	...	...	...	...
Strait Settlements (including	449,723	71,487	61,611	31,114	1,200	132,385	19,048	1,731
Hamp-Kong...	...	302,882	8,833	5,043	2,433	2,918	2,940	1,813
Hank-Kong...	...	249,135	5,791	4,239	3,135	5,661	2,568	2,177
Hank-Kong...	...	...	...	...	...	...	...	...
Ceylon	...	86	148	1,208	987	530	1,107	1,283
United Kingdom	...	1,916	6	1,491	1,059	69	124	2,601
Netherlands	...	...	1,092	...	...	...	...	...
...	...	...	...	...	...	...	...	...
Australian Commonwealth	...	55	7	...	...	...	...	...
Philippine Islands & Guam	...	...	...	...	...	...	...	...
United States of America	...	3,609	114	2,845	10,393	38	1,000	71,022
Other Possessions of Hongkong	...	...	...	...	...	...	...	...
(France and Monaco)	...	1,454	130	29	38	140	100	140
France	...	...	...	...	1,202	...	...	...
Iraq	...	...	...	...	...	145	103	121
Federated Malay States	...	...	...	...	...	...	51	149
Borneo (Dutch)	...	...	...	...	...	...	...	...
Natal	...	226	1,563	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Persia	66,697	4,158	181	1,011	60	857	377	176
Hindustan	...	...	...	...	...	...	...	...
Hindustan	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Java	6,935,217	2,625,120	221,121	221,121	268,131	169,173	656,116	4,300
Belgium	...	9,616	7,453	12,748	4,800	1,362	...	61,649
Belgium	...	...	99	127	8,905	21	...	...
Italy	...	...	...	...	...	3,441	...	1,410
Spain	...	...	...	...	...	...	...	1,287
Denmark	...	...	...	...	...	...	...	276
Czechoslovakia	...	...	...	...	...	...	...	...
Japan	27,150	100	100	...	...	58	168	30
Bolivia	...	1	...	...	...	...	...	...
Mexican Gulf	...	...	...	...	...	...	...	...
Brazil	...	...	...	...	...	...	...	...
British West Indies	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Brazil	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>8,467,616</b>	<b>236,181</b>	<b>712,135</b>	<b>429,379</b>	<b>391,473</b>	<b>621,447</b>	<b>688,168</b>	<b>617,635</b>

(15 DUTCH STANDARD AND BELOW).

## Imports.

[illegible]

## (16 DUTCH STANDARD AND ABOVE).

### IMPORTS.

[illegible]

N.B.—Figures, from 1930-31, are shown for Sugar 23 D.S. and above, and below 23 D.S. but not below 10 D.S.



## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.
Netherlands .....	...	...	100	1,518	...	...	...	...
Federated Malay States .....	...	...	479	199	870	50	125	80
Other British Possessions .....	786	362	...	...	...	...	...	...
Kenya Colony .....	...	8,640	4,308	60	...	...	...	...
Hong-Kong .....	110,185	76,531	55,243	60,929	102,067	131,003	72,382	81,826
China (exclusive of Hong Kong and Macao) .....	1,840,027	1,402,100	4,383,793	5,054,380	19,381,070	5,126,388	4,420,506	...
Strait Settlements (including Labuan) .....	200,111	206,821	169,211	250,010	345,331	406,113	382,307	273,105
United Kingdom .....	2,812	73,300	153,823	12,735	116,149	29,607	411,744	176,354
India .....	...	...	5,548	122	24	226	50	...
Ceylon .....	4,085,322	3,617,140	1,638,345	325,414	777,335	645,442	1,001,482	1,027,646
Persia .....	...	...	31	1,823	...	140	6	...
Aden and Dependencies .....	800	...	...	...	...	...	...	...
Maldives .....	...	...	10,825	...	...	...	...	...
E. Africa (Portuguese) .....	22,085	1,308	4,668	...	3,180	642	1,148	6,000
Natal .....	...	...	...	...	...	...	...	2,240
Japan .....	25,009	5,033	1,639	41,097	57,232	99,873	4,005	10,611
Zanzibar & Pemba .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	50,758	...	...
Australian Commonwealth .....	...	...	...	...	...	...	...	...
Oman .....	...	...	...	...	...	...	...	...
Java .....	178,631	39,250	144,740	356,271	1,046,970	368,726	815,992	1,556,680
Other Native States in Arabia .....	...	...	...	...	...	...	...	...
Persian Gulf .....	...	...	...	...	...	...	...	...
Sumatra .....	...	11	...	...	...	...	6,000	...
Belgium .....	...	...	...	...	...	4,950	...	...
Muscat Territory or Trucial States .....	9,460	...	...	...	...	...	...	...
Philippines .....	...	...	...	...	...	...	2,438	...
Other Foreign Countries .....	616	514	249	1,132	463	16	700	86
U. S. A. - Via Atlantic Coast .....	...	...	...	...	...	...	2,680	...
Smyrna .....	...	...	...	...	...	...	...	...
Egypt .....	...	...	...	...	...	...	99	3,706
Germany .....	...	...	...	...	...	...	...	...
Burma .....	...	...	...	...	...	...	...	...
TOTAL .....	7,876,839	6,829,581	9,711	6,109,414	15,838,772	7,885,019	7,833,422	17,633,851

## TEA

## (BLACK &amp; GREEN).

COUNTRIES WHENCE IMPORTED.	1919-20. lbs.	1920-21. lbs.	1921-22. lbs.	1922-23. lbs.	1923-24. lbs.	1924-25. lbs.	1925-26. lbs.	1926-27. lbs.	1927-28. lbs.	1928-29. lbs.
Netherlands .....	...	...	...	...	...	...	...	...	...	...
Federated Malay States .....	...	...	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...	...	...
Kenya Colony .....	...	...	...	...	...	...	...	...	...	...
Hong-Kong .....	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao) .....	...	...	...	...	...	...	...	...	...	...
Strait Settlements (including Labuan) .....	...	...	...	...	...	...	...	...	...	...
United Kingdom .....	...	...	...	...	...	...	...	...	...	...
India .....	...	...	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies .....	...	...	...	...	...	...	...	...	...	...
Maldives .....	...	...	...	...	...	...	...	...	...	...
E. Africa (Portuguese) .....	...	...	...	...	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Zanzibar & Pemba .....	...	...	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth .....	...	...	...	...	...	...	...	...	...	...
Oman .....	...	...	...	...	...	...	...	...	...	...
Java .....	...	...	...	...	...	...	...	...	...	...
Other Native States in Arabia .....	...	...	...	...	...	...	...	...	...	...
Persian Gulf .....	...	...	...	...	...	...	...	...	...	...
Sumatra .....	...	...	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...	...	...
Muscat Territory or Trucial States .....	...	...	...	...	...	...	...	...	...	...
Philippines .....	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...	...	...
U. S. A. - Via Atlantic Coast .....	...	...	...	...	...	...	...	...	...	...
Smyrna .....	...	...	...	...	...	...	...	...	...	...
Egypt .....	...	...	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...	...	...
Burma .....	...	...	...	...	...	...	...	...	...	...
TOTAL .....	...	...	...	...	...	...	...	...	...	...

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
United Kingdom .....	96,867	24,506	21,430	49,855	34,986	21,855	31,388	19,834
Australian Commonwealth .....	29,851	...	...	4,003	15,439	7,760	2,100	5,699
Strait Settlements .....	184	2	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao) .....	...	...	...	...	...	...	...	...
Japan .....	34,122	3,355	1,416	...	391	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
E. Africa (Portuguese) .....	...	...	...	...	...	...	...	...
Aden and Dependencies .....	893	21	500	45	100	20	3,228	3,201
France .....	...	...	...	...	...	...	...	...
Germany .....	...	...	13	...	499	5,550	25,312	19,626
Belgium .....	354	29	...	...	...	...	...	...
Spain .....	...	...	40	295	...	3,000	...	...
Netherlands .....	...	...	...	600	...	...	...	...
United States of America .....	...	...	...	...	...	3,500	4,417	4,300
Sweden .....	...	...	...	...	...	...	...	430
Austria .....	...	...	...	...	...	...	...	2,201
Italy .....	...	...	...	...	...	...	...	...
Other British Possessions .....	1	2	1	450	30	...	3	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...
TOTAL .....	166,267	27,900	23,392	65,539	61,151	41,301	67,221	55,438

## COPPER.

## UNWROUGHT—(TILES, INGOTS, CAKES, BRICKS AND SLABS).

## IMPORTS

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.
United Kingdom .....	21,689	14,300	12,275	8,623	2,900	4,771	4,947	10,431	6,305	2,572
Australian Commonwealth .....	...	...	...	...	...	...	...	...	...	...
Strait Settlements .....	...	...	...	...	...	...	...	...	...	...
China (exclusive of Hong Kong and Macao) .....	...	...	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...	...	...
E. Africa (Portuguese) .....	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies .....	...	...	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...	...	...
Spain .....	...	...	...	...	...	...	...	...	...	...
Netherlands .....	...	...	...	...	...	...	...	...	...	...
United States of America .....	...	...	...	...	...	...	...	...	...	...
Sweden .....	...	...	...	...	...	...	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...	...	...
Other British Possessions .....	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries .....	...	...	...	...	...	...	...	...	...	...
TOTAL .....	47,360	26,693	13,428	13,181	3,745	6,544	14,097	21,768	33,995	18,057

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
United Kingdom	105,730	99,958	64,436	93,029	71,983	23,546	26,085	26,729
Denmark	...	...	...	...	...	...	123	...
Netherlands	...	...	501	...	...	648	201	...
Straits Settlements	...	...	...	...	...	1,231	19,577	...
France	...	8,830	5,505	338	...	153,127	130,771	13,825
Germany	...	35	20,485	19,638	74,300	...	...	153,125
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Ceylon	1	30	31	6	4	1	...	131
Mediterranean Ports	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...
Belgium	...	1,074	4,144	643	560	4,970	13,841	28,337
Portuguese East Africa	...	...	...	...	...	...	...	...
Japan	3,170	789	407	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...
United States of America	8,058	130,594	4,481	63,002	26,610	28,188	27,730	14
Other British Possessions	...	...	...	...	...	1	2	482
Other Foreign Countries	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
TOTAL	116,956	231,719	100,109	176,721	173,457	211,712	227,434	230,827

## COPPER

## WROUGHT—(BRAZIER AND SHEETS).

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.
United Kingdom	61,436	70,108	22,788	35,634	44,465	66,285	105,969	180,140	94,078	38,976
Denmark	...	...	...	...	...	...	1,055	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...	...	...
France	34,951	36,600	25,448	35,564	28,890	2,051	22	2,884	...	...
Germany	9,854	83,152	42,827	56,024	51,354	181,553	97,658	105,129	146,220	57,039
Mauritius and Dependencies	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	...	...
Mediterranean Ports	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...
TOTAL	130,342	211,292	103,654	157,958	141,695	273,835	208,351	375,301	280,077	102,398

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
United Kingdom	145,153	276,914	124,327	186,648	221,339	224,117	198,971	120,853
Straits Settlements	145	...	...	...	157	259	3,732	...
Ceylon	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...
Denmark	...	3,541	100	178	20	187	34	114
Switzerland	...	630	1,172	682	...	...	...	...
Persia	...	...	...	...	...	...	...	...
Netherlands	...	...	1,716	...	145	...	...	...
Java	...	...	...	...	...	...	...	...
France	...	...	310	554	20	...	...	...
Germany	...	17,242	30,793	89,421	108,257	185,631	141,274	241,592
United States of America	36	3,543	2	2	2	...	...	...
Italy	2,468	17,896	9,835	9,516	2,306	150	25	471
East Africa (British)	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
TOTAL	150,822	341,673	178,652	290,435	333,500	412,783	344,696	426,856

## BRASS, BRONZE, ETC.

## WROUGHT—(YELLOW METAL FOR SHEATHING).

COUNTRIES WHENCE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.
United Kingdom	168,231	152,857	82,491	42,174	71,834	150,001	156,345	209,679	92,799	53,822
Straits Settlements	...	...	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...	...	...
Mauritius and Dependencies	...	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...	...
East Africa (British)	...	...	...	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...	...	...	...
Arabia	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...	...	...
TOTAL	427,764	456,312	303,386	308,488	298,411	492,877	429,366	562,673	438,092	263,131

## IMPORTS.

N.B.—Figures are shown as yellow metal sheets and circles from 1933-34.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
United Kingdom	4,155	8,858	7,858	8,796	3,284	2,147	2,402
Ceylon	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Belgium	...	...	13,492	3,228	482	168	221
France	...	...	100	24	...	...	...
Sweden	...	...	251	100	...	2	60
United States of America	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...
China—Hong Kong	...	...	...	...	...	...	...
Germany	...	90	1,172	622	15	27	...
Netherlands	...	...	220	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
TOTAL	4,155	8,954	23,053	12,779	3,786	3,425	2,805

## IRON

(Pcs.)

COUNTRIES WHENCE IMPORTED.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
United Kingdom	4,069	2,373	2,697	3,082	331	740	1,004
Ceylon	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...
China—Hong Kong	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
TOTAL	4,104	3,100	3,262	3,083	380	746	1,064

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
United Kingdom	5,195	11,700	7,433	5,519	2,530	3,154	1,509
Austria-Hungary	...	...	...	...	...	...	...
Sweden	577	1,321	697	1,078	955	1,060	1,044
Ceylon	245	7	4	2	...	...	...
Madagascar	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Netherlands	128	40	31	1	...	...	...
Norway	170	2	13	...	...	...	...
Germany	...	27	673	1,134	134	62	116
France	...	...	...	...	...	...	...
United States of America	3,183	1,153	151	6	...	...	...
Luxembourg	...	...	...	...	...	...	...
Belgium	889	5,202	7,002	14,266	8,351	4,930	3,174
Czechoslovakia	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...
East Africa, British	...	...	...	...	...	...	...
East Africa, German	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...
China (exclusive of Hongkong and Manchou)	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...
TOTAL	10,477	19,514	16,910	22,010	12,129	9,206	7,680

## IRON

(WROUGHT—BARS AND CHANNELS).

COUNTRIES WHENCE IMPORTED.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
United Kingdom	1,885	1,603	1,723	999	430	353	415
Austria-Hungary	1,008	1,042	564	506	465	567	694
Ceylon	...	...	...	...	...	...	...
Madagascar	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...
Norway	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Luxembourg	...	...	...	...	...	...	...
Belgium	1,988	2,696	2,997	1,851	314	234	188
Czechoslovakia	...	...	...	...	...	...	...
Aden and Dependencies	...	...	...	...	...	...	...
East Africa, British	...	...	...	...	...	...	...
East Africa, German	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...
China (exclusive of Hongkong and Manchou)	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...
Iran	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...
TOTAL	4,946	5,346	4,798	4,196	1,289	1,172	1,274

## IMPORTS.

### IMPORTS.

	COUNTRIES WHENCE IMPORTED.	1913-14.							
		1913-14. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
United Kingdom ...	...	405	378	201	448	113	453	138	206
Strait Settlements ...	...	...	...	...	...	...	...	...	...
Ceylon ...	...	21	6	...	...	...	...	...	...
France ...	...	...	...	...	...	...	1	8	3
Austria-Hungary ...	...	...	...	...	...	...	...	...	...
Aden and Dependencies ...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	34	124	129	61	290	...	...
Germany ...	...	...	...	...	8	100	15	7	33
Iran ...	...	...	...	...	...	128	11	...	...
Other British Possessions ...	...	...	...	...	...	...	...	...	...
Italy ...	...	...	...	...	...	...	...	...	...
Sweden ...	...	...	66	...	9	...	...	...	...
Norway ...	...	...	...	...	...	...	...	...	9
Luxemburg ...	...	...	...	...	...	...	...	...	...
Netherlands ...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...
United States of America ...	...	...	...	...	...	2	...	...	...
Japan ...	...	311	388	1	2	...	...	...	2
Other Foreign Countries ...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> ...	...	765	1,308	340	638	484	740	920	500

## IRON

### IMPORTS.

Country or Whence	1902-25, tons.	1926-31, tons.	1931-35, tons.	1935-39, tons.	1939-45, tons.	1945-50, tons.	1950-55, tons.	1955-60, tons.
Australian Commonwealth	...	...	...	...	...	...	...	...
Portia	...	11	32	6	18	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
United States	...	77,941	133,185	61,008	78,289	106,331	76,611	45,883
Egypt	...	...	...	...	...	...	...	25,162
Ceylon	...	37	34	1	9	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	26,019	21,807	2,442	4,260	6,853	10,700	11,652
Sweden	...	...	...	...	...	...	14	6
Norway	...	...	...	...	...	...	1	6
Canada	...	...	104	10	11	...	...	...
Netherlands	...	...	359	077	672	306	1,584	919
Japan	...	...	...	...	...	213	...	107
Hong Kong	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Manchuria)	...	...	67	...	...	...	...	...
Belgium	...	3,706	7,013	10,910	20,505	22,804	38,130	31,280
Japan	...	9	443	25	1,084	...	...	...
Czechoslovakia	...	...	...	...	...	...	...	...
Straits Settlements	...	41	137	1	1,160	314	...	125
Austria	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
France	...	103	1,169	772	1,638	638	1,455	8,327
Denmark	...	...	1,716	14,738	16,706	24,706	12,114	9,664
Other European Countries	...	...	20	16	227	168	32	...
Italy	...	...	...	...	...	...	...	7
Korea	...	...	...	...	...	...	...	...
British Colony	...	...	...	...	...	...	248	...
Burma	...	...	...	...	...	...	...	...
<b>Total</b>	<b>108,207</b>	<b>148,726</b>	<b>80,803</b>	<b>100,343</b>	<b>160,292</b>	<b>154,007</b>	<b>190,406</b>	<b>84,011</b>

IRON OR STEEL.

COUNTRIES WHOM IMPORTED	1919-20. tons.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.	1926-27. tons.
Germany .....	...	...	149	400	400	1,657	380	2,428
United Kingdom .....	...	50,193	83,273	114,617	109,134	205,068	271,695	249,624
Ceylon .....	65,183	62	163	1	3	8	6	9
Austria-Hungary .....	82	11	163	1	3	8	6	9
France .....	...	...	16	...	...	...	3	102
Other British Possessions .....	...	...	16	...	...	...	3	102
Italian East Africa .....	...	...	16	...	...	...	3	102
Japan .....	...	...	16	...	...	...	3	102
Arabia .....	...	...	16	...	...	...	3	102
Netherlands .....	...	...	16	...	...	...	3	102
United States of America .....	...	650	10	26	...	14	...	215
Straits Settlements .....	3,141	630	4,016	7,060	4,922	1,867	8,301	12,618
Belgium .....	...	...	26	...	...	...	...	...
Hongkong .....	...	701	575	472	678	901	2,027	10,489
Other Foreign Countries .....	5	...	...	...	...	...	...	...
<b>Total .....</b>	<b>68,412</b>	<b>66,649</b>	<b>88,343</b>	<b>122,473</b>	<b>165,038</b>	<b>209,148</b>	<b>283,006</b>	<b>274,810</b>

## 243

## (ANGLE, TEE, BOLT AND ROD.)

[illegible]

## Imports

## SHEETS AND PLATES—(INCLUDING TINNED PLATES.)

1925-26, tons.	1926-27, tons.	1928-29, tons.	1929-30, tons.	1931-32, tons.	1932-33, tons.	1933-34, tons.	1934-35, tons.	1935-36, tons.	1936-37, tons.	1937-38, tons.	1938-39, tons.
...	...	...	...	3	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
6,816	10,144	67,055	34,293	24,007	25,949	25,265	29,632	32,000	10,864	23,715	25,687
1	2	4	6	9	...	...	...	...	...	...	...
7,643	12,568	9,307	8,802	149	13	218	230	164	74	2,705	4,638
...	...	...	...	...	...	...	...	...	...	...	...
100	3	128	413	2	2	27	1	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
30,588	24,003	14,513	11,385	4,608	2,700	3,129	3,780	7,295	6,285	2,640	2,400
24	...	...	...	25	35	16	...	730	447	13	1,14
...	...	...	...	...	...	...	...	...	...	...	...
...	60	32	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
212	56	383	...	...	...	...	...	...	...	...	...
2,737	672	880	620	554	209	207	825	328	113	213	73
213	600	1,050	750	74	1,003	1,424	9,002	1,855	...	...	...
17	20	308	281	147	43	80	251	243	165	40	...
81	...	...	1	...	16	...	82	562	...	813	1,77
35	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
10,687	107,170	12,308	10,682	23,164	39,107	31,645	37,079	43,879	37,940	31,282	40,000

## Imports

## SHEETS AND PLATES—PLAIN &amp; CORRUGATED (GALVANIZED)

[illegible]

## IMPORTS

### IMPORTS.

COUNTRIES WHERE EXPORTED		1910-20. cwt.	1910-41. cwt.	1911-22. cwt.	1920-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
	Hong-Kong	...	...	...	...	...	...	...	...
	Spain	...	...	...	...	...	...	...	...
	United Kingdom	15,197	7,544	9,370	8,439	5,008	632	1,622	1,903
	Straits Settlements	30	283	111	...	...	...	...	...
	France	...	...	...	...	...	...	...	...
	Belgium	...	...	...	...	...	...	...	...
	Germany	...	...	...	...	...	...	...	...
	Peru	...	...	...	...	93	...	...	...
	Tanganyika Territory	...	...	...	...	...	...	...	...
	Ceylon	...	...	...	...	...	...	...	...
	India	1,379	1,508	2,730	983	837	1,022	1,687	1,178
	Japan	...	...	1,057	144	20	...	91	...
	United States of America	...	100	45	...	...	...	...	...
	Turkey in Asia—Persian Gulf	211	...	...	...	...	...	...	...
	American Commonwealths	...	...	...	...	...	...	...	...
	Other British Possessions	...	...	...	...	...	...	...	...
	Egypt	...	...	...	...	...	...	...	...
	Burma	...	...	...	...	...	20	...	...
	Other Foreign Countries	...	...	...	...	...	...	...	...
	<b>TOTAL</b>	16,762	9,742	5,274	7,300	6,082	5,100	3,300	3,180

LEAD

### IMPORTS.

COUNTRIES WHERE EXPORTED		LEAD (WROUGHT)						
		1919-20, cwt.	1920-21, cwt.	1921-22, cwt.	1922-23, cwt.	1923-24, cwt.	1923-25, cwt.	1925-26, cwt.
Switzerland .....					68			
United Kingdom .....	900	18			85			
Zanzibar and Pemba .....	18,502	21,754	15,073	11,002	12,992	7,012		8,756
France .....						324	15	1,272
United States of America .....	2,890	287			139			440
Andorra and Dependencies .....								
Mauritius and Dependencies .....								
Hong Kong .....								
Germany .....				640	1,633	1,554	736	1,373
Other Foreign Countries .....							28	36
Ceylon .....	216	6	82		203		91	42
Belgium .....		55	651	4,406	5,887	3,874	5,760	9,038
Italy .....								
Netherlands .....			187	492	63		36	2
Spain .....								
Other British Possessions .....	1	90			31	112	12	39
<b>TOTAL .....</b>	<b>22,500</b>	<b>22,920</b>	<b>16,333</b>	<b>20,419</b>	<b>21,413</b>	<b>19,670</b>	<b>16,878</b>	<b>20,499</b>

LEAD (Wrought)

### IMPORTS.

COUNTRIES WHEREOF IMPORTS.		LEAD.							
		1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Spain	...	...	...	...	...	...	91	...	400
Iraq	...	...	...	...	825	3,168	57	...	...
Germany	...	...	...	...	...	...	547	...	...
United Kingdom	...	376	144	102	72	...	97	...	239
France	...	5,728	7,234	4,887	4,207	4,560	4,191	3,665	1,939
Ceylon	...	229	176	270	96	950	798	772	1,273
Netherlands	...	187	45	36	...	...	311	168	...
Strait Settlements	...	16	31	9	73	...	...	...	58
Zanzibar and Pemba	...	6	23	20	13	21	20	...	...
Gibraltar	...	...	...	...	...	...	...	59	43
Mauritius and Dependencies	...	...	350	...	1	...	...	...	7
Aden and Dependencies	...	...	...	...	...	...	...	...	45
Ethiopia	...	77	...	6	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
Italy	...	...	66	5	...	35	184	...	259
Turkey in Asia	...	...	14	...	...	18	...	...	...
Red Sea	...	12	...	...	...	...	...	...	...
United States of America	...	22	107	...	...	...	...	...	...
Port of Spain	...	764	1,356	...	...	...	...	...	...
United Africa (Portuguese)	...	146	1	440	42	...	184	70	22
Other British Colonies	...	16	1	...	...	1	67	88	...
Burma	...	...	...	...	...	...	...	...	...
Other Foreign Countries	...	5	26	1	30	4	1	9	0
<b>Total</b>	...	7,508	9,203	5,920	5,576	8,044	6,284	6,118	7,667

LEAD

## UNWROUGHT—(FIG. 1)

[illegible]

### IMPORTS.

## SHEETS, PIPES &amp; TUBES

1971-75, COST	1976-79, COST	1980-83, COST	1984-87, COST	1988-91, COST	1992-95, COST	1996-99, COST	2000-03, COST	2004-07, COST	2008-11, COST	2012-15, COST	2016-19, COST
...	...	208	...	...	...	...	...	...	...	...	...
14,280	8,152	5,510	8,658	12,301	12,703	16,008	10,242	8,165	15,612	22,805	21,301
...	132	225	520	797	...	...	...	...	114	...	18
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
1,302	...	...	...	...	...	...	...	...	...	...	...
...	2	60	92	106	...	...	...	...	...	...	...
...	1,305	664	1,090	1,162	433	912	42	1,171	7	555	908
...	...	29	29	29	411	179	411	182	16	166	238
...	...	132	145	240	...	...	...	...	...	...	...
9,143	13,637	9,902	4,000	1,358	...	12	...	81	253	320	...
...	30	30	...	...	...	...	...	...	...	...	...
...	39	170	100	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
6	...	...	...	...	...	26	144	16	43	96	...
25,135	23,248	24,421	20,705	16,055	17,029	19,922	20,274	19,907	23,710	22,555	...

### IMPORTS.

WROUGHT—(OTHER SORTS)

1917-23. cmts.	1928-29. cmts.	1929-30. cmts.	1930-31. cmts.	1931-32. cmts.	1932-33. cmts.	1933-34. cmts.	1934-35. cmts.	1935-36. cmts.	1936-37. cmts.	1937-38. cmts.	1938-39. cmts.
258	5	4,307	342	324	386	3	...	...	...	...	...
9	14	23	61	6	...	...	...	...	...	...	...
184	67	47	107	107	194	108	322	1,027	744	610	1,063
5,432	3,172	2,665	3,107	1,283	2,658	4,447	2,978	2,617	1,760	1,948	2,826
1,003	1,395	1,387	1,111	816	967	58	...	2,017	16	15	...
307	1,327	1,287	666	2,488	312	167	226	264	...	138	783
13	24	40	65	4	38	108	...	164	172	155	168
...	...	...	...	...	...	...	...	...	...	...	...
282	61	69	34	194	...	...	...	...	...	...	...
...	94	40	...	...	...	...	...	...	...	...	...
...	132	50	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
906	60	250	789	80	258	60	2	...	...	...	...
...	...	...	1	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
70	69	69	40	12	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
...	98	177	67	35	4	46	54	62	50	...	...
17	1	91	3	118	67	187	102	104	85	80	342
...	...	...	...	...	...	...	...	...	...	...	...
7,666	9,841	6,606	6,505	3,748	6,136	1,130	3,881	4,608	2,738	4,380	4,130

### IMPORTS.



## IMPORTS.

COUNTRIES WHERE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Portuguese East Africa	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United Kingdom	5,835	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Yamou of South Africa	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
TOTAL	117,063	34,522	27,259	62,911	37,225	20,109	22,915	30,954

## ZINC OR SPelter.

COUNTRIES WHERE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Sweden	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Roumania and Dependence	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
China (ex Hongkong & Manao)	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
TOTAL	18,454	30,353	31,829	39,112	54,009	66,125	101,429	102,331

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.	1925-26. Gals.	1926-27. Gals.
Bahrain Islands	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United States (Atlantic of America) Pacific	45,583,814	23,536,844	27,000,272	30,067,096	31,658,322	34,559,632	36,549,004	44,418,418
Italy	...	...	...	...	...	...	...	...
South America	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese (British)	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Port of Societal (Port Tobacco - British)	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	94,136,642	37,192,502	46,467,774	50,312,512	59,054,004	71,979,829	79,221,465	94,640,285

## KERO.

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Portuguese East Africa	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Yamou of South Africa	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Hong Kong	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
TOTAL	117,063	34,522	27,259	62,911	37,225	20,109	22,915	30,954

## WROUGHT OR MANUFACTURED.

COUNTRIES WHERE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Sweden	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Roumania and Dependence	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
China (ex Hongkong & Manao)	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
TOTAL	18,454	30,353	31,829	39,112	54,009	66,125	101,429	102,331

## SENE.

COUNTRIES WHERE IMPORTED.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.	1925-26. Gals.	1926-27. Gals.
Bahrain Islands	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United States (Atlantic of America) Pacific	45,583,814	23,536,844	27,000,272	30,067,096	31,658,322	34,559,632	36,549,004	44,418,418
Italy	...	...	...	...	...	...	...	...
South America	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese (British)	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Port of Societal (Port Tobacco - British)	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	94,136,642	37,192,502	46,467,774	50,312,512	59,054,004	71,979,829	79,221,465	94,640,285

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
Sweden	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese East Africa	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Natal	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
German East Africa	...	...	...	...	...	...	...	...
Roumania and Dependence	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
China (ex Hongkong & Manao)	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...
TOTAL	18,454	30,353	31,829	39,112	54,009	66,125	101,429	102,331

## IMPORTS.

COUNTRIES WHERE IMPORTED.	1919-20. Gals.	1920-21. Gals.	1921-22. Gals.	1922-23. Gals.	1923-24. Gals.	1924-25. Gals.	1925-26. Gals.	1926-27. Gals.
Bahrain Islands	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
United States (Atlantic of America) Pacific	45,583,814	23,536,844	27,000,272	30,067,096	31,658,322	34,559,632	36,549,004	44,418,418
Italy	...	...	...	...	...	...	...	...
South America	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Portuguese (British)	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Port of Societal (Port Tobacco - British)	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
Zanzibar & Pemba	...	...	...	...	...	...	...	...
Aden and Dependence	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	94,136,642	37,192,502	46,467,774	50,312,512	59,054,004	71,979,829	79,221,465	94,640,285





## IMPORTS

[illegible]

## COTTON

## 253

SPINNING TWIST AND YARN (ALL KINDS).

[illegible]

### IMPORTS.

## IMPORTS

COUNTRIES WHICH TRADE	1919-20, year.	1920-21, year.	1921-22, year.	1922-23, year.	1923-24, year.	1924-25, year.	1925-26, year.	1926-27, year.
Australian Commonwealth	—	—	5	3,600	1,500	—	141	54
New Zealand Territory & Trusts Overseas	—	3,000	1,110	110	—	—	1,148	—
Central America	—	—	—	—	—	—	7,380	—
Other Foreign Countries	—	120	14	—	—	—	20	—
United Kingdom	494,089,880	490,287,010	505,416,150	533,320,630	550,000,267	577,431,101	591,121,150	588,513,140
America	1,530	1,530	7,500	10,510	319,340	20,400	77,250	—
United States of America (Atlantic Coast)	5,944,522	6,444,522	31,107,035	4,447,425	2,515,000	2,618,000	2,430,284	3,168
Strait Settlements	1,570	22,281	103,020	45,211	37,850	229,154	159,413	19,450
India	1,570	22,281	103,020	45,211	37,850	229,154	159,413	19,450
Aden and Dependencies	71,450	71,450	71,450	120,230	58,500	358,000	3,000	70,450
Italy	—	—	—	—	—	—	—	—
China	10,214,510	10,018,370	9,691	90,900,967	6,213	18	7,300	15,650
Hong-Kong	160,300	138,130	85,160	33,104	30,000	110,100	23,000	—
Colonies of Hongkong and (Macao)	—	—	—	—	—	—	—	—
Turkey in Asia (Red Sea & Persian Gulf)	5,010	670,500	730,000	3,737,850	5,911,001	4,909,123	2,140,000	1,768,700
America	1,237	1,450	1,800	1,500	1,616	—	—	—
Spain	—	—	—	—	—	—	—	—
Belgium	80,550	11,780	—	—	—	—	3,600	13,000
Germany and France	—	—	—	—	—	—	—	—
South Africa (British)	920	—	—	—	—	—	—	—
Siam	—	—	—	—	—	—	—	—
Federated Malay States	—	92	54	—	—	800	2,100	—
Natal	10,000	70,000	—	—	—	—	—	—
Philippine Islands & Guam	—	—	—	—	—	—	—	—
Other British Possessions	—	—	—	600	—	—	—	650
East Africa (Portuguese)	83,780	8,520	—	—	4,000	5,000	—	—
Eastern Islands	—	—	14,550	—	—	—	—	—
Netherlands and Dependencies	—	—	—	25,500	—	—	—	—
Spain Colony	—	—	10,400	—	—	—	—	—
Switzerland	—	—	—	—	—	—	—	—
Total	533,241,365	530,028,035	635,039,135	931,024,854	1,075,050,017	845,510,000	770,055,401	745,416,078

COTTON PIECE.

GOODS. GREY—(UNBLEACHED), ALL KINDS.

[illegible]

[illegible]

1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.
\$25,636.43	\$78,630.38	\$12,410.29	\$110,705.72	\$191,285.14	\$41,186.27	\$191,661.70	\$15,359.32	\$165,780.71	\$3,317.10
10,000.00	30,000.00	50,000.00	80,000.00	110,000.00	140,000.00	170,000.00	200,000.00	230,000.00	260,000.00
5,000.00	15,000.00	25,000.00	35,000.00	45,000.00	55,000.00	65,000.00	75,000.00	85,000.00	95,000.00
1,000.00	3,000.00	5,000.00	7,000.00	9,000.00	11,000.00	13,000.00	15,000.00	17,000.00	19,000.00
500.00	1,500.00	2,500.00	3,500.00	4,500.00	5,500.00	6,500.00	7,500.00	8,500.00	9,500.00
250.00	750.00	1,250.00	1,750.00	2,250.00	2,750.00	3,250.00	3,750.00	4,250.00	4,750.00
125.00	375.00	625.00	875.00	1,125.00	1,375.00	1,625.00	1,875.00	2,125.00	2,375.00
62.50	187.50	312.50	437.50	562.50	687.50	812.50	937.50	1,062.50	1,187.50
31.25	93.75	156.25	218.75	281.25	343.75	406.25	468.75	531.25	593.75
15.62	46.87	78.12	109.37	140.62	171.87	203.12	234.37	265.62	296.87
7.81	23.43	39.06	54.68	70.31	85.93	101.56	117.18	132.81	148.43
3.90	11.72	19.53	27.34	35.15	42.96	50.77	58.58	66.39	74.20
1.95	5.86	9.77	13.67	17.58	21.48	25.39	29.29	33.20	37.10
97.50	292.50	487.50	682.50	877.50	1,072.50	1,267.50	1,462.50	1,657.50	1,852.50
48.75	146.25	243.75	341.25	438.75	536.25	633.75	731.25	828.75	926.25
24.37	73.12	121.87	170.62	219.37	268.12	316.87	365.62	414.37	463.12
12.18	36.56	60.93	85.31	109.68	134.06	158.43	182.81	207.18	231.56
6.09	18.28	30.46	42.65	54.84	67.03	79.22	91.41	103.60	115.79
3.04	9.14	15.23	21.32	27.41	33.50	39.59	45.68	51.77	57.86
1.52	4.57	7.61	10.66	13.70	16.75	19.79	22.83	25.87	28.91
76.19	228.57	380.94	533.31	685.68	838.05	990.42	1,142.79	1,295.16	1,447.53
38.09	114.28	190.47	266.65	342.84	419.02	495.21	571.39	647.58	723.76
19.04	57.14	95.23	133.32	171.41	209.50	247.59	285.68	323.77	361.86
9.52	28.57	47.61	66.66	85.70	104.75	123.80	142.85	161.90	180.95
4.76	14.28	23.80	33.33	42.85	52.38	61.90	71.43	80.95	90.48
2.38	7.14	11.90	16.66	21.42	26.19	30.95	35.71	40.48	45.24
1.19	3.57	5.95	8.33	10.71	13.09	15.47	17.85	20.23	22.61
59.59	178.77	297.90	417.03	536.16	655.29	774.42	893.55	1,012.68	1,131.81
29.79	89.38	148.95	208.51	268.08	327.64	387.21	446.78	506.35	565.92
14.89	44.69	74.47	104.25	134.03	163.81	193.59	223.37	253.15	282.93
7.44	22.34	37.23	52.12	67.00	81.90	96.79	111.68	126.57	141.46
3.72	11.17	18.61	26.06	33.50	40.95	48.39	55.83	63.27	70.71
1.86	5.58	9.30	13.03	16.75	20.48	24.20	27.92	31.64	35.36
93.00	280.00	466.66	653.33	840.00	1,026.66	1,213.33	1,400.00	1,586.66	1,773.33
46.50	140.00	233.33	326.66	420.00	513.33	606.66	700.00	793.33	886.66
23.25	70.00	116.66	163.33	210.00	256.66	303.33	350.00	396.66	443.33
11.62	35.00	58.33	81.66	105.00	128.33	151.66	175.00	208.33	241.66
5.81	17.50	29.16	40.83	52.50	64.16	75.83	87.50	99.16	110.83
2.90	8.75	14.58	20.41	26.25	32.08	37.91	43.75	49.58	55.41
1.45	4.37	7.29	10.20	13.12	16.04	18.95	21.87	24.79	27.71
72.50	218.75	364.58	510.41	656.25	802.08	947.91	1,093.75	1,239.58	1,385.41
36.25	109.37	182.29	255.20	328.12	401.04	473.95	546.87	619.79	692.70
18.12	54.68	91.14	127.60	164.06	200.52	236.98	273.43	309.89	346.35
9.06	27.34	45.57	63.80	82.03	100.26	118.49	136.71	154.94	173.17
4.53	13.67	22.78	31.90	41.01	50.13	59.25	68.37	77.48	86.60
2.26	6.83	11.39	15.95	20.51	25.06	29.62	34.18	38.74	43.29
113.00	339.00	565.00	791.00	1,017.00	1,243.00	1,469.00	1,695.00	1,921.00	2,147.00
56.50	169.50	282.50	395.50	508.50	621.50	734.50	847.50	960.50	1,073.50
28.25	84.75	141.25	198.75	256.25	313.75	371.25	428.75	486.25	543.75
14.12	42.37	70.62	99.37	128.12	156.87	185.62	214.37	243.12	271.87
7.06	21.18	35.31	49.68	64.06	78.43	92.80	107.17	121.54	135.91
3.53	10.59	17.65	24.84	32.03	39.21	47.40	55.58	63.77	71.95
176.50	529.50	884.50	1,239.50	1,594.50	1,949.50	2,304.50	2,659.50	3,014.50	3,369.50
88.25	264.75	442.25	619.75	797.25	974.75	1,152.25	1,329.75	1,507.25	1,684.75
44.12	132.37	221.12	309.87	398.62	487.37	576.12	664.87	753.62	842.37
22.06	66.18	110.56	154.93	199.31	243.68	288.06	332.43	376.81	421.18
11.03	33.09	55.28	77.46	99.65	121.84	144.02	166.21	188.40	210.59
5.51	16.54	27.64	38.73	49.82	60.91	72.00	83.09	94.18	105.27
275.50	826.50	1,377.50	1,928.50	2,479.50	3,030.50	3,581.50	4,132.50	4,683.50	5,234.50
137.75	413.25	688.75	964.25	1,239.75	1,515.25	1,790.75	2,066.25	2,341.75	2,617.25
68.87	206.62	344.37	482.12	619.87	757.62	895.37	1,033.12	1,170.87	1,308.62
34.43	103.31	172.18	241.05	309.92	378.79	447.66	516.53	585.40	654.27
17.21	51.65	86.09	120.52	154.96	189.39	223.82	258.25	292.68	327.11
8.60	25.82	43.04	60.26	77.48	94.69	111.91	129.12	146.34	163.55
4.30	12.91	21.52	30.13	38.74	47.35	55.96	64.57	73.18	81.79
215.00	645.00	1,075.00	1,505.00	1,935.00	2,365.00	2,795.00	3,225.00	3,655.00	4,085.00
107.50	322.50	537.50	752.50	967.50	1,182.50	1,397.50	1,612.50	1,827.50	2,042.50
53.75	161.25	268.75	376.25	483.75	591.25	698.75	806.25	913.75	1,021.25
26.87	80.62	134.37	190.12	245.87	301.62	357.37	413.12	468.87	524.62
13.43	40.31	67.18	95.06	122.93	150.81	178.68	206.55	234.42	262.29
6.71	20.15	33.59	47.53	61.47	75.40	89.34	103.28	117.21	131.15
335.00	1,005.00	1,675.00	2,345.00	3,015.00	3,685.00	4,355.00	5,025.00	5,695.00	6,365.00
167.50	502.50	837.50	1,172.50	1,507.50	1,842.50	2,177.50	2,512.50	2,847.50	3,182.50
83.75	251.25	418.75	586.25	753.75	921.25	1,088.75	1,256.25	1,423.75	1,591.25
41.87	125.62	209.37	293.12	376.87	460.62	544.37	628.12	711.87	795.62
20.93	62.81	104.68	146.56	188.43	230.31	272.18	314.05	355.92	397.79
10.46	31.40	52.34	73.28	94.21	115.15	136.08	157.02	177.95	198.89
5.23	15.70	26.17	36.64	47.10	57.57	68.03	78.50	88.96	99.43
261.50	784.50	1,317.50	1,850.50	2,383.50	2,916.50	3,449.50	3,982.50	4,515.50	5,048.50
130.75	392.25	658.75	925.25	1,191.75	1,458.25	1,724.75	1,991.25	2,257.75	2,524.25
65.37	196.12	329.37	462.62	595.87	729.12	862.37	995.62	1,128.87	1,262.12
32.68	98.06	164.68	231.31	302.43	373.56	444.68	515.81	586.93	658.06
16.34	49.03	82.34	115.65	151.21	186.78	222.34	257.90	293.46	329.02
8.17	24.51	41.17	57.82	76.60	95.39	114.17	132.95	151.73	170.51
408.50	1,225.50	2,042.50	2,859.50	3,676.50	4,493.50	5,310.50	6,127.50	6,944.50	7,761.50
204.25	612.75	1,021.25	1,430.75	1,840.25	2,249.75	2,659.25	3,068.75	3,478.25	3,887.75
102.12	306.37	510.62	714.87	919.12	1,123.37	1,327.62	1,531.87	1,736.12	1,940.37
51.06	153.18	255.31	357.43	459.56	561.68	663.81	765.94	868.06	970.19
25.53	76.59	127.65	178.71	229.78	280.84	331.90	382.96	434.02	485.08
12.76	38.29	63.82	89.35	114.88	140.41	165.94	191.47	217.00	242.53
638.00	1,913.00	3,188.00	4,463.00	5,738.00	7,013.00	8,288.00	9,563.00	10,838.00	12,113.00
319.00	956.50	1,594.00	2,231.50	2,869.00	3,506.50	4,144.00	4,781.50	5,419.00	6,056.50
159.50	478.25	797.00	1,115.75	1,434.50	1,753.25	2,072.00	2,390.75	2,709.50	3,028.25
79.75	239.12	398.50	557.87	717.25	876.62	1,035.99	1,195.36	1,354.73	1,514.10
39.87	119.56	199.25	278.93	358.62	438.31	517.99	597.68	677.36	757.05
19.93	59.78	99.62	139.46	179.31	219.15	259.00	298.84	338.68	378.52
9.96	29.89	49.81	69.73	89.65	109.57	129.50	149.42	169.34	189.26
498.00	1,494.00	2,490.00	3,486.00	4,482.00	5,478.00	6,474.00	7,470.00	8,466.00	9,462.00
249.00	747.00	1,245.00	1,741.00	2,237.00	2,733.00	3,229.00	3,725.00	4,221.00	4,717.00
124.50	373.50	622.50	870.50	1,118.50	1,366.50	1,614.50	1,862.50	2,110.50	2,358.50
62.25	186.75	311.25	435.25	559.25	683.25	807.25	931.25	1,055.25	1,179.25
31.12	93.37	155.62	217.62	279.62	341.62	403.62	465.62	527.62	589.62
15.56	46.68	77.81	108.81	139.81	170.81	201.81	232.81	263.81	294.81
7.78	23.34	38.90	54.40	69.90	85.40	100.90	116.40	131.90	147.40
389.00	1,167.00	1,945.00	2,723.00	3,501.00	4,279.00	5,057.00	5,835.00	6,613.00	7,391.00
194.50	583.50	972.50	1,361.50	1,750.50	2,139.50	2,528.50	2,917.50	3,306.50	3,695.50

## IMPORTS.

COUNTRY whence imported.	1918-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
Czechoslovakia	...	...	...	1,000	1,063	6,216	5,207	5,900
United Kingdom	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
China - Hong Kong	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	4,877,894	10,705,412	2,604,162	4,639,414	5,914,860	8,711,667	6,900,485	7,832,032

## COTTON.

## HOSIERY AND SHAWLS IN THE PIECE.

## IMPORTS.

COUNTRY whence imported.	1918-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
Czechoslovakia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
China - Hong Kong	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,847,894	10,705,412	2,604,162	4,639,414	5,914,860	8,711,667	6,900,485	7,832,032

## IMPORTS.

COUNTRY whence imported.	1918-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
Czechoslovakia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
China - Hong Kong	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,847,894	10,705,412	2,604,162	4,639,414	5,914,860	8,711,667	6,900,485	7,832,032

## COTTON.

## HOSIERY AND SHAWLS IN THE PIECE.

## IMPORTS.

COUNTRY whence imported.	1918-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
Czechoslovakia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
China - Hong Kong	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,847,894	10,705,412	2,604,162	4,639,414	5,914,860	8,711,667	6,900,485	7,832,032



## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1910-11. yards.	1910-11. yards.	1911-12. yards.	1912-13. yards.	1913-14. yards.	1914-15. yards.	1915-16. yards.	1916-17. yards.
United Kingdom	272,619	335,721	151,440	141,330	121,694	216,634	172,707	187,246
Italy	171,533	225,307	306,300	306,265	545,552	339,079	144,790	231,242
France	...	...	...	...	...	...	...	...
U. S. A. (Atlantic)	1,039	4,010	591	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...	...
Yunnan	281,745	290,391	211,616	359,545	11,547	161,149	203,303	912,478
China (exclusive of Hongkong and Yunnan)	38,864	30,130	...	...	...	...	...	...
India	22,586	43,165	13,708	11,307	69,241	41,748	71,291	139,940
Strait Settlements	7,200	3,711	1,199	21,286	181	34,973	5,511	5,901
Australian Commonwealth	27,130	3,711	...	3,273	3,273	4,693	...	...
Germany	...	415,132	71,544	294,603	318,979	439,547	220,277	461,032
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,014,128	1,913,498	906,600	1,174,174	2,089,351	1,770,110	1,400,252	2,138,510

## SILK.

## MIXED WITH OTHER MATERIALS.

COUNTRIES WHENCE IMPORTED.	1910-11. yards.	1910-11. yards.	1911-12. yards.	1912-13. yards.	1913-14. yards.	1914-15. yards.	1915-16. yards.	1916-17. yards.
United Kingdom	236,825	313,132	532,268	185,140	185,125	119,859	125,144	219,076
Italy	301,252	314,008	30,008	30,000	30,000	30,000	30,000	30,000
France	...	...	...	...	...	...	...	...
U. S. A. (Atlantic)	...	...	...	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...	...
Yunnan	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Yunnan)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	2,418,270	2,881,778	2,969,894	4,002,411	5,088,545	10,101,570	10,833,389	13,971,259

## IMPORTS.

## IMPORTS.

COUNTRIES WHENCE IMPORTED.	1910-11. lbs.	1910-11. lbs.	1911-12. lbs.	1912-13. lbs.	1913-14. lbs.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.
United Kingdom	1,261,271	716,738	599,479	609,194	891,251	1,713,756	2,791,531	2,096,230
Italy	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
U. S. A. (Atlantic)	39,549	56,633	25,692	59,622	1,698,097	2,150,138	1,382,246	1,641,331
Hongkong	...	...	...	...	...	...	...	...
Yunnan	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Yunnan)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	1,317,294	1,073,407	1,300,845	1,639,878	4,856,034	8,311,093	4,832,056	6,054,219

## WOOL.

## RAW.

COUNTRIES WHENCE IMPORTED.	1910-11. lbs.	1910-11. lbs.	1911-12. lbs.	1912-13. lbs.	1913-14. lbs.	1914-15. lbs.	1915-16. lbs.	1916-17. lbs.
United Kingdom	1,486,410	2,362,245	2,370,300	270,288	1,364,965	1,203,179	494,071	301,241
Italy	1,003,200	1,218,814	1,218,814	413,773	973,511	2,127,231	1,559,283	1,688,402
France	...	...	...	...	...	...	...	...
U. S. A. (Atlantic)	...	...	...	...	...	...	...	...
Hongkong	...	...	...	...	...	...	...	...
Yunnan	...	...	...	...	...	...	...	...
China (exclusive of Hongkong and Yunnan)	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...	...
TOTAL	5,291,200	6,017,007	6,023,400	3,075,427	6,099,900	11,062,377	9,099,961	10,812,259

## IMPORTS.

## IMPORTS.

COUNTRY WHERE IMPORTED.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.
United Kingdom	122	10	122	103	2,252	4,801	717
United Kingdom	3,073,666	9,213,208	1,463,298	1,781,182	2,408,169	2,549,549	2,827,252
France	811	218,303	11,046	218,272	71,132	1,287,819	1,562,268
Strait Settlements	627	10	55	10	827,878	1,636,289	978,103
Germany	7,716	37,770	175,409	262,098	629,101	2,862,000	1,263,492
Italy	1,101	37,769	5,149	78,235	534	3,072	1,892
Kenya Colony	211,253	223,185	21,038	217,252	232,952	1,947,857	2,001,208
Zanzibar and Pemba	601	1,135	1,143	609	2,329	1,073	1,049
Madagascar and French Somaliland	11,005	1,135	1,143	609	2,329	1,073	1,049
Hong-Kong	319	75	20	100	10	200	85
China (exclusive of Hongkong and Macao)	4,146	188	10	200	10	200	85
Portugal	1,000	627	8,821	1,011	2,408	2,408	8,821
Turkey, European	1,000	627	8,821	1,011	2,408	2,408	8,821
Aden & Dependencies	1,000	627	8,821	1,011	2,408	2,408	8,821
Australia	1,000	627	8,821	1,011	2,408	2,408	8,821
Taipei	1,000	627	8,821	1,011	2,408	2,408	8,821
U. S. A. (Atlantic)	1,000	627	8,821	1,011	2,408	2,408	8,821
Turkey in Asia (Red Sea)	410	1,715	22,329	26,414	15,839	35,313	21,229
Switzerland	38,623	41,117	59,431	39,770	104,459	183,414	154,742
Netherlands	374	54,264	36,565	273,940	629,491	511,215	1,325,561
Belgium	88	102	61	268	331	1,382	1,080
Spain	130	...	...	...	...	...	...
East Africa (Portuguese)	130	...	...	...	...	...	...
Madagascar (Portuguese)	130	...	...	...	...	...	...
British India	130	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other Straits	...	...	...	...	...	...	...
TOTAL	3,226,541	11,002,231	1,852,021	3,303,973	7,563,552	11,971,012	14,575,526

## WOOL.

## IMPORTS.

COUNTRY WHERE IMPORTED.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
United Kingdom	835	11,622	3,069	32,784	49,435	168,197	171,064
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...
France	...	135	...	...	...	...	...
Germany	15,631	1,840	311	198	3,660	5,138	56,263
Italy	...	...	...	...	...	...	...
Japan	...	1,292	40,207	91,757	151,653	225,491	225,491
Australia	5,120	1,102	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...
Taipei	...	...	...	...	...	...	...
U. S. A.	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other Straits	...	...	...	...	...	...	...
TOTAL	16,707	16,772	44,127	110,583	211,265	418,537	570,516

## WOOL.

## PIPER-GOODS.

COUNTRY WHERE IMPORTED.	1920-21. yards.	1921-22. yards.	1922-23. yards.	1923-24. yards.	1924-25. yards.	1925-26. yards.	1926-27. yards.
United Kingdom	631	626	49	111	...	...	...
United Kingdom	2,870	721	2,042,833	1,731,880	2,077,795	1,672,000	1,453,194
France	4,072,314	4,929,824	3,052,441	2,656,207	4,596,558	10,862,116	11,745,252
Strait Settlements	1,074,574	1,925,095	1,151,500	1,011,261	1,011,261	1,011,261	1,011,261
Germany	1,287,819	1,636,289	978,103	1,263,492	1,263,492	1,263,492	1,263,492
Italy	1,101	37,769	5,149	78,235	534	3,072	1,892
Kenya Colony	211,253	223,185	21,038	217,252	232,952	1,947,857	2,001,208
Zanzibar and Pemba	601	1,135	1,143	609	2,329	1,073	1,049
Madagascar and French Somaliland	11,005	1,135	1,143	609	2,329	1,073	1,049
Hong-Kong	319	75	20	100	10	200	85
China (exclusive of Hongkong and Macao)	4,146	188	10	200	10	200	85
Portugal	1,000	627	8,821	1,011	2,408	2,408	8,821
Turkey, European	1,000	627	8,821	1,011	2,408	2,408	8,821
Aden & Dependencies	1,000	627	8,821	1,011	2,408	2,408	8,821
Australia	1,000	627	8,821	1,011	2,408	2,408	8,821
Taipei	1,000	627	8,821	1,011	2,408	2,408	8,821
U. S. A. (Atlantic)	1,000	627	8,821	1,011	2,408	2,408	8,821
Turkey in Asia (Red Sea)	410	1,715	22,329	26,414	15,839	35,313	21,229
Switzerland	38,623	41,117	59,431	39,770	104,459	183,414	154,742
Netherlands	374	54,264	36,565	273,940	629,491	511,215	1,325,561
Belgium	88	102	61	268	331	1,382	1,080
Spain	130	...	...	...	...	...	...
East Africa (Portuguese)	130	...	...	...	...	...	...
Madagascar (Portuguese)	130	...	...	...	...	...	...
British India	130	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other Straits	...	...	...	...	...	...	...
TOTAL	10,885,440	12,600,872	7,716,404	5,215,024	13,946,761	11,535,000	10,610,090

## IMPORTS.

## SHAWLS.

COUNTRY WHERE IMPORTED.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.
United Kingdom	115,497	110,917	73,101	14,147	2,504	30,865	8,008
China (exclusive of Hongkong and Macao)	...	...	...	...	...	...	...
Kenya Colony	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	30,827	61,520	87,907	32,925	4,912	10,990	25,425
Italy	328,400	295,602	110,430	129,840	22,516	32,197	50,149
Japan	499,000	300,419	209,247	225,491	113,695	166,792	225,491
Australia	4,000	210	780	224	...	...	...
Switzerland	1,275	509	...	...	...	...	...
Turkey in Europe	23,112	3,907	17,709	1,310	...	...	...
Belgium	...	...	...	...	...	...	...
Strait Settlements	...	...	...	...	...	...	...
Aden & Dependencies	...	...	...	...	...	...	...
Australian Commonwealth	...	...	...	...	...	...	...
Taipei	...	...	...	...	...	...	...
U. S. A.	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
Other Straits	...	...	...	...	...	...	...
TOTAL	1,091,939	1,091,697	628,271	304,439	103,209	329,291	331,016

### IMPORTS.

[illegible]

## PAPER

PRINTING[illegible]

### IMPORTS.

### IMPORTS.

	COUNTRIES WHENCE EXPORTED.									
	1910-11, Gross Exports.	1911-12, Gross Exports.	1912-13, Gross Exports.	1913-14, Gross Exports.	1914-15, Gross Exports.	1915-16, Gross Exports.	1916-17, Gross Exports.	1917-18, Gross Exports.	1918-19, Gross Exports.	1919-20, Gross Exports.
United Kingdom .....	495	1,501	3,512	20,569	33,066	19,581	3,972	5,23		
France .....	2,008	2,008	2,747	10,780	15,000	10,000	10,000	10,000	10,000	10,000
Germany .....	201,250	5,858	17,990	4,780	7,251	15,749	14,000	14,000	14,000	14,000
Italy .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Spain .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Japan .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
China .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
India .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Philippines .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Other Foreign Countries .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
United States .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Canada .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Other Countries .....	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
<b>TOTAL</b> .....	<b>15,015,100</b>	<b>12,998,735</b>	<b>13,880,801</b>	<b>11,835,740</b>	<b>11,243,745</b>	<b>7,001,783</b>	<b>7,037,522</b>	<b>6,100,465</b>		

## MATCHES

SAFETY, AND OTHER SORTS.

[illegible]

### IMPORTS.

	COUNTRIES WHERE EXPORTED.		1910-11. No.	1911-12. No.	1912-13. No.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.
	1910-11. No.	1911-12. No.								
Belgium	...	...	1,560	1,800	...	171	1,078	...	65	102
Netherlands	...	...	...	...	...	150	1,381	3,801	...	...
Switzerland	...	...	1,004	1,853	4,400	2,100	2,014	0,000	...	40
France and Spain	...	6,691	...	...	...	...	...	...	...	...
Egypt	...	...	969	647	...	6,301	16,182	...	6,180	...
Germany	...	...	...	...	...	...	...	...	...	...
United Kingdom	119,103	375,429	107,188	162,021	238,280	190,844	204,400	216,895	1,085,990	1,180,590
Hong Kong	...	...	...	...	...	2,800	2,310	...	...	...
China (excluding of Hongkong, Straits and Mexico)	...	...	...	...	...	...	...	...	...	...
China and Dependencies	38,370	10,465	24,733	39,670	7,045	984	...	...	471	...
India and Dependencies	13,283	33,291	33,720	34,452	12,641	5,608	14,006	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...
Ceylon	...	6,818	4,933	2,676	5,469	5,165	4,750	8,929	10,089	...
Siam	...	7,073	16,460	39,916	10,000	12,746	...	...	...	...
Straits (excluding Gibraltar)	...	...	...	...	...	...	...	...	...	...
Italy	...	...	1,806	2,312	660	41	250	...	806	...
Austria	...	...	...	...	...	...	...	...	...	...
U. S. of America { Atlantic } { Pacific }	...	{ 777 }	2,233	3	194	82	...	84	...	...
Aden & Dependencies	...	...	...	...	...	...	...	...	...	...
Japan	...	75,258	61,645	9,676	42,085	7,407	21,757	...	830	7,447
Natal	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...
Other British Possessions	...	...	...	8	37	12	...	41	55	40
Portuguese East Africa	...	1,600	...	...	...	...	...	...	...	...
Other Foreign Countries	...	56	33	...	...	...	...	12	10	14
<b>TOTAL</b>	295,018	682,095	323,708	475,110	219,710	225,602	230,620	230,620	230,620	230,620

ARELLAS.

### IMPORTS.

1924-25.	1923-24.	1922-23.	1921-22.	1920-21.	1919-20.	1918-19.	1917-18.	1916-17.	1915-16.	1914-15.	1913-14.	1912-13.	1911-12.	1910-11.	1909-10.	1908-09.	1907-08.	1906-07.	1905-06.	1904-05.	1903-04.	1902-03.	1901-02.	1900-01.	1899-00.	1898-99.	1897-98.	1896-97.	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.	1884-85.	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.	1877-78.	1876-77.	1875-76.	1874-75.	1873-74.	1872-73.	1871-72.	1870-71.	1869-70.	1868-69.	1867-68.	1866-67.	1865-66.	1864-65.	1863-64.	1862-63.	1861-62.	1860-61.	1859-60.	1858-59.	1857-58.	1856-57.	1855-56.	1854-55.	1853-54.	1852-53.	1851-52.	1850-51.	1849-50.	1848-49.	1847-48.	1846-47.	1845-46.	1844-45.	1843-44.	1842-43.	1841-42.	1840-41.	1839-40.	1838-39.	1837-38.	1836-37.	1835-36.	1834-35.	1833-34.	1832-33.	1831-32.	1830-31.	1829-30.	1828-29.	1827-28.	1826-27.	1825-26.	1824-25.	1823-24.	1822-23.	1821-22.	1820-21.	1819-20.	1818-19.	1817-18.	1816-17.	1815-16.	1814-15.	1813-14.	1812-13.	1811-12.	1810-11.	1809-10.	1808-09.	1807-08.	1806-07.	1805-06.	1804-05.	1803-04.	1802-03.	1801-02.	1800-01.	1799-00.	1798-99.	1797-98.	1796-97.	1795-96.	1794-95.	1793-94.	1792-93.	1791-92.	1790-91.	1789-90.	1788-89.	1787-88.	1786-87.	1785-86.	1784-85.	1783-84.	1782-83.	1781-82.	1780-81.	1779-80.	1778-79.	1777-78.	1776-77.	1775-76.	1774-75.	1773-74.	1772-73.	1771-72.	1770-71.	1769-70.	1768-69.	1767-68.	1766-67.	1765-66.	1764-65.	1763-64.	1762-63.	1761-62.	1760-61.	1759-60.	1758-59.	1757-58.	1756-57.	1755-56.	1754-55.	1753-54.	1752-53.	1751-52.	1750-51.	1749-50.	1748-49.	1747-48.	1746-47.	1745-46.	1744-45.	1743-44.	1742-43.	1741-42.	1740-41.	1739-40.	1738-39.	1737-38.	1736-37.	1735-36.	1734-35.	1733-34.	1732-33.	1731-32.	1730-31.	1729-30.	1728-29.	1727-28.	1726-27.	1725-26.	1724-25.	1723-24.	1722-23.	1721-22.	1720-21.	1719-20.	1718-19.	1717-18.	1716-17.	1715-16.	1714-15.	1713-14.	1712-13.	1711-12.	1710-11.	1709-10.	1708-09.	1707-08.	1706-07.	1705-06.	1704-05.	1703-04.	1702-03.	1701-02.	1700-01.	1699-00.	1698-99.	1697-98.	1696-97.	1695-96.	1694-95.	1693-94.	1692-93.	1691-92.	1690-91.	1689-90.	1688-89.	1687-88.	1686-87.	1685-86.	1684-85.	1683-84.	1682-83.	1681-82.	1680-81.	1679-80.	1678-79.	1677-78.	1676-77.	1675-76.	1674-75.	1673-74.	1672-73.	1671-72.	1670-71.	1669-70.	1668-69.	1667-68.	1666-67.	1665-66.	1664-65.	1663-64.	1662-63.	1661-62.	1660-61.	1659-60.	1658-59.	1657-58.	1656-57.	1655-56.	1654-55.	1653-54.	1652-53.	1651-52.	1650-51.	1649-50.	1648-49.	1647-48.	1646-47.	1645-46.	1644-45.	1643-44.	1642-43.	1641-42.	1640-41.	1639-40.	1638-39.	1637-38.	1636-37.	1635-36.	1634-35.	1633-34.	1632-33.	1631-32.	1630-31.	1629-30.	1628-29.	1627-28.	1626-27.	1625-26.	1624-25.	1623-24.	1622-23.	1621-22.	1620-21.	1619-20.	1618-19.	1617-18.	1616-17.	1615-16.	1614-15.	1613-14.	1612-13.	1611-12.	1610-11.	1609-10.	1608-09.	1607-08.	1606-07.	1605-06.	1604-05.	1603-04.	1602-03.	1601-02.	1600-01.	1599-00.	1598-99.	1597-98.	1596-97.	1595-96.	1594-95.	1593-94.	1592-93.	1591-92.	1590-91.	1589-90.	1588-89.	1587-88.	1586-87.	1585-86.	1584-85.	1583-84.	1582-83.	1581-82.	1580-81.	1579-80.	1578-79.	1577-78.	1576-77.	1575-76.	1574-75.	1573-74.	1572-73.	1571-72.	1570-71.	1569-70.	1568-69.	1567-68.	1566-67.	1565-66.	1564-65.	1563-64.	1562-63.	1561-62.	1560-61.	1559-60.	1558-59.	1557-58.	1556-57.	1555-56.	1554-55.	1553-54.	1552-53.	1551-52.	1550-51.	1549-50.	1548-49.	1547-48.	1546-47.	1545-46.	1544-45.	1543-44.	1542-43.	1541-42.	1540-41.	1539-40.	1538-39.	1537-38.	1536-37.	1535-36.	1534-35.	1533-34.	1532-33.	1531-32.	1530-31.	1529-30.	1528-29.	1527-28.	1526-27.	1525-26.	1524-25.	1523-24.	1522-23.	1521-22.	1520-21.	1519-20.	1518-19.	1517-18.	1516-17.	1515-16.	1514-15.	1513-14.	1512-13.	1511-12.	1510-11.	1509-10.	1508-09.	1507-08.	1506-07.	1505-06.	1504-05.	1503-04.	1502-03.	1501-02.	1500-01.	1499-00.	1498-99.	1497-98.	1496-97.	1495-96.	1494-95.	1493-94.	1492-93.	1491-92.	1490-91.	1489-90.	1488-89.	1487-88.	1486-87.	1485-86.	1484-85.	1483-84.	1482-83.	1481-82.	1480-81.	1479-80.	1478-79.	1477-78.	1476-77.	1475-76.	1474-75.	1473-74.	1472-73.	1471-72.	1470-71.	1469-70.	1468-69.	1467-68.	1466-67.	1465-66.	1464-65.	1463-64.	1462-63.	1461-62.	1460-61.	1459-60.	1458-59.	1457-58.	1456-57.	1455-56.	1454-55.	1453-54.	1452-53.	1451-52.	1450-51.	1449-50.	1448-49.	1447-48.	1446-47.	1445-46.	1444-45.	1443-44.	1442-43.	1441-42.	1440-41.	1439-40.	1438-39.	1437-38.	1436-37.	1435-36.	1434-35.	1433-34.	1432-33.	1431-32.	1430-31.	1429-30.	1428-29.	1427-28.	1426-27.	1425-26.	1424-25.	1423-24.	1422-23.	1421-22.	1420-21.	1419-20.	1418-19.	1417-18.	1416-17.	1415-16.	1414-15.	1413-14.	1412-13.	1411-12.	1410-11.	1409-10.	1408-09.	1407-08.	1406-07.	1405-06.	1404-05.	1403-04.	1402-03.	1401-02.	1400-01.	1399-00.	1398-99.	1397-98.	1396-97.	1395-96.	1394-95.	1393-94.	1392-93.	1391-92.	1390-91.	1389-90.	1388-89.	1387-88.	1386-87.	1385-86.	1384-85.	1383-84.	1382-83.	1381-82.	1380-81.	1379-80.	1378-79.	1377-78.	1376-77.	1375-76.	1374-75.	1373-74.	1372-73.	1371-72.	1370-71.	1369-70.	1368-69.	1367-68.	1366-67.	1365-66.	1364-65.	1363-64.	1362-63.	1361-62.	1360-61.	1359-60.	1358-59.	1357-58.	1356-57.	1355-56.	1354-55.	1353-54.	1352-53.	1351-52.	1350-51.	1349-50.	1348-49.	1347-48.	1346-47.	1345-46.	1344-45.	1343-44.	1342-43.	1341-42.	1340-41.	1339-40.	1338-39.	1337-38.	1336-37.	1335-36.	1334-35.	1333-34.	1332-33.	1331-32.	1330-31.	1329-30.	1328-29.	1327-28.	1326-27.	1325-26.	1324-25.	1323-24.	1322-23.	1321-22.	1320-21.	1319-20.	1318-19.	1317-18.	1316-17.	1315-16.	1314-15.	1313-14.	1312-13.	1311-12.	1310-11.	1309-10.	1308-09.	1307-08.	1306-07.	1305-06.	1304-05.	1303-04.	1302-03.	1301-02.	1300-01.	1299-00.	1298-99.	1297-98.	1296-97.	1295-96.	1294-95.	1293-94.	1292-93.	1291-92.	1290-91.	1289-90.	1288-89.	1287-88.	1286-87.	1285-86.	1284-85.	1283-84.	1282-83.	1281-82.	1280-81.	1279-80.	1278-79.	1277-78.	1276-77.	1275-76.	1274-75.	1273-74.	1272-73.	1271-72.	1270-71.	1269-70.	1268-69.	1267-68.	1266-67.	1265-66.	1264-65.	1263-64.	1262-63.	1261-62.	1260-61.	1259-60.	1258-59.	1257-58.	1256-57.	1255-56.	1254-55.	1253-54.	1252-53.	1251-52.	1250-51.	1249-50.	1248-49.	1247-48.	1246-47.	1245-46.	1244-45.	1243-44.	1242-43.	1241-42.	1240-41.	1239-40.	1238-39.	1237-38.	1236-37.	1235-36.	1234-35.	1233-34.	1232-33.	1231-32.	1230-31.	1229-30.	1228-29.	1227-28.	1226-27.	1225-26.	1224-25.	1223-24.	1222-23.	1221-22.	1220-21.	1219-20.	1218-19.	1217-18.	1216-17.	1215-16.	1214-15.	1213-14.	1212-13.	1211-12.	1210-11.	1209-10.	1208-09.	1207-08.	1206-07.	1205-06.	1204-05.	1203-04.	1202-03.	1201-02.	1200-01.	1199-00.	1198-99.	1197-98.	1196-97.	1195-96.	1194-95.	1193-94.	1192-93.	1191-92.	1190-91.	1189-90.	1188-89.	1187-88.	1186-87.	1185-86.	1184-85.	1183-84.	1182-83.	1181-82.	1180-81.	1179-80.	1178-79.	1177-78.	1176-77.	1175-76.	1174-75.	1173-74.	1172-73.	1171-72.	1170-71.	1169-70.	1168-69.	1167-68.	1166-67.	1165-66.	1164-65.	1163-64.	1162-63.	1161-62.	1160-61.	1159-60.	1158-59.	1157-58.	1156-57.	1155-56.	1154-55.	1153-54.	1152-53.	1151-52.	1150-51.	1149-50.	1148-49.	1147-48.	1146-47.	1145-46.	1144-45.	1143-44.	1142-43.	1141-42.	1140-41.	1139-40.	1138-39.	1137-38.	1136-37.	1135-36.	1134-35.	1133-34.	1132-33.	1131-32.	1130-31.	1129-30.	1128-29.	1127-28.	1126-27.	1125-26.	1124-25.	1123-24.	1122-23.	1121-22.	1120-21.	1119-20.	1118-19.	1117-18.	1116-17.	1115-16.	1114-15.	1113-14.	1112-13.	1111-12.	1110-11.	1109-10.	1108-09.	1107-08.	1106-07.	1105-06.	1104-05.	1103-04.	1102-03.	1101-02.	1100-01.	1099-00.	1098-99.	1097-98.	1096-97.	1095-96.	1094-95.	1093-94.	1092-93.	1091-92.	1090-91.	1089-90.	1088-89.	1087-88.	1086-87.	1085-86.	1084-85.	1083-84.	1082-83.	1081-82.	1080-81.	1079-80.	1078-79.	1077-78.	1076-77.	1075-76.	1074-75.	1073-74.	1072-73.	1071-72.	1070-71.	1069-70.	1068-69.	1067-68.	1066-67.	1065-66.	1064-65.	1063-64.	1062-63.	1061-62.	1060-61.	1059-60.	1058-59.	1057-58.	1056-57.	1055-56.	1054-55.	1053-54.	1052-53.	1051-52.	1050-51.	1049-50.	1048-49.	1047-48.	1046-47.	1045-46.	1044-45.	1043-44.	1042-43.	1041-42.	1040-41.	1039-40.	1038-39.	1037-38.	1036-37.	1035-36.	1034-35.	1033-34.	1032-33.	1031-32.	1030-31.	1029-30.	1028-29.	1027-28.	1026-27.	1025-26.	1024-25.	1023-24.	1022-23.	1021-22.	1020-21.	1019-20.	1018-19.	1017-18.	1016-17.	1015-16.	1014-15.	1013-14.	1012-13.	1011-12.	1010-11.	1009-10.	1008-09.	1007-08.	1006-07.	1005-06.	1004-05.	1003-04.	1002-03.	1001-02.	1000-01.	999-00.	998-99.	997-98.	996-97.	995-96.	994-95.	993-94.	992-93.	991-92.	990-91.	989-90.	988-89.	987-88.	986-87.	985-86.	984-85.	983-84.	982-83.	981-82.	980-81.	979-80.	978-79.	977-78.	976-77.	975-76.	974-75.	973-74.	972-73.	971-72.	970-71.	969-70.	968-69.	967-68.	966-67.	965-66.	964-65.	963-64.	962-63.	961-62.	960-61.	959-60.	958-59.	957-58.	956-57.	955-56.	954-55.	953-54.	952-53.	951-52.	950-51.	949-50.	948-49.	947-48.	946-47.	945-46.	944-45.	943-44.	942-43.	941-42.	940-41.	939-40.	938-39.	937-38.	936-37.	935-36.	934-35.	933-34.	932-33.	931-32.	930-31.	929-30.	928-29.	927-28.	926-27.	925-26.	924-25.	923-24.	922-23.	921-22.	920-21.	919-20.	918-19.	917-18.	916-17.	915-16.	914-15.	913-14.	912-13.	911-12.	910-11.	909-10.	908-09.	907-08.	906-07.	905-06.	904-05.	903-04.	902-03.	901-02.	900-01.	899-00.	898-99.	897-98.	896-97.	895-96.	894-95.	893-94.	892-93.	891-92.	890-91.	889-90.	888-89.	887-88.	886-87.	885-86.	884-85.	88
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1929-30	1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38	1938-39	1939-40	1940-41	1941-42	1942-43	1943-44	1944-45	1945-46	1946-47	1947-48	1948-49	1949-50	1950-51	1951-52	1952-53	1953-54	1954-55	1955-56	1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	1968-69	1969-70	1970-71	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47	2047-48	2048-49	2049-50	2050-51	2051-52	2052-53	2053-54	2054-55	2055-56	2056-57	2057-58	2058-59	2059-60	2060-61	2061-62	2062-63	2063-64	2064-65	2065-66	2066-67	2067-68	2068-69	2069-70	2070-71	2071-72	2072-73	2073-74	2074-75	2075-76	2076-77	2077-78	2078-79	2079-80	2080-81	2081-82	2082-83	2083-84	2084-85	2085-86	2086-87	2087-88	2088-89	2089-90	2090-91	2091-92	2092-93	2093-94	2094-95	2095-96	2096-97	2097-98	2098-99	2099-00	2100-01	2101-02	2102-03	2103-04	2104-05	2105-06	2106-07	2107-08	2108-09	2109-10	2110-11	2111-12	2112-13	2113-14	2114-15	2115-16	2116-17	2117-18	2118-19	2119-20	2120-21	2121-22	2122-23	2123-24	2124-25	2125-26	2126-27	2127-28	2128-29	2129-30	2130-31	2131-32	2132-33	2133-34	2134-35	2135-36	2136-37	2137-38	2138-39	2139-40	2140-41	2141-42	2142-43	2143-44	2144-45	2145-46	2146-47	2147-48	2148-49	2149-50	2150-51	2151-52	2152-53	2153-54	2154-55	2155-56	2156-57	2157-58	2158-59	2159-60	2160-61	2161-62	2162-63	2163-64	2164-65	2165-66	2166-67	2167-68	2168-69	2169-70	2170-71	2171-72	2172-73	2173-74	2174-75	2175-76	2176-77	2177-78	2178-79	2179-80	2180-81	2181-82	2182-83	2183-84	2184-85	2185-86	2186-87	2187-88	2188-89	2189-90	2190-91	2191-92	2192-93	2193-94	2194-95	2195-96	2196-97	2197-98	2198-99	2199-00	2200-01	2201-02	2202-03	2203-04	2204-05	2205-06	2206-07	2207-08	2208-09	2209-10	2210-11	2211-12	2212-13	2213-14	2214-15	2215-16	2216-17	2217-18	2218-19	2219-20	2220-21	2221-22	2222-23	2223-24	2224-25	2225-26	2226-27	2227-28	2228-29	2229-30	2230-31	2231-32	2232-33	2233-34	2234-35	2235-36	2236-37	2237-38	2238-39	2239-40	2240-41	2241-42	2242-43	2243-44	2244-45	2245-46	2246-47	2247-48	2248-49	2249-50	2250-51	2251-52	2252-53	2253-54	2254-55	2255-56	2256-57	2257-58	2258-59	2259-60	2260-61	2261-62	2262-63	2263-64	2264-65	2265-66	2266-67	2267-68	2268-69	2269-70	2270-71	2271-72	2272-73	2273-74	2274-75	2275-76	2276-77	2277-78	2278-79	2279-80	2280-81	2281-82	2282-83	2283-84	2284-85	2285-86	2286-87	2287-88	2288-89	2289-90	2290-91	2291-92	2292-93	2293-94	2294-95	2295-96	2296-97	2297-98	2298-99	2299-00	2300-01	2301-02	2302-03	2303-04	2304-05	2305-06	2306-07	2307-08	2308-09	2309-10	2310-11	2311-12	2312-13	2313-14	2314-15	2315-16	2316-17	2317-18	2318-19	2319-20	2320-21	2321-22	2322-23	2323-24	2324-25	2325-26	2326-27	2327-28	2328-29	2329-30	2330-31	2331-32	2332-33	2333-34	2334-35	2335-36	2336-37	2337-38	2338-39	2339-40	2340-41	2341-42	2342-43	2343-44	2344-45	2345-46	2346-47	2347-48	2348-49	2349-50	2350-51	2351-52	2352-53	2353-54	2354-55	2355-56	2356-57	2357-58	2358-59	2359-60	2360-61	2361-62	2362-63	2363-64	2364-65	2365-66	2366-67	2367-68	2368-69	2369-70	2370-71	2371-72	2372-73	2373-74	2374-75	2375-76	2376-77	2377-78	2378-79	2379-80	2380-81	2381-82	2382-83	2383-84	2384-85	2385-86	2386-87	2387-88	2388-89	2389-90	2390-91	2391-92	2392-93	2393-94	2394-95	2395-96	2396-97	2397-98	2398-99	2399-00	2400-01	2401-02	2402-03	2403-04	2404-05	2405-06	2406-07	2407-08	2408-09	2409-10	2410-11	2411-12	2412-13	2413-14	2414-15	2415-16	2416-17	2417-18	2418-19	2419-20	2420-21	2421-22	2422-23	2423-24	2424-25	2425-26	2426-27	2427-28	2428-29	2429-30	2430-31	2431-32	2432-33	2433-34	2434-35	2435-36	2436-37	2437-38	2438-39	2439-40	2440-41	2441-42	2442-43	2443-44	2444-45	2445-46	2446-47	2447-48	2448-49	2449-50	2450-51	2451-52	2452-53	2453-54	2454-55	2455-56	2456-57	2457-58	2458-59	2459-60	2460-61	2461-62	2462-63	2463-64	2464-65	2465-66	2466-67	2467-68	2468-69	2469-70	2470-71	2471-72	2472-73	2473-74	2474-75	2475-76	2476-77	2477-78	2478-79	2479-80	2480-81	2481-82	2482-83	2483-84	2484-85	2485-86	2486-87	2487-88	2488-89	2489-90	2490-91	2491-92	2492-93	2493-94	2494-95	2495-96	2496-97	2497-98	2498-99	2499-00	2500-01	2501-02	2502-03	2503-04	2504-05	2505-06	2506-07	2507-08	2508-09	2509-10	2510-11	2511-12	2512-13	2513-14	2514-15	2515-16	2516-17	2517-18	2518-19	2519-20	2520-21	2521-22	2522-23	2523-24	2524-25	2525-26	2526-27	2527-28	2528-29	2529-30	2530-31	2531-32	2532-33	2533-34	2534-35	2535-36	2536-37	2537-38	2538-39	2539-40	2540-41	2541-42	2542-43	2543-44	2544-45	2545-46	2546-47	2547-48	2548-49	2549-50	2550-51	2551-52	2552-53	2553-54	2554-55	2555-56	2556-57	2557-58	2558-59	2559-60	2560-61	2561-62	2562-63	2563-64	2564-65	2565-66	2566-67	2567-68	2568-69	2569-70	2570-71	2571-72	2572-73	2573-74	2574-75	2575-76	2576-77	2577-78	2578-79	2579-80	2580-81	2581-82	2582-83	2583-84	2584-85	2585-86	2586-87	2587-88	2588-89	2589-90	2590-91	2591-92	2592-93	2593-94	2594-95	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	295

## EXPORTS

## COTTO

Constant 1975 US\$ million								
	1970-74 total	1970-74 avg.	1975 est.	1976 est.	1977A est.	1978A est.	1979A est.	1980A est.
<b>Central America</b>								
Belize	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...
<b>Caribbean</b>								
Anguilla	...	...	...	...	...	...	...	...
Antigua and Barbuda	...	...	...	...	...	...	...	...
Aruba	...	...	...	...	...	...	...	...
Bahamas	...	...	...	...	...	...	...	...
Barbados	...	...	...	...	...	...	...	...
Belize	...	...	...	...	...	...	...	...
Bermuda	...	...	...	...	...	...	...	...
Bonaire	...	...	...	...	...	...	...	...
British Virgin Islands	...	...	...	...	...	...	...	...
Cayman Islands	...	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...	...
Curaçao	...	...	...	...	...	...	...	...
Dominica	...	...	...	...	...	...	...	...
Dominican Republic	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...
Grenada	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...
Haiti	...	...	...	...	...	...	...	...
Jamaica	...	...	...	...	...	...	...	...
Montserrat	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...
Paraguay	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
Puerto Rico	...	...	...	...	...	...	...	...
Suriname	...	...	...	...	...	...	...	...
Turkey	...	...	...	...	...	...	...	...
Trinidad and Tobago	...	...	...	...	...	...	...	...
Turkey	...	...	...	...	...	...	...	...
Virgin Islands	...	...	...	...	...	...	...	...
<b>South America</b>								
Argentina	...	...	...	...	...	...	...	...
Bolivia	...	...	...	...	...	...	...	...
Brazil	...	...	...	...	...	...	...	...
Chile	...	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...	...
Costa Rica	...	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...	...
Ecuador	...	...	...	...	...	...	...	...
El Salvador	...	...	...	...	...	...	...	...
Guatemala	...	...	...	...	...	...	...	...
Honduras	...	...	...	...	...	...	...	...
Mexico	...	...	...	...	...	...	...	...
Nicaragua	...	...	...	...	...	...	...	...
Panama	...	...	...	...	...	...	...	...
Paraguay	...	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...	...
Puerto Rico	...	...	...	...	...	...	...	...
Suriname	...	...	...	...	...	...	...	...
Turkey	...	...	...	...	...	...	...	...
Trinidad and Tobago	...	...	...	...	...	...	...	...
Turkey	...	...	...	...	...	...	...	...
Virgin Islands	...	...	...	...	...	...	...	...
<b>North America</b>								
Alaska	...	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...	...
Greenland	...	...	...	...	...	...	...	...
Guam	...	...	...	...	...	...	...	...
Hawaii	...	...	...	...	...	...	...	...
Idaho	...	...	...	...	...	...	...	...
Illinois	...	...	...	...	...	...	...	...
Indiana	...	...	...	...	...	...	...	...
Iowa	...	...	...	...	...	...	...	...
Kansas	...	...	...	...	...	...	...	...
Kentucky	...	...	...	...	...	...	...	...
Louisiana	...	...	...	...	...	...	...	...
Maine	...	...	...	...	...	...	...	...

Wool and Yarn. (All Kinds)

No.	EXPENSES.									
	1912-13.	1913-14.	1914-15.	1915-16.	TOTAL.	1912-13.	1913-14.	1914-15.	1915-16.	TOTAL.
1	10	12,000	4500					10,000	7,000	7,000
2	10	12,000	4500					10,000	7,000	7,000
3	10	12,000	4500					10,000	7,000	7,000
4	10	12,000	4500					10,000	7,000	7,000
5	10	12,000	4500					10,000	7,000	7,000
6	10	12,000	4500					10,000	7,000	7,000
7	10	12,000	4500					10,000	7,000	7,000
8	10	12,000	4500					10,000	7,000	7,000
9	10	12,000	4500					10,000	7,000	7,000
10	10	12,000	4500					10,000	7,000	7,000
11	10	12,000	4500					10,000	7,000	7,000
12	10	12,000	4500					10,000	7,000	7,000
13	10	12,000	4500					10,000	7,000	7,000
14	10	12,000	4500					10,000	7,000	7,000
15	10	12,000	4500					10,000	7,000	7,000
16	10	12,000	4500					10,000	7,000	7,000
17	10	12,000	4500					10,000	7,000	7,000
18	10	12,000	4500					10,000	7,000	7,000
19	10	12,000	4500					10,000	7,000	7,000
20	10	12,000	4500					10,000	7,000	7,000
21	10	12,000	4500					10,000	7,000	7,000
22	10	12,000	4500					10,000	7,000	7,000
23	10	12,000	4500					10,000	7,000	7,000
24	10	12,000	4500					10,000	7,000	7,000
25	10	12,000	4500					10,000	7,000	7,000
26	10	12,000	4500					10,000	7,000	7,000
27	10	12,000	4500					10,000	7,000	7,000
28	10	12,000	4500					10,000	7,000	7,000
29	10	12,000	4500					10,000	7,000	7,000
30	10	12,000	4500					10,000	7,000	7,000
31	10	12,000	4500					10,000	7,000	7,000
32	10	12,000	4500					10,000	7,000	7,000
33	10	12,000	4500					10,000	7,000	7,000
34	10	12,000	4500					10,000	7,000	7,000
35	10	12,000	4500					10,000	7,000	7,000
36	10	12,000	4500					10,000	7,000	7,000
37	10	12,000	4500					10,000	7,000	7,000
38	10	12,000	4500					10,000	7,000	7,000
39	10	12,000	4500					10,000	7,000	7,000
40	10	12,000	4500					10,000	7,000	7,000
41	10	12,000	4500					10,000	7,000	7,000
42	10	12,000	4500					10,000	7,000	7,000
43	10	12,000	4500					10,000	7,000	7,000
44	10	12,000	4500					10,000	7,000	7,000
45	10	12,000	4500					10,000	7,000	7,000
46	10	12,000	4500					10,000	7,000	7,000
47	10	12,000	4500					10,000	7,000	7,000
48	10	12,000	4500					10,000	7,000	7,000
49	10	12,000	4500					10,000	7,000	7,000
50	10	12,000	4500					10,000	7,000	7,000
51	10	12,000	4500					10,000	7,000	7,000
52	10	12,000	4500					10,000	7,000	7,000
53	10	12,000	4500					10,000	7,000	7,000
54	10	12,000	4500					10,000	7,000	7,000
55	10	12,000	4500					10,000	7,000	7,000
56	10	12,000	4500					10,000	7,000	7,000
57	10	12,000	4500					10,000	7,000	7,000
58	10	12,000	4500					10,000	7,000	7,000
59	10	12,000	4500					10,000	7,000	7,000
60	10	12,000	4500					10,000	7,000	7,000
61	10	12,000	4500					10,000	7,000	7,000
62	10	12,000	4500					10,000	7,000	7,000
63	10	12,000	4500					10,000	7,000	7,000
64	10	12,000	4500					10,000	7,000	7,000
65	10	12,000	4500					10,000	7,000	7,000
66	10	12,000	4500					10,000	7,000	7,000
67	10	12,000	4500					10,000	7,000	7,000
68	10	12,000	4500					10,000	7,000	7,000
69	10	12,000	4500					10,000	7,000	7,000
70	10	12,000	4500					10,000	7,000	7,000
71	10	12,000	4500					10,000	7,000	7,000
72	10	12,000	4500					10,000	7,000	7,000
73	10	12,000	4500					10,000	7,000	7,000
74	10	12,000	4500					10,000	7,000	7,000
75	10	12,000	4500					10,000	7,000	7,000
76	10	12,000	4500					10,000	7,000	7,000
77	10	12,000	4500					10,000	7,000	7,000
78	10	12,000	4500					10,000	7,000	7,000
79	10	12,000	4500					10,000	7,000	7,000
80	10	12,000	4500					10,000	7,000	7,000
81	10	12,000	4500					10,000	7,000	7,000
82	10	12,000	4500					10,000	7,000	7,000
83	10	12,000	4500					10,000	7,000	7,000
84	10	12,000	4500					10,000	7,000	7,000
85	10	12,000	4500					10,000	7,000	7,000
86	10	12,000	4500					10,000	7,000	7,000
87	10	12,000	4500					10,000	7,000	7,000
88	10	12,000	4500					10,000	7,000	7,000
89	10	12,000	4500					10,000	7,000	7,000
90	10	12,000	4500					10,000	7,000	7,000
91	10	12,000	4500					10,000	7,000	7,000
92	10	12,000	4500					10,000	7,000	7,000
93	10	12,000	4500					10,000	7,000	7,000
94	10	12,000	4500					10,000	7,000	7,000
95	10	12,000	4500					10,000	7,000	7,000
96	10	12,000	4500					10,000	7,000	7,000
97	10	12,000	4500					10,000	7,000	7,000
98	10	12,000	4500					10,000	7,000	7,000
99	10	12,000	4500					10,000	7,000	7,000
100	10	12,000	4500					10,000	7,000	7,000
101	10	12,000	4500					10,000	7,000	7,000
102	10	12,000	4500					10,000	7,000	7,000
103	10	12,000	4500					10,000	7,000	7,000
104	10	12,000	4500					10,000	7,000	7,000
105	10	12,000	4500					10,000	7,000	7,000
106	10	12,000	4500					10,000	7,000	7,000
107	10	12,000	4500					10,000	7,000	7,000
108	10	12,000	4500					10,000	7,000	7,000
109	10	12,000	4500					10,000	7,000	7,000
110	10	12,000	4500					10,000	7,000	7,000
111	10	12,000	4500					10,000	7,000	7,000
112	10	12,000	4500					10,000	7,000	7,000
113	10	12,000	4500					10,000	7,000	7,000
114	10	12,000	4500					10,000	7,000	7,000
115	10	12,000	4500					10,000	7,000	7,000
116	10	12,000	4500					10,000	7,000	7,000
117	10	12,000	4500					10,000	7,000	7,000
118	10	12,000	4500					10,000	7,000	7,000
119	10	12,000	4500					10,000	7,000	7,000
120	10	12,000	4500					10,000	7,000	7,000
121	10	12,000	4500					10,000	7,000	7,000
122	10	12,000	4500					10,000	7,000	7,000
123	10	12,000	4500					10,000	7,000	7,000
124	10	12,000	4500					10,000	7,000	7,000
125	10	12,000	4500					10,000	7,000	7,000
126	10	12,000	4500					10,000	7,000	7,000
127	10	12,000	4500					10,000	7,000	7,000
128	10	12,000	4500					10,000	7,000	7,000
129	10	12,000	4500					10,000	7,000	7,000
130	10	12,000	4500					10,000	7,000	7,000
131	10	12,000	4500					10,000	7,000	7,000
132	10	12,000	4500					10,000	7,000	7,000
133	10	12,000	4500					10,000	7,000	7,000
134	10	12,000	4500					10,000	7,000	7,000
135	10	12,000	4500					10,000	7,000	7,000
136	10	12,000	4500					10,000	7,000	7,000
137	10	12,000	4500					10,000	7,000	7,000
138	10	12,000	4500					10,000	7,000	7,000
139	10	12,000	4500					10,000	7,000	7,000
140	10	12,000	4500					10,000	7,000	7,000
141	10	12,000	4500					10,000	7,000	7,000
142	10	12,000	4500					10,000	7,000	7,000
143	10	12,000	4500					10,000	7,000	7,000
144	10	12,000	4500							

## COTTON PIECE-GOODS

## EXPORTS

	COUNTRY TO WHICH EXPORTED	1922-23. 1923.	1923-24. 1924.	1924-25. 1925.	1925-26. 1926.	1926-27. 1927.	1927-28. 1928.	1928-29. 1929.	1929-30. 1930.	1930-31. 1931.	1931-32. 1932.	1932-33. 1933.	1933-34. 1934.	1934-35. 1935.	1935-36. 1936.	1936-37. 1937.	1937-38. 1938.	1938-39. 1939.	1939-40. 1940.	1940-41. 1941.	1941-42. 1942.	1942-43. 1943.	1943-44. 1944.	1944-45. 1945.	1945-46. 1946.	1946-47. 1947.	1947-48. 1948.	1948-49. 1949.	1949-50. 1950.	1950-51. 1951.	1951-52. 1952.	1952-53. 1953.	1953-54. 1954.	1954-55. 1955.	1955-56. 1956.	1956-57. 1957.	1957-58. 1958.	1958-59. 1959.	1959-60. 1960.	1960-61. 1961.	1961-62. 1962.	1962-63. 1963.	1963-64. 1964.	1964-65. 1965.	1965-66. 1966.	1966-67. 1967.	1967-68. 1968.	1968-69. 1969.	1969-70. 1970.	1970-71. 1971.	1971-72. 1972.	1972-73. 1973.	1973-74. 1974.	1974-75. 1975.	1975-76. 1976.	1976-77. 1977.	1977-78. 1978.	1978-79. 1979.	1979-80. 1980.	1980-81. 1981.	1981-82. 1982.	1982-83. 1983.	1983-84. 1984.	1984-85. 1985.	1985-86. 1986.	1986-87. 1987.	1987-88. 1988.	1988-89. 1989.	1989-90. 1990.	1990-91. 1991.	1991-92. 1992.	1992-93. 1993.	1993-94. 1994.	1994-95. 1995.	1995-96. 1996.	1996-97. 1997.	1997-98. 1998.	1998-99. 1999.	1999-00. 2000.	2000-01. 2001.	2001-02. 2002.	2002-03. 2003.	2003-04. 2004.	2004-05. 2005.	2005-06. 2006.	2006-07. 2007.	2007-08. 2008.	2008-09. 2009.	2009-10. 2010.	2010-11. 2011.	2011-12. 2012.	2012-13. 2013.	2013-14. 2014.	2014-15. 2015.	2015-16. 2016.	2016-17. 2017.	2017-18. 2018.	2018-19. 2019.	2019-20. 2020.	2020-21. 2021.	2021-22. 2022.	2022-23. 2023.	2023-24. 2024.	2024-25. 2025.	2025-26. 2026.	2026-27. 2027.	2027-28. 2028.	2028-29. 2029.	2029-30. 2030.	2030-31. 2031.	2031-32. 2032.	2032-33. 2033.	2033-34. 2034.	2034-35. 2035.	2035-36. 2036.	2036-37. 2037.	2037-38. 2038.	2038-39. 2039.	2039-40. 2040.	2040-41. 2041.	2041-42. 2042.	2042-43. 2043.	2043-44. 2044.	2044-45. 2045.	2045-46. 2046.	2046-47. 2047.	2047-48. 2048.	2048-49. 2049.	2049-50. 2050.	2050-51. 2051.	2051-52. 2052.	2052-53. 2053.	2053-54. 2054.	2054-55. 2055.	2055-56. 2056.	2056-57. 2057.	2057-58. 2058.	2058-59. 2059.	2059-60. 2060.	2060-61. 2061.	2061-62. 2062.	2062-63. 2063.	2063-64. 2064.	2064-65. 2065.	2065-66. 2066.	2066-67. 2067.	2067-68. 2068.	2068-69. 2069.	2069-70. 2070.	2070-71. 2071.	2071-72. 2072.	2072-73. 2073.	2073-74. 2074.	2074-75. 2075.	2075-76. 2076.	2076-77. 2077.	2077-78. 2078.	2078-79. 2079.	2079-80. 2080.	2080-81. 2081.	2081-82. 2082.	2082-83. 2083.	2083-84. 2084.	2084-85. 2085.	2085-86. 2086.	2086-87. 2087.	2087-88. 2088.	2088-89. 2089.	2089-90. 2090.	2090-91. 2091.	2091-92. 2092.	2092-93. 2093.	2093-94. 2094.	2094-95. 2095.	2095-96. 2096.	2096-97. 2097.	2097-98. 2098.	2098-99. 2099.	2099-00. 2100.	2100-01. 2101.	2101-02. 2102.	2102-03. 2103.	2103-04. 2104.	2104-05. 2105.	2105-06. 2106.	2106-07. 2107.	2107-08. 2108.	2108-09. 2109.	2109-10. 2110.	2110-11. 2111.	2111-12. 2112.	2112-13. 2113.	2113-14. 2114.	2114-15. 2115.	2115-16. 2116.	2116-17. 2117.	2117-18. 2118.	2118-19. 2119.	2119-20. 2120.	2120-21. 2121.	2121-22. 2122.	2122-23. 2123.	2123-24. 2124.	2124-25. 2125.	2125-26. 2126.	2126-27. 2127.	2127-28. 2128.	2128-29. 2129.	2129-30. 2130.	2130-31. 2131.	2131-32. 2132.	2132-33. 2133.	2133-34. 2134.	2134-35. 2135.	2135-36. 2136.	2136-37. 2137.	2137-38. 2138.	2138-39. 2139.	2139-40. 2140.	2140-41. 2141.	2141-42. 2142.	2142-43. 2143.	2143-44. 2144.	2144-45. 2145.	2145-46. 2146.	2146-47. 2147.	2147-48. 2148.	2148-49. 2149.	2149-50. 2150.	2150-51. 2151.	2151-52. 2152.	2152-53. 2153.	2153-54. 2154.	2154-55. 2155.	2155-56. 2156.	2156-57. 2157.	2157-58. 2158.	2158-59. 2159.	2159-60. 2160.	2160-61. 2161.	2161-62. 2162.	2162-63. 2163.	2163-64. 2164.	2164-65. 2165.	2165-66. 2166.	2166-67. 2167.	2167-68. 2168.	2168-69. 2169.	2169-70. 2170.	2170-71. 2171.	2171-72. 2172.	2172-73. 2173.	2173-74. 2174.	2174-75. 2175.	2175-76. 2176.	2176-77. 2177.	2177-78. 2178.	2178-79. 2179.	2179-80. 2180.	2180-81. 2181.	2181-82. 2182.	2182-83. 2183.	2183-84. 2184.	2184-85. 2185.	2185-86. 2186.	2186-87. 2187.	2187-88. 2188.	2188-89. 2189.	2189-90. 2190.	2190-91. 2191.	2191-92. 2192.	2192-93. 2193.	2193-94. 2194.	2194-95. 2195.	2195-96. 2196.	2196-97. 2197.	2197-98. 2198.	2198-99. 2199.	2199-00. 2200.	2200-01. 2201.	2201-02. 2202.	2202-03. 2203.	2203-04. 2204.	2204-05. 2205.	2205-06. 2206.	2206-07. 2207.	2207-08. 2208.	2208-09. 2209.	2209-10. 2210.	2210-11. 2211.	2211-12. 2212.	2212-13. 2213.	2213-14. 2214.	2214-15. 2215.	2215-16. 2216.	2216-17. 2217.	2217-18. 2218.	2218-19. 2219.	2219-20. 2220.	2220-21. 2221.	2221-22. 2222.	2222-23. 2223.	2223-24. 2224.	2224-25. 2225.	2225-26. 2226.	2226-27. 2227.	2227-28. 2228.	2228-29. 2229.	2229-30. 2230.	2230-31. 2231.	2231-32. 2232.	2232-33. 2233.	2233-34. 2234.	2234-35. 2235.	2235-36. 2236.	2236-37. 2237.	2237-38. 2238.	2238-39. 2239.	2239-40. 2240.	2240-41. 2241.	2241-42. 2242.	2242-43. 2243.	2243-44. 2244.	2244-45. 2245.	2245-46. 2246.	2246-47. 2247.	2247-48. 2248.	2248-49. 2249.	2249-50. 2250.	2250-51. 2251.	2251-52. 2252.	2252-53. 2253.	2253-54. 2254.	2254-55. 2255.	2255-56. 2256.	2256-57. 2257.	2257-58. 2258.	2258-59. 2259.	2259-60. 2260.	2260-61. 2261.	2261-62. 2262.	2262-63. 2263.	2263-64. 2264.	2264-65. 2265.	2265-66. 2266.	2266-67. 2267.	2267-68. 2268.	2268-69. 2269.	2269-70. 2270.	2270-71. 2271.	2271-72. 2272.	2272-73. 2273.	2273-74. 2274.	2274-75. 2275.	2275-76. 2276.	2276-77. 2277.	2277-78. 2278.	2278-79. 2279.	2279-80. 2280.	2280-81. 2281.	2281-82. 2282.	2282-83. 2283.	2283-84. 2284.	2284-85. 2285.	2285-86. 2286.	2286-87. 2287.	2287-88. 2288.	2288-89. 2289.	2289-90. 2290.	2290-91. 2291.	2291-92. 2292.	2292-93. 2293.	2293-94. 2294.	2294-95. 2295.	2295-96. 2296.	2296-97. 2297.	2297-98. 2298.	2298-99. 2299.	2299-00. 2300.	2300-01. 2301.	2301-02. 2302.	2302-03. 2303.	2303-04. 2304.	2304-05. 2305.	2305-06. 2306.	2306-07. 2307.	2307-08. 2308.	2308-09. 2309.	2309-10. 2310.	2310-11. 2311.	2311-12. 2312.	2312-13. 2313.	2313-14. 2314.	2314-15. 2315.	2315-16. 2316.	2316-17. 2317.	2317-18. 2318.	2318-19. 2319.	2319-20. 2320.	2320-21. 2321.	2321-22. 2322.	2322-23. 2323.	2323-24. 2324.	2324-25. 2325.	2325-26. 2326.	2326-27. 2327.	2327-28. 2328.	2328-29. 2329.	2329-30. 2330.	2330-31. 2331.	2331-32. 2332.	2332-33. 2333.	2333-34. 2334.	2334-35. 2335.	2335-36. 2336.	2336-37. 2337.	2337-38. 2338.	2338-39. 2339.	2339-40. 2340.	2340-41. 2341.	2341-42. 2342.	2342-43. 2343.	2343-44. 2344.	2344-45. 2345.	2345-46. 2346.	2346-47. 2347.	2347-48. 2348.	2348-49. 2349.	2349-50. 2350.	2350-51. 2351.	2351-52. 2352.	2352-53. 2353.	2353-54. 2354.	2354-55. 2355.	2355-56. 2356.	2356-57. 2357.	2357-58. 2358.	2358-59. 2359.	2359-60. 2360.	2360-61. 2361.	2361-62. 2362.	2362-63. 2363.	2363-64. 2364.	2364-65. 2365.	2365-66. 2366.	2366-67. 2367.	2367-68. 2368.	2368-69. 2369.	2369-70. 2370.	2370-71. 2371.	2371-72. 2372.	2372-73. 2373.	2373-74. 2374.	2374-75. 2375.	2375-76. 2376.	2376-77. 2377.	2377-78. 2378.	2378-79. 2379.	2379-80. 2380.	2380-81. 2381.	2381-82. 2382.	2382-83. 2383.	2383-84. 2384.	2384-85. 2385.	2385-86. 2386.	2386-87. 2387.	2387-88. 2388.	2388-89. 2389.	2389-90. 2390.	2390-91. 2391.	2391-92. 2392.	2392-93. 2393.	2393-94. 2394.	2394-95. 2395.	2395-96. 2396.	2396-97. 2397.	2397-98. 2398.	2398-99. 2399.	2399-00. 2400.	2400-01. 2401.	2401-02. 2402.	2402-03. 2403.	2403-04. 2404.	2404-05. 2405.	2405-06. 2406.	2406-07. 2407.	2407-08. 2408.	2408-09. 2409.	2409-10. 2410.	2410-11. 2411.	2411-12. 2412.	2412-13. 2413.	2413-14. 2414.	2414-15. 2415.	2415-16. 2416.	2416-17. 2417.	2417-18. 2418.	2418-19. 2419.	2419-20. 2420.	2420-21. 2421.	2421-22. 2422.	2422-23. 2423.	2423-24. 2424.	2424-25. 2425.	2425-26. 2426.	2426-27. 2427.	2427-28. 2428.	2428-29. 2429.	2429-30. 2430.	2430-31. 2431.	2431-32. 2432.	2432-33. 2433.	2433-34. 2434.	2434-35. 2435.	2435-36. 2436.	2436-37. 2437.	2437-38. 2438.	2438-39. 2439.	2439-40. 2440.	2440-41. 2441.	2441-42. 2442.	2442-43. 2443.	2443-44. 2444.	2444-45. 2445.	2445-46. 2446.	2446-47. 2447.	2447-48. 2448.	2448-49. 2449.	2449-50. 2450.	2450-51. 2451.	2451-52. 2452.	2452-53. 2453.	2453-54. 2454.	2454-55. 2455.	2455-56. 2456.	2456-57. 2457.	2457-58. 2458.	2458-59. 2459.	2459-60. 2460.	2460-61. 2461.	2461-62. 2462.	2462-63. 2463.	2463-64. 2464.	2464-65. 2465.	2465-66. 2466.	2466-67. 2467.	2467-68. 2468.	2468-69. 2469.	2469-70. 2470.	2470-71. 2471.	2471-72. 2472.	2472-73. 2473.	2473-74. 2474.	2474-75. 2475.	2475-76. 2476.	2476-77. 2477.	2477-78. 2478.	2478-79. 2479.	2479-80. 2480.	2480-81. 2481.	2481-82. 2482.	2482-83. 2483.	2483-84. 2484.	2484-85. 2485.	2485-86. 2486.	2486-87. 2487.	2487-88. 2488.	2488-89. 2489.	2489-90. 2490.	2490-91. 2491.	2491-92. 2492.	2492-93. 2493.	2493-94. 2494.	2494-95. 2495.	2495-96. 2496.	2496-97. 2497.	2497-98. 2498.	2498-99. 2499.	2499-00. 2500.	2500-01. 2501.	2501-02. 2502.	2502-03. 2503.	2503-04. 2504.	2504-05. 2505.	2505-06. 2506.	2506-07. 2507.	2507-08. 2508.	2508-09. 2509.	2509-10. 2510.	2510-11. 2511.	2511-12. 2512.	2512-13. 2513.	2513-14. 2514.	2514-15. 2515.	2515-16. 2516.	2516-17. 2517.	2517-18. 2518.	2518-19. 2519.	2519-20. 2520.	2520-21. 2521.	2521-22. 2522.	2522-23. 2523.	2523-24. 2524.	2524-25. 2525.	2525-26. 2526.	2526-27. 2527.	2527-28. 2528.	2528-29. 2529.	2529-30. 2530.	2530-31. 2531.	2531-32. 2532.	2532-33. 2533.	2533-34. 2534.	2534-35. 2535.	2535-36. 2536.	2536-37. 2537.	2537-38. 2538.	2538-39. 2539.	2539-40. 2540.	2540-41. 2541.	2541-42. 2542.	2542-43. 2543.	2543-44. 2544.	2544-45. 2545.	2545-46. 2546.	2546-47. 2547.	2547-48. 2548.	2548-49. 2549.	2549-50. 2550.	2550-51. 2551.	2551-52. 2552.	2552-53. 2553.	2553-54. 2554.	2554-55. 2555.	2555-56. 2556.	2556-57. 2557.	2557-58. 2558.	2558-59. 2559.	2559-60. 2560.	2560-61. 2561.	2561-62. 2562.	2562-63. 2563.	2563-64. 2564.	2564-65. 2565.	2565-66.
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## COTTON PIECE-GOODS

### EXPORTS.

[illegible]

WASHED, PRINTED OR DYED. (ALL KINDS)

## EXPORTS

[illegible]

\* Shown as Tanganyika Territory from 1921-22.

## EXPORTS

		COUNTRY NO. VOICES REPORTED				JURY			
		1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38
United Kingdom	...	50,017	139,023	96,876	124,139	155,615	172,794	176,681	176,681
United States of America	(Atlantic	123,391	107,407	104,673	101,370	100,000	97,851	97,842	98,000
France	France	1,201	1,201	1,000	2,000	1,000	2,000	1,000	1,000
Spain	...	90,330	60,610	80,837	57,297	74,747	68,001	83,001	83,001
Belgium	...	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...	...
Germany	...	2,009	72,000	144,015	144,015	100,000	100,000	100,000	100,000
Italy	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	137	7,400	...	...	...	...	...	...
Italy	...	98,010	123,000	95,000	104,017	100,000	97,000	95,000	95,000
Spain	...	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	90,330	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
Hungary	...	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...
United States	...	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...	...
Denmark	...	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...	...	...
Portugal	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...	...
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	2595-96	2596-97	2597-98	2598-99	2599-00	2600-01	2601-02	2602-03	2603-04	2604-05	2605-06	2606-07	2607-08	2608-09	2609-10	2610-11	2611-12	2612-13	2613-14	2614-15	2615-16	2616-17	2617-18	2618-19	2619-20	2620-21	2621-22	2622-23	2623-24	2624-25	2625-26	2626-27	2627-28	2628-29	2629-30	2630-31	2631-32	2632-33	2633-34	2634-35	2635-36	2636-37	2637-38	2638-39	2639-40	2640-41	2641-42	2642-43	2643-44	2644-45	2645-46	2646-47	2647-48	2648-49	2649-50	2650-51	2651-52	2652-53	2653-54	2654-55	2655-56	2656-57	2657-58	2658-59	2659-60	2660-61	2661-62	2662-63	2663-64	2664-65	2665-66	2666-67	2667-68	2668-69	2669-70	2670-71	2671-72	2672-73	2673-74	2674-75	2675-76	2676-77	2677-78	2678-79	2679-80	2680-81	2681-82	2682-83	2683-84	2684-85	2685-86	2686-87	2687-88	2688-89	2689-90	2690-91	2691-92	2692-93	2693-94	2694-95	2695-96	2696-97	2697-98	2698-99	2699-00	2700-01	2701-02	2702-03	2703-04	2704-05	2705-06	2706-07	2707-08	2708-09	2709-10	2710-11	2711-12	2712-13	2713-14	2714-15	2715-16	2716-17	2717-18	2718-19	2719-20	2720-21	2721-22	2722-23	2723-24	2724-25	2725-26	2726-27	2727-28	2728-29	2729-30	2730-31	2731-32	2732-33	2733-34	2734-35	2735-36	2736-37	2737-38	2738-39	2739-40	2740-41	2741-42	2742-43	2743-44	2744-45	2745-46	2746-47	2747-48	2748-49	2749-50	2750-51	2751-52	2752-53	2753-54	2754-55	2755-56	2756-57	2757-58	2758-59	2759-60	2760-61	2761-62	2762-63	2763-64	2764-65	2765-66	2766-67	2767-68	2768-69	2769-70	2770-71	2771-72	2772-73	2773-74	2774-75	2775-76	2776-77	2777-78	2778-79	2779-80	2780-81	2781-82	2782-83	2783-84	2784-85	2785-86	2786-87	2787-88	2788-89	2789-90	2790-91	2791-92	2792-93	2793-94	2794-95	2795-96	2796-97	2797-98	2798-99	2799-00	2800-01	2801-02	2802-03	2803-04	2804-05	2805-06	2806-07	2807-08	2808-09	2809-10	2810-11	2811-12	2812-13	2813-14	2814-15	2815-16	2816-17	2817-18	2818-19	2819-20	2820-21	2821-22	2822-23	2823-24	2824-25	2825-26	2826-27	2827-28	2828-29	2829-30	2830-31	2831-32	2832-33	2833-34	2834-35	2835-36	2836-37	2837-38	2838-39	2839-40	2840-41	2841-42	2842-43	2843-44	2844-45	2845-46	2846-47	2847-48	2848-49	2849-50	2850-51	2851-52	2852-53	2853-54	2854-55	2855-56	2856-57	2857-58	2858-59	2859-60	2860-61	2861-62	2862-63	2863-64	2864-65	2865-66	2866-67	2867-68	2868-69	2869-70	2870-71	2871-72	2872-73	2873-74	2874-75	2875-76	2876-77	2877-78	2878-79	2879-80	2880-81	2881-82	2882-83	2883-84	2884-85	2885-86	2886-87	2887-88	2888-89	2889-90	2890-91	2891-92	2892-93	2893-94	2894-95	2895-96	2896-97	2897-98	2898-99	2899-00	2900-01	2901-02	2902-03	2903-04	2904-05	2905-06	2906-07	2907-08	2908-09	2909-10	2910-11	2911-12	2912-13	2913-14	2914-15	2915-16	2916-17	2917-18	2918-19	2919-20	2920-21	2921-22	2922-23	2923-24	2924-25	2925-26	2926-27	2927-28	2928-29	2929-30	2930-31	2931-32	2932-33	2933-34	2934-35	2935-36	2936-37	2937-38	2938-39	2939-40	2940-41	2941-42	2942-43	2943-44	2944-45	2945-46	2946-47	2947-48	2948-49	2949-50	2950-51	2951-52	2952-53	2953-54	2954-55	2955-56	2956-57	2957-58	2958-59	2959-60	2960-61	2961-62	2962-63	2963-64	2964-65	2965-66	2966-67	2967-68	2968-69	2969-70	2970-71	2971-72	2972-73	2973-74	2974-75	2975-76	2976-77	2977-78	2978-79	2979-80	2980-81	2981-82	2982-83	2983-84	2984-85	2985-86	2986-87	2987-88	2988-89	2989-90	2990-91	2991-92	2992-93	2993-94	2994-95	2995-96	2996-97	2997-98	2998-99	2999-00	3000-01	30
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(a) Separately shown from 1934-35

## EXPORTS.

COMMODITIES TO WHICH EXPORTED.	1922-23.						1923-24.						1924-25.					
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Wheat	1,331,330	2,308,880	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000
Barley	1,331,330	2,308,880	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000
Flour	1,331,330	2,308,880	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>1,331,330</b>	<b>2,308,880</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>

## JUTE

## MANUFACTURES—GUNNY BAGS (ALL KINDS).

COMMODITIES TO WHICH EXPORTED.	1922-23.						1923-24.						1924-25.					
	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
Gunny bags	1,331,330	2,308,880	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000	1,311,830	2,325,000
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>1,331,330</b>	<b>2,308,880</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>	<b>1,311,830</b>	<b>2,325,000</b>

## EXPORTS.











## EXPORTS

[illegible]

## EXPORTS.

[illegible]

## EXPORTS

COUNTRIES TO WHICH EXPORTED	RICE							
	1910-11, cwt.	1910-11, tons	1911-12, tons	1912-13, tons	1913-14, tons	1914-15, tons	1915-16, tons	1916-17, tons
Ceylon	676,405	35,298	35,630	37,507	29,374	27,558	36,633	30,109
United Kingdom	...	...	...	...	...	...	...	...
Strait Settlements	13	1	2,381	90	...	56	116	284
America (U. S.)	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Maldives	...	...	...	...	...	...	...	...
Germany	...	...	...	22	10	2	2	2,000
Russia	...	...	...	...	...	...	...	...
West India	...	...	...	...	...	...	...	...
East Africa	...	...	...	...	...	...	...	...
British	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...
Italy (including Fiume)	...	...	...	...	...	...	...	...
China--Hong Kong	...	...	...	...	144	...	...	...
Japan	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	12	...	...
Turkey European	...	...	...	...	...	100	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Other British Possessions	61	...	5	7	8	5	...	7
Other Foreign Countries	24	1	4	2	...	4	7	4
Canada	...	...	...	...	...	...	...	...
Atlantic Coast	...	...	...	...	...	...	...	...
Pacific Coast	...	...	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	5	...	1
Federated Malay States	...	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...	...
Rumania	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...
TOTAL	676,603	35,300	35,618	37,529	29,386	27,626	36,772	29,761

## RICE

## THE HUSB. (PADDY).

## EXPORTS

COUNTRIES TO WHICH EXPORTED	RICE											
	1910-11, cwt.	1910-11, tons	1911-12, tons	1912-13, tons	1913-14, tons	1914-15, tons	1915-16, tons	1916-17, tons	1917-18, tons	1918-19, tons	1919-20, tons	1920-21, tons
Ceylon	12,739	42,770	22,374	17,415	20,808	13,672	9,632	13,063	16,499	5,900	820	2,627
United Kingdom	4	...	2	...	1	1	...	204	...	2	1	14
Strait Settlements	518	7,037	4,738	813	200	...	...	702	...	...	...	...
America (U. S.)	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...	...	...	...	...
Maldives	...	...	...	...	...	...	...	...	...	...	...	...
Germany	6	4	4	1,146	26,485	36,427	781	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...	...	...	...	...
West India	...	...	...	...	...	...	...	...	...	...	...	...
East Africa	...	...	...	...	...	...	...	...	...	...	...	...
British	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	...	...	...	...	...	...	...	...	...	...
Italy (including Fiume)	...	...	...	...	...	...	...	...	...	...	...	...
China--Hong Kong	...	...	...	...	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...	...	...	...	...
Iraq	...	...	...	...	...	...	...	...	...	...	...	...
Turkey European	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...	...	...	...	...
Other British Possessions	1	...	...	1	3	1	...	3	42	4	8	...
Other Foreign Countries	11	1	0	3	9	1	4	...	10	...	...	...
Canada	127	...	...	...	...	...	...	...	...	...	...	...
Atlantic Coast	...	600	...	86	...	600	...	...	...	...	...	...
Pacific Coast	...	900	400	5,188	19,267	7,016	100	50	80	1,371	...	...
Netherlands	...	150	...	601	3,354	1,226	5	...	...	...	...	...
Belgium	...	...	40	144	...	...	...	...	...	...	...	...
Federated Malay States	...	2	...	...	110	...	...	...	...	...	...	...
Egypt	...	...	...	...	15	...	...	...	...	...	...	...
Cuba	...	...	...	...	150	...	...	...	...	...	...	...
Rumania	...	...	...	...	...	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	34,303	61,470	27,612	25,445	70,201	68,844	11,384	14,507	16,602	8,191	431	2,689



## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.
Argentina	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...
Chile	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>5,048,279</b>	<b>189,447</b>	<b>175,003</b>	<b>274,280</b>	<b>308,777</b>	<b>371,012</b>	<b>409,145</b>

## EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.
Argentina	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...
Chile	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>5,048,279</b>	<b>189,447</b>	<b>175,003</b>	<b>274,280</b>	<b>308,777</b>	<b>371,012</b>	<b>409,145</b>

## LIN.

## SEED.

COUNTRIES TO WHICH EXPORTED.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.
Argentina	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...
Chile	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>5,048,279</b>	<b>189,447</b>	<b>175,003</b>	<b>274,280</b>	<b>308,777</b>	<b>371,012</b>	<b>409,145</b>

## SEED.

COUNTRIES TO WHICH EXPORTED.	1919-20. cwt.	1920-21. tons.	1921-22. tons.	1922-23. tons.	1923-24. tons.	1924-25. tons.	1925-26. tons.
Argentina	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Canada	...	...	...	...	...	...	...
Chile	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...
Colombia	...	...	...	...	...	...	...
Cuba	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...
Greece	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
Peru	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...
Sweden	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...
Other Foreign Countries	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>5,048,279</b>	<b>189,447</b>	<b>175,003</b>	<b>274,280</b>	<b>308,777</b>	<b>371,012</b>	<b>409,145</b>

## EXPORTS.

## EXPORTS.







EXPORTS

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COUNTRY TO WHICH EXPORTED		1929.		1930.		1931.		1932.		1933.		1934.		1935.		1936.		1937.		1938.		1939.		1940.		1941.		1942.		1943.		1944.		1945.		1946.		1947.		1948.		1949.		1950.		1951.		1952.		1953.		1954.		1955.		1956.		1957.		1958.		1959.		1960.		1961.		1962.		1963.		1964.		1965.		1966.		1967.		1968.		1969.		1970.		1971.		1972.		1973.		1974.		1975.		1976.		1977.		1978.		1979.		1980.		1981.		1982.		1983.		1984.		1985.		1986.		1987.		1988.		1989.		1990.		1991.		1992.		1993.		1994.		1995.		1996.		1997.		1998.		1999.		2000.		2001.		2002.		2003.		2004.		2005.		2006.		2007.		2008.		2009.		2010.		2011.		2012.		2013.		2014.		2015.		2016.		2017.		2018.		2019.		2020.		2021.		2022.		2023.		2024.		2025.		2026.		2027.		2028.		2029.		2030.		2031.		2032.		2033.		2034.		2035.		2036.		2037.		2038.		2039.		2040.		2041.		2042.		2043.		2044.		2045.		2046.		2047.		2048.		2049.		2050.		2051.		2052.		2053.		2054.		2055.		2056.		2057.		2058.		2059.		2060.		2061.		2062.		2063.		2064.		2065.		2066.		2067.		2068.		2069.		2070.		2071.		2072.		2073.		2074.		2075.		2076.		2077.		2078.		2079.		2080.		2081.		2082.		2083.		2084.		2085.		2086.		2087.		2088.		2089.		2090.		2091.		2092.		2093.		2094.		2095.		2096.		2097.		2098.		2099.		2100.		2101.		2102.		2103.		2104.		2105.		2106.		2107.		2108.		2109.		2110.		2111.		2112.		2113.		2114.		2115.		2116.		2117.		2118.		2119.		2120.		2121.		2122.		2123.		2124.		2125.		2126.		2127.		2128.		2129.		2130.		2131.		2132.		2133.		2134.		2135.		2136.		2137.		2138.		2139.		2140.		2141.		2142.		2143.		2144.		2145.		2146.		2147.		2148.		2149.		2150.		2151.		2152.		2153.		2154.		2155.		2156.		2157.		2158.		2159.		2160.		2161.		2162.		2163.		2164.		2165.		2166.		2167.		2168.		2169.		2170.		2171.		2172.		2173.		2174.		2175.		2176.		2177.		2178.		2179.		2180.		2181.		2182.		2183.		2184.		2185.		2186.		2187.		2188.		2189.		2190.		2191.		2192.		2193.		2194.		2195.		2196.		2197.		2198.		2199.		2200.		2201.		2202.		2203.		2204.		2205.		2206.		2207.		2208.		2209.		2210.		2211.		2212.		2213.		2214.		2215.		2216.		2217.		2218.		2219.		2220.		2221.		2222.		2223.		2224.		2225.		2226.		2227.		2228.		2229.		2230.		2231.		2232.		2233.		2234.		2235.		2236.		2237.		2238.		2239.		2240.		2241.		2242.		2243.		2244.		2245.		2246.		2247.		2248.		2249.		2250.		2251.		2252.		2253.		2254.		2255.		2256.		2257.		2258.		2259.		2260.		2261.		2262.		2263.		2264.		2265.		2266.		2267.		2268.		2269.		2270.		2271.		2272.		2273.		2274.		2275.		2276.		2277.		2278.		2279.		2280.		2281.		2282.		2283.		2284.		2285.		2286.		2287.		2288.		2289.		2290.		2291.		2292.		2293.		2294.		2295.		2296.		2297.		2298.		2299.		2300.		2301.		2302.		2303.		2304.		2305.		2306.		2307.		2308.		2309.		2310.		2311.		2312.		2313.		2314.		2315.		2316.		2317.		2318.		2319.		2320.		2321.		2322.		2323.		2324.		2325.		2326.		2327.		2328.		2329.		2330.		2331.		2332.		2333.		2334.		2335.		2336.		2337.		2338.		2339.		2340.		2341.		2342.		2343.		2344.		2345.		2346.		2347.		2348.		2349.		2350.		2351.		2352.		2353.		2354.		2355.		2356.		2357.		2358.		2359.		2360.		2361.		2362.		2363.		2364.		2365.		2366.		2367.		2368.		2369.		2370.		2371.		2372.		2373.		2374.		2375.		2376.		2377.		2378.		2379.		2380.		2381.		2382.		2383.		2384.		2385.		2386.		2387.		2388.		2389.		2390.		2391.		2392.		2393.		2394.		2395.		2396.		2397.		2398.		2399.		2400.		2401.		2402.		2403.		2404.		2405.		2406.		2407.		2408.		2409.		2410.		2411.		2412.		2413.		2414.		2415.		2416.		2417.		2418.		2419.		2420.		2421.		2422.		2423.		2424.		2425.		2426.		2427.		2428.		2429.		2430.		2431.		2432.		2433.		2434.		2435.		2436.		2437.		2438.		2439.		2440.		2441.		2442.		2443.		2444.		2445.		2446.		2447.		2448.		2449.		2450.		2451.		2452.		2453.		2454.		2455.		2456.		2457.		2458.		2459.		2460.		2461.		2462.		2463.		2464.		2465.		2466.		2467.		2468.		2469.		2470.		2471.		2472.		2473.		2474.		2475.		2476.		2477.		2478.		2479.		2480.		2481.		2482.		2483.		2484.		2485.		2486.		2487.		2488.		2489.		2490.		2491.		2492.		2493.		2494.		2495.		2496.		2497.		2498.		2499.		2500.		2501.		2502.		2503.		2504.		2505.		2506.		2507.		2508.		2509.		2510.		2511.		2512.		2513.		2514.		2515.		2516.		2517.		2518.		2519.		2520.		2521.		2522.		2523.		2524.		2525.		2526.		2527.		2528.		2529.		2530.		2531.		2532.		2533.		2534.		2535.		2536.		2537.		2538.		2539.		2540.		2541.		2542.		2543.		2544.		2545.		2546.		2547.		2548.		2549.		2550.		2551.		2552.		2553.		2554.		2555.		2556.		2557.		2558.		2559.		2560.		2561.		2562.		2563.		2564.		2565.		2566.		2567.		2568.		2569.		2570.		2571.		2572.		2573.		2574.		2575.		2576.		2577.		2578.		2579.		2580.		2581.		2582.		2583.		2584.		2585.		2586.		2587.		2588.		2589.		2590.		2591.		2592.		2593.		2594.		2595.		2596.		2597.		2598.		2599.		2600.		2601.		2602.		2603.		2604.		2605.		2606.		2607.		2608.		2609.		2610.		2611.		2612.		2613.		2614.		2615.		2616.		2617.		2618.		2619.		2620.		2621.		2622.		2623.		2624.		2625.		2626.		2627.		2628.		2629.		2630.		2631.		2632.		2633.		2634.		2635.		2636.		2637.		2638.		2639.		2640.		2641.		2642.		2643.		2644.		2645.		2646.		2647.		2648.		2649.		2650.		2651.		2652.		2653.		2654.		2655.		2656.		2657.		2658.		2659.		2660.		2661.		2662.		2663.		2664.		2665.		2666.		2667.		2668.		2669.		2670.		2671.		2672.		2673.		2674.		2675.		2676.		2677.		2678.		2679.		2680.		2681.		2682.		2683.		2684.		2685.		2686.		2687.		2688.		2689.		2690.		2691.		2692.		2693.		2694.		2695.		2696.		2697.		2698.		2699.		2700.		2701.		2702.		2703.		2704.		2705.		2706.		2707.		2708.		2709.		2710.		2711.		2712.		2713.		2714.		2715.		2716.		2717.		2718.		2719.		2720.		2721.		2722.		2723.		2724.		2725.		2726.		2727.		2728.		2729.		2730.		2731.		2732.		2733.		2734.		2735.		2736.		2737.		2738.		2739.		2740.		2741.		2742.		2743.		2744.		2745.		2746.		2747.		2748.		2749.		2750.		2751.		2752.		2753.		2754.		2755.		2756.		2757.		2758.		2759.		2760.		2761.		2762.		2763.		2764.		2765.		2766.		2767.		2768.		2769.		2770.		2771.		2772.		2773.		2774.		2775.		2776.		2777.		2778.		2779.		2780.		2781.		2782.		2783.		2784.		2785.		2786.		2787.		2788.		2789.		2790.		2791.		2792.		2793.		2794.		2795.		2796.		2797.		2798.		2799.		2800.		2801.		2802.		2803.		2804.		2805.		2806.		2807.		2808.		2809.		2810.		2811.		2812.		2813.		2814.		2815.		2816.		2817.		2818.		2819.		2820.		2821.		2822.		2823.		2824.		2825.		2826.		2827.		2828.		2829.		2830.		2831.		2832.		2833.		2834.		2835.		2836.		2837.		2838.		2839.		2840.		2841.		2842.		2843.		2844.		2845.		2846.		2847.		2848.		2849.		2850.		2851.		2852.		2853.		2854.		2855.		2856.		2857.		2858.		2859.		2860.		2861.		2862.		2863.		2864.		2865.		2866.		2867.		2868.		2869.		2870.		2871.		2872.		2873.		2874.		2875.		2876.		2877.		2878.		2879.		2880.		2881.		2882.		2883.		2884.		2885.		2886.		2887.		2888.		2889.		2890.		2891.		2892.		2893.		2894.		2895.		2896.		2897.		2898.		2899.		2900.		2901.		2902.		2903.		2904.		2905.		2906.		2907.		2908.		2909.		2910.		2911.		2912.		2913.		2914.		2915.		2916.		2917.		2918.		2919.		2920.		2921.		2922.		2923.		2924.		2925.		2926.		2927.		2928.		2929.		2930.		2931.		2932.		2933.		2934.		2935.		2936.		2937.		2938.		2939.		2940.		2941.		2942.		2943.		2944.		2945.		2946.		2947.		2948.		2949.		2950.		2951.		2952.		2953.		2954.		2955.		2956.		2957.		2958.		2	
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## EXPORTS.

Commodity to which exported	1920-21. Bt.	1921-22. Bt.	1922-23. Bt.	1923-24. Bt.	1924-25. Bt.	1925-26. Bt.
India	...	...	...	...	...	...
East Africa	...	...	...	...	...	...
China	...	...	...	...	...	...
Japan	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...
France	...	...	...	...	...	...
Germany	...	...	...	...	...	...
United States of America	...	...	...	...	...	...
Italy	...	...	...	...	...	...
Spain	...	...	...	...	...	...
Portugal	...	...	...	...	...	...
Belgium	...	...	...	...	...	...
Sweden	...	...	...	...	...	...
Denmark	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...
Other foreign countries	...	...	...	...	...	...
Total	...	...	...	...	...	...

## EXPORTS.

Commodity to which exported	1920-21. Bt.	1921-22. Bt.	1922-23. Bt.	1923-24. Bt.	1924-25. Bt.	1925-26. Bt.
United Kingdom	...	...	...	...	...	...
France	...	...	...	...	...	...
Germany	...	...	...	...	...	...
United States of America	...	...	...	...	...	...
Italy	...	...	...	...	...	...
Spain	...	...	...	...	...	...
Portugal	...	...	...	...	...	...
Belgium	...	...	...	...	...	...
Sweden	...	...	...	...	...	...
Denmark	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...
Other foreign countries	...	...	...	...	...	...
Total	...	...	...	...	...	...

## EXPORTS.

Commodity to which exported	1920-21. Bt.	1921-22. Bt.	1922-23. Bt.	1923-24. Bt.	1924-25. Bt.	1925-26. Bt.
India	...	...	...	...	...	...
East Africa	...	...	...	...	...	...
China	...	...	...	...	...	...
Japan	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...
France	...	...	...	...	...	...
Germany	...	...	...	...	...	...
United States of America	...	...	...	...	...	...
Italy	...	...	...	...	...	...
Spain	...	...	...	...	...	...
Portugal	...	...	...	...	...	...
Belgium	...	...	...	...	...	...
Sweden	...	...	...	...	...	...
Denmark	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...
Other foreign countries	...	...	...	...	...	...
Total	...	...	...	...	...	...

## EXPORTS.

Commodity to which exported	1920-21. Bt.	1921-22. Bt.	1922-23. Bt.	1923-24. Bt.	1924-25. Bt.	1925-26. Bt.
United Kingdom	...	...	...	...	...	...
France	...	...	...	...	...	...
Germany	...	...	...	...	...	...
United States of America	...	...	...	...	...	...
Italy	...	...	...	...	...	...
Spain	...	...	...	...	...	...
Portugal	...	...	...	...	...	...
Belgium	...	...	...	...	...	...
Sweden	...	...	...	...	...	...
Denmark	...	...	...	...	...	...
Netherlands	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...
Other foreign countries	...	...	...	...	...	...
Total	...	...	...	...	...	...



## EXPORTS

[illegible]

## EXPORTS.

TO COUNTRIES TO WHICH EXPORTED	1929-30, cwt.	1930-31, cwt.	1931-32, cwt.	1932-33, cwt.	1933-34, cwt.	1934-35, cwt.	1935-36, cwt.	1936-37, cwt.
Turkey	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...
United Kingdom	1,224	1,139	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan and Dependencies	3,439	711	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Other Eastern Countries	...	...	...	...	...	...	...	...
TOTAL	39,687	10,555	15,395	4,551	6,705	8,368	2,017	1,138

## EXPORTS.

TO COUNTRIES TO WHICH EXPORTED	1929-30, tons.	1930-31, tons.	1931-32, tons.	1932-33, tons.	1933-34, tons.	1934-35, tons.	1935-36, tons.	1936-37, tons.
Turkey	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Other Eastern Countries	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...

## IND. IGO.

TO COUNTRIES TO WHICH EXPORTED	1929-30, cwt.	1930-31, cwt.	1931-32, cwt.	1932-33, cwt.	1933-34, cwt.	1934-35, cwt.	1935-36, cwt.	1936-37, cwt.
Turkey	145	47	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Other Eastern Countries	...	...	...	...	...	...	...	...
TOTAL	1,865	889	807	884	790	542	605	544

## HIDES RAW.

TO COUNTRIES TO WHICH EXPORTED	1929-30, tons.	1930-31, tons.	1931-32, tons.	1932-33, tons.	1933-34, tons.	1934-35, tons.	1935-36, tons.	1936-37, tons.
Turkey	...	...	...	...	...	...	...	...
Syria	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Yugoslavia	...	...	...	...	...	...	...	...
United Kingdom	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Poland	...	...	...	...	...	...	...	...
United States of America	...	...	...	...	...	...	...	...
Russia	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	...	...	...
Italy	...	...	...	...	...	...	...	...
Japan and Dependencies	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
India	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
Philippines	...	...	...	...	...	...	...	...
Malaya	...	...	...	...	...	...	...	...
Sumatra	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Other Eastern Countries	...	...	...	...	...	...	...	...
TOTAL	...	...	...	...	...	...	...	...

## EXPORTS.

Other Foreign Countries  
 India  
 Malaya  
 Sumatra  
 Java  
 Other Eastern Countries  
 TOTAL

### EXPORTS.

Countries to which exports	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.
United Kingdom ...	110,638	110,808	86,812	42,375	16,842	21,400	16,000	16,000
— Hong-Kong	...	44,626	45,046	50,703	45,535	32,419	34,601	25,728
— Treaty Ports	...	...	...	...	...	...	...	100
— Atlantic Coast	20,656	66,670	9,320	2,067	1,500	1	...	1,000
— Pacific Coast	3,592	9,144	...	...	...	...	...	...
Java ...	303	681	738	290	488	303	21	117
Straits Settlements ...	4,151	3,890	8,110	7,224	3,508	5,712	4,507	5,144
Ceylon ...	99,294	36,666	44,729	60,947	55,682	64,090	80,691	68,491
France ...	4,600	...	...	...	...	...	...	...
Russia ...	...	...	...	...	...	...	...	...
Iraq ...	...	...	50	...	...	...	5	...
Mauritius and Dependencies	46,026	107,816	29,884	41,929	30,485	32,106	44,084	3,138
Federated Malay States	...	...	...	...	...	...	...	...
Australian Commonwealth	2,006	1,819	975	1,630	1,440	1,432	140	740
West Indies (British)	...	3,564	600	550	406	1,154	...	...
West Indies (French)	...	...	...	17,922	...	...	...	...
Sumatra ...	...	...	...	...	...	680	...	...
Burma ...	...	...	...	...	...	...	...	...
Cape of Good Hope ...	241	...	87	1,042	18	29	18	28
Arabia ...	107	28	...	...	61	51	93	96
— Muskat Territory and — Tristram Oman, — Other Native States	235	7	48	27	108	82	49	41
Natal ...	1,242	1,146	1,800	...	...	...	...	...
Japan ...	12,437	106	398	...	1,628	...	...	...
Cape Colony ...	...	...	...	...	...	...	...	...
East Africa—Italian	...	...	...	...	...	...	...	...
New Zealand ...	770	290	310	41	80	170	130	100
Sandwich Islands ...	...	...	...	...	...	...	...	...
Zanzibar and Pemba	13	1	9	13	69	64	25	45
Tanganyika Territory	...	...	...	...	16	14	51	20
Somaland (French)	9,200	...	...	...	...	...	...	...
Persia ...	60	...	...	...	17	...	...	...

**PETRE.**

[illegible]

