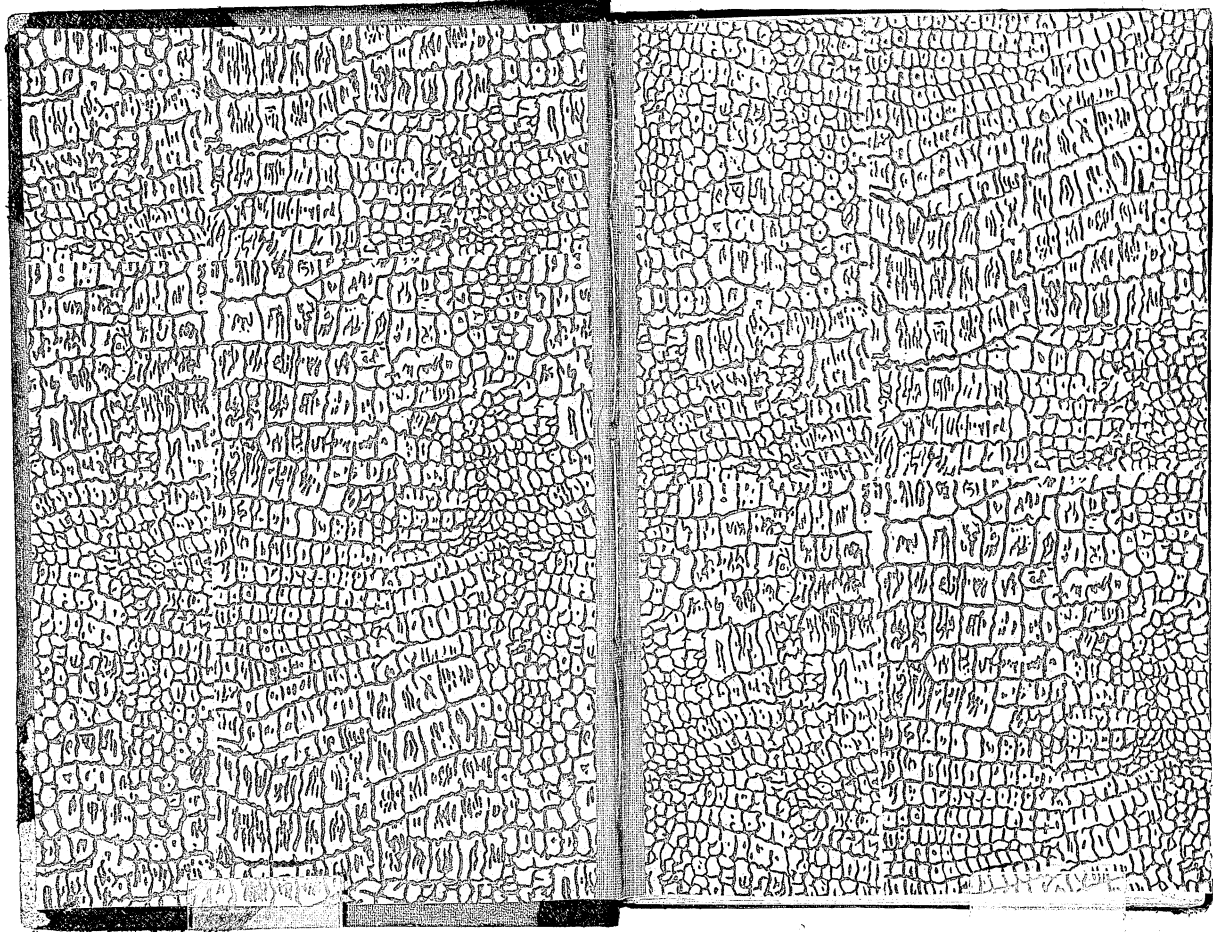
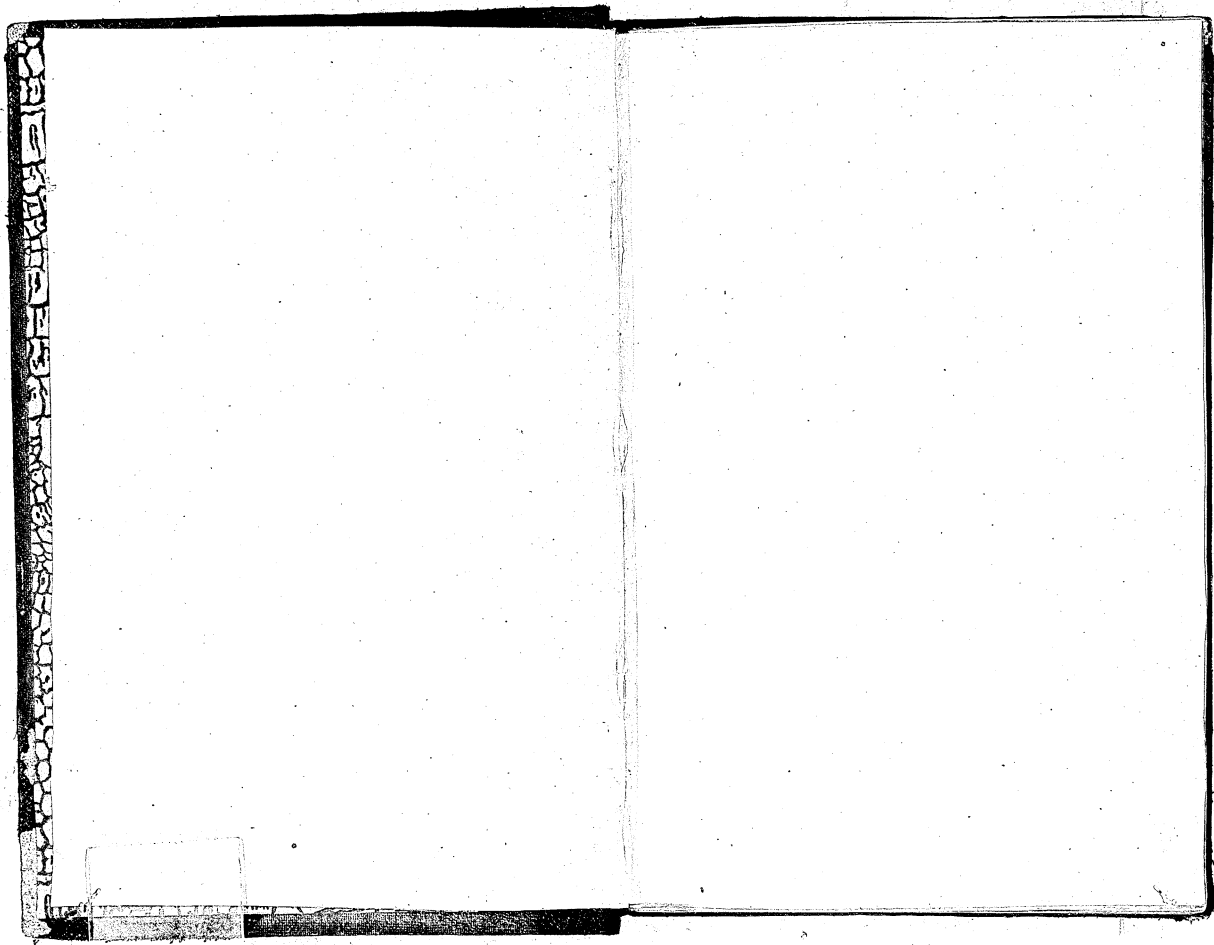


REPORT
OF
THE COMMITTEE
OF THE
BENGAL CHAMBER OF COMMERCE
FROM
1st February 1892 To 31st January 1893.
VOL. I
With Appendices





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Vol. I.

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INDEX.

PART I.

ANNUAL MEETING.

	<i>Page.</i>
Proceedings of the Annual Ordinary General Meeting :—	1
The President's Address	2
1st Resolution—Acceptance of Report and passing of Accounts	6
2nd Resolution—Confirmation of selection of Committee for the filling of certain offices during the past year	6
3rd Resolution—Confirmation of election of Members of the Chamber	6
4th Resolution—Election of Honorary Members	7
Election of Committee for 1893-94	7
Mr. W. O. Bell-Irving's and Mr. J. N. Stuart's vote of thanks to the Chairman and Committee	8
The President's Reply	8

REPORT.

Committee Report, 1st February 1892 to 31st January 1893 :—	
Introduction	13
Changes in Committee and filling up of vacancies	14
Representation of Mercantile interests in the Councils of His Excellency the Viceroy and His Honor the Lieutenant-Governor of Bengal	15
Changes in the representation of the Chamber on the Port Trust and the Municipal Corporation	16
Local Consulting Committee of the East Indian Railway	16
Changes in the Piece-Goods Sub-Committee	16
Changes in Departmental Committees	16
Arbitrations	17
Special Work	18
Associations	18
Chamber of Commerce at Zanzibar	19
Cochin Chamber	20
Commercial Exchange	20
Fire Brigade	21
Land Acquisition Act Amendment Bill	26
Small Cause Court	28

	Page.
Madras City Civil Court	29
The High Court	30
Bengal Municipal Act Amendment Bill	31
Indian Merchant Shipping Acts Consolidation Bill	32
Inland Emigration Act Amendment Bill	33
Indian Carrier's Act	37
Indian Factory Act	37
Debtors taking refuge in Chanderanagore	38
Registration of Partnerships	38
Office of Registrar of Calcutta	39
Land Settlement in Assam	39
Amendment of Law relating to Criminal Misappropriation	40
Bengal-Assam Railway	41
Bengal Central Railway	42
Lower Bengal Railway	42
Tramways	43
Survey of the River Mutlah	43
Port Commissioners	44
Limits of the Port	49
Survey of Cargo Boats	49
Registration of Cargo Boats in the Mofussil	49
Ship Masters' Grievances	50
The "Dumbarton Rock"	50
The Export Trade and the Dock	51
Telegraph facilities on the Hooghly	51
Load Lines	52
Charter-Parties and Bills of Lading	53
Boiler Inspection Fees	53
Dunkerque and Boulogne	54
Shipping Passes	54
Dasses and Minicoy Light-Dues	56
Table Bay Docks	56
"Bassin" Case	56
Connection of Port Blair with the Main-land	57
Partial Deliveries of Goods by Banks	58
The Budget	59
The Silver Question	59
Exhibitions	60
Merchandise Marks Act	61
Forecasts of the Crops and Crop Reports	61
The Salt Trade	62
Sunday Working	62
Protection of the Cachar Frontier	63
Accelerated Mail Service	65
Numbers of Planters, &c.	66
Congress of Chambers of Commerce	66
Assistant Secretary	66
Members withdrawn	67

	Page.
New Members	67
Funds of the Chamber	68
Accounts of the Chamber	69
Members and Committees of the Chamber, &c. :—	
Members of the Chamber	73
Honorary Members of the Chamber	75
Committee of the Bengal Chamber of Commerce	76
Mercantile Representative on His Excellency the Viceroy's Council	76
Mercantile Representative on His Honor the Lieutenant-Governor's Council	76
Representatives of the Chamber on the Port Trust	77
Representatives of the Chamber on the Municipal Corporation	77
Licensed Measurers' Department Committee	77
Indigo Trade Department Committee	78
Piece-Goods Sub-Committee	78
Sub-Committee on Railways	78
Sub-Committee on References	79
Sub-Committee on Shipping	79
Sub-Committee on Finance	79
Mercantile Associations, &c. :—	
Indian Tea Association Committee	80
Chicago Exhibition—Special Sub-Committee	80
Indian Tea Association—Darjeeling and Dooars Sub-Committee	80
Calcutta Tea Traders' Association Committee	81
Indian Jute Manufacturers' Association Committee	81
Calcutta Hydraulic Press Association Committee	81
Calcutta Import Trade Association Committee	82
Calcutta Fire Insurance Agents' Association Committee	82
Calcutta Fire Insurance Agents' Association Salvage Committee	82
Calcutta Marine Insurance Association Committee	83
Calcutta Wheat and Seed Trade Association Committee	82
Calcutta Wine, Spirit and Beer Association Committee	83
Indian Mining Association Committee	84
Calcutta Baled Jute Association Committee	84
Land Acquisition Act Special Sub-Committee	84
Calcutta Mercantile Exchange Provisional Committee	85
Reports and Sub-Committee Reports :—	
Piece-Goods Sub-Committee	89
Sub-Committee on References	95
Shipping Sub-Committee	99
Railway Sub-Committee	107
Finance Sub-Committee	111
Indigo Trade Department Report	117

	<i>Page.</i>
Indigo Trade Department Rules ...	123
Licensed Measurers' Department Report ...	131
Licensed Measurers' Department Rules ...	152
Rules for the guidance of Measurers ...	153
Rules and Regulations of the Chamber, &c. :—	
Rules and Regulations of the Chamber ...	157
Piece-Goods Arbitration Rules ...	173
Piece-Goods Arbitration Procedure ...	174
General Arbitration Rules ...	178

ANNUAL MEETING.

BENGAL CHAMBER OF COMMERCE.

BENGAL CHAMBER OF COMMERCE.

ANNUAL ORDINARY GENERAL MEETING, 1893.

THE Annual Ordinary General Meeting of the Bengal Chamber of Commerce was held at the rooms of the Chamber, No. 102, Clive Street, on Tuesday, February the 28th, 1893, at 2.30 P.M. The Hon'ble J. L. Mackay, C.I.E., President of the Chamber, in the Chair.

The following Members of the Chamber were present:—

<i>Name.</i>	<i>Firm.</i>
Hon'ble J. L. Mackay, C.I.E.	Messrs. Mackinnon, Mackenzie & Co.
S. Finney, Esq.	Manager, E. B. (State) Railway.
W. O. Bell-Irving, Esq.	Messrs. Jardine, Skinner & Co.
C. W. Gray, Esq.	Supdt., Bengal Coal Co., Ltd.
A. B. Struthers, Esq.	Messrs. Struthers & Co.
Ed. Trelawny, Esq.	Supdt., P. & O. S. N. Co.
J. F. Macnair, Esq.	Messrs. Begg, Dunlop & Co.
C. D. Stewart, Esq.	} Geo. Henderson & Co.
J. C. Shorrocks, Esq.	
W. H. Cheetham, Esq.	} Kilburn & Co.
F. H. Cumberlege, Esq.	
W. H. McKewan, Esq.	} Carritt & Co.
Jas. Turner, Esq.	
R. Hinshaw, Esq.	} McKewan, Everett & Co.
W. E. S. Jefferson, Esq.	
Lt.-Col. R. Gardiner, R.E.	Petrie, Turner & Co.
H. Howes, Esq.	Planters' Stores & Agency Co., Ltd.
W. Thomson, Esq.	Agent, East Indian Railway Co.
E. L. Hamilton, Esq.	Messrs. Barlow & Co.
John A. Ralli, Esq.	Anderson, Wright & Co.
Babu Doorga Dass Seal	Hoare, Miller & Co.
	Ralli Brothers.
	Ram Chand Seal & Co.

<i>Name.</i>	<i>Firm.</i>
H. B. H. Turner, Esq.	} <i>Messrs. Turner, Morrison & Co.</i>
J. M. G. Proffit, Esq.	
E. C. Apostolides, Esq.	... .. <i>A. Agelasto & Co.</i>
J. G. Dickson, Esq.	... .. <i>Gladstone, Wyllie & Co.</i>
Geo. G. Anderson, Esq.	... .. <i>Williamson, Magor & Co.</i>
Nalin B. Sircar, Esq.	... .. <i>Kerr, Tarruck & Co.</i>
C. C. McLeod, Esq.	... .. <i>Messrs. McLeod & Co.</i>
T. W. Anderson, Esq.	} .. <i>Macknight, Anderson & Co.</i>
Geo. A. Ormiston, Esq.	
N. H. T. Becker, Esq.	... .. <i>Ernsthausen & Co.</i>
E. E. Petrocchino, Esq.	... .. <i>Petrocchino Brothers.</i>
J. D. Nimmo, Esq.	... .. <i>Duncan Brothers.</i>
S. Keith Douglas, Esq.	... .. <i>Carlises Nephews & Co.</i>
J. N. Stuart, Esq.	... .. <i>Balmer, Lawrie & Co.</i>
F. G. Hickson, Esq.	} .. <i>Manager, Mercantile Bank of India, Ltd.</i>
Reg. Murray, Esq.	
Hon. P. Playfair	... .. <i>Messrs. Barry & Co.</i>
E. Henry, Esq.	... .. <i>Blackwood, Blackwood & Co.</i>
C. H. Ogbourne, Esq.	... .. <i>Commercial Union Assurance Co., Ltd.</i>
Charles Brock, Esq.	... .. <i>Messrs. Mackenzie, Lyall & Co.</i>
J. Sutherland, Esq.	... .. <i>Simpson & Co.</i>
J. Horne, Esq.	... .. <i>Horne, Dunlop & Co.</i>
Cairns Deas, Esq.	... .. <i>Burn & Co.</i>
Jas. Duffus, Esq.	... .. <i>J. C. Duffus & Co.</i>
H. R. McInnes, Esq.	... .. <i>J. Thomas & Co.</i>

The President, in opening the proceedings spoke as follows :—

Gentlemen, in presenting the Report of the Committee for the past year, I will not detain you with a long address, because I have practically nothing to add to what it says. You will see that an unusually large number of important subjects have come under consideration during the year and that the work of the Chamber does not tend to diminish.

I am glad to say that we are now within measurable distance of the establishment of a Mercantile Exchange for

Calcutta. At the Special General Meeting of the Chamber which was held the other day the members gave authority to the Committee to proceed with the scheme, and we are now engaged in the formalities necessary for acquiring the property. As regards the balance at credit of the Licensed Measurers Department, which the members sanctioned being absorbed, you will remember that I mentioned that one or two members had objected to this course being taken, and at the meeting my friend Mr. Stevenson took exception to the proposal. Since then I have seen Mr. Stevenson on the subject and the Committee have also been in communication with the other members who objected, with the result that it has now been arranged that the balance of the Measurers Department money shall be treated by the Chamber as a loan, carrying interest, but to rank after the debentures. On a subject such as this, I am sure you will agree with me that it is most desirable we should be unanimous and I am glad to be able to report that this is now the case.

The year 1892 has seen the opening of the Kidderpore Dock and I hope the year 1893 will see it in full swing, bringing in a large revenue to the Port Commission. In the meantime, however, a port due of 4 annas per ton on shipping has had to be imposed to yield 4 lakhs of rupees annually and a special cess has had to be put on the seaborne trade of Calcutta yielding nearly a lakh of rupees per month to pay for the undertaking, a state of affairs which is very deplorable.

Two years ago I alluded to the delays which characterized the Calcutta Court of Small Causes, and instanced one or two specially bad cases. The Government of Bengal and the Government of India have had the matter under consideration, with the result that a Bill to amend the present Small Cause Court Act is now before the Legislative Council of the Viceroy. This Bill has lately been engaging the attention of a special Sub-Committee of the Chamber, and

I am not sure that it will, as it stands, entirely meet the views of the Calcutta public. The bill proposes to give the right of appeal in suits involving amounts of over Rs. 1,000, but I am afraid this, if passed, would tend to increase litigation. What we want in small cases is speedy justice with finality. The power which the Bill proposes to give to the High Court to make and alter rules of procedure should however do much to get us over the delays of which complaint has been made.

Gentlemen, Calcutta has not escaped the depression which has marked the world's commerce during 1892. The year just gone has probably been unparalleled in the unsatisfactory results which have generally attended commercial and industrial enterprise in India. English monometallists tell us that the low range of prices is due to cheapening of production, whilst bimetallicists tell us that it is attributable to the severance of the link which maintained gold and silver at fixed relative values, and to the decline in the value of silver. As regards universal bimetallicism, I am afraid it is outside the sphere of practical politics for many years to come, owing to the belief in the immaculateness of the golden sovereign which still permeates the people in England. With bimetallicism set aside, we have the choice in India either of continuing with silver or levelling up to England and adopting gold as our standard. If it be decided to continue on a silver basis and if America ceases her purchases as she apparently intends to do, then the financial and commercial outlook in India is far from bright. We shall, in all likelihood, see the rupee drop to ten pence and the adjustments which such a fall will involve, both on the part of Government and private individuals, must bring matters to a deadlock for a time, involving something like a crisis. My own belief is, that it would be to the advantage of the Government, the people, the commerce, the trade, and the industrial enterprises of this country to follow the lead of all the other civilised nations and to adopt gold as our standard of value. We would then be in a

position to sit tight and watch the development of events. A few years would suffice to demonstrate whether gold alone is capable of carrying the burden of international trade. If so, well and good, we shall then be on a common basis, if not then some international agreement must be adopted to link on silver. But India in the meantime will be saved from the consequences which now threaten her and she will be no more a supplicant for the change than the nations of the West.

Gentlemen, I sometimes wonder why the great influential natives of this country display so much apathy and so much indifference to the Currency Question in India. At the present moment the natives have lent from twenty to thirty crores of rupees to Government which have already depreciated in value, in the eyes of the world, by 20 to 30 per cent. and which may depreciate as much again.

If nothing is done to check a further depreciation of our standard, a day will come when those who lent this money and those who have made other investments will waken up to the folly of their apathy, but only to realise that it is too late. A cry will then go up not that the Sircar is taking away their wealth but that the Sircar has allowed their wealth to slip between their fingers through permitting the country to remain in the bonds of barbarism, cut off from civilization by a standard of value which had for years before been abandoned by the rest of the civilised world.

You will observe that the Committee of the Chamber have practically left alone this burning question of the day, and their action in this respect will, I hope, have the approval of the members.

It would not have been possible to go up to Government with an altogether unanimous vote in favor either of silver or of gold, and my own feeling was that the battle of the standards could best be fought outside these premises. The Currency Question is one on which it is very unwise to

dogmatise. Men who hold identical views on all other topics may have directly opposite opinions on this one, and I think it was Mr. Goschen who said the other day that love and currency have driven more people mad than all other subjects put together.

The members present were then invited by the President to comment upon the Report of the Committee, or upon any subject of interest to the Mercantile community.

As none rose to address the meeting, the President proposed and the Hon'ble P. Playfair seconded the—

1ST RESOLUTION.

"That the Report be accepted and the accounts passed."

The Resolution was put to the meeting and passed unanimously.

Mr. J. F. Macnair then proposed, and Mr. H. B. H. Turner seconded the—

2ND RESOLUTION.

"That the selection by the Committee of the following gentlemen to fill, during the past year, the offices named, be and is hereby, confirmed :—

The Hon'ble Jas. L. Mackay, C. I. E., to be President.

The Hon'ble P. Playfair to be Vice-President.

Mr. John A. Ralli, and Lt.-Col. R. Gardiner, R. E., to be Members of the Committee."

This Resolution was passed unanimously.

The President next moved and the Hon'ble P. Playfair, Vice-President, seconded the—

3RD RESOLUTION.

"That the election by the Committee, provisionally under Rule IV of the Chamber's Rules, of the following firms and

gentlemen as Members of the Chamber be, and is hereby, confirmed :—

THE BENGAL TELEPHONE CO., LD.

MR. THOMAS PAYN,

Agent, Bank of China, Japan and the Straits.

THE MERCANTILE BANK OF INDIA, LD.

MESSRS. J. C. DUFFUS & CO.

" JAS. J. SINCLAIR & CO.

" MCKEWAN EVERETT & CO.

" MCVICAR SMITH & CO."

This Resolution was also passed unanimously.

The President proposed and Mr. J. G. Dickson seconded the—

4TH RESOLUTION.

"That the following gentlemen be elected, under Rule 8, Honorary Members of the Bengal Chamber of Commerce :—

HON'BLE J. T. WOODROFFE,

Officiating Advocate-General.

HON'BLE SIR G. H. P. EVANS, K. C. I. E.

MR. C. W. ODLING, C. E.

MR. J. E. O'CONOR, C. I. E."

The Resolution was put to the Meeting and adopted unanimously.

The President then presented the Report of the scrutineers, Mr. J. A. Ralli and Mr. Reg. Murray, of the result of the election for the Committee for the year 1893-94, and stating that he had been re-elected President of the Chamber.

Vice-President.

THE HON'BLE P. PLAYFAIR.

Members.

MR. J. A. RALLI.
„ REG. MURRAY.
LT.-COL. R. GARDINER, R.E.
MR. JAS. TURNER.
„ J. N. STUART.
„ JAS. STEVENSON.
„ N. H. T. BECKER.

Mr. W. O. Bell-Irving, of Messrs. Jardine, Skinner & Co., in proposing a vote of thanks to the Chair and to the Committee for the past year, said :—

“ You must all realize what a difficult task it is for a busy man to take in hand and discharge the important duties devolving upon the President of the Bengal Chamber of Commerce. I feel sure you will all agree with me in the opinion I hold, that the onerous post has seldom, if ever, been more efficiently filled than by our worthy and energetic President, the Hon'ble Mr. Mackay, to whom and to the Committee our best thanks are due for the services they have rendered the Chamber during the past year.”

Mr. J. N. Stuart, of Messrs. Balmer Lawrie & Co., briefly seconded the vote of thanks to the Chair which was passed by acclamation. In reply, the President said :—

“ I am extremely obliged to you for the vote of thanks you have so generously accorded me, and I would again take this opportunity in returning thanks for myself, of testifying to the great value of Mr. Clarke's services to the Chamber of Commerce, in whom we continue to have a Secretary who becomes more indispensable every year, and I hope he will long be spared to fill the position he so ably and indefatigably occupies. I would also like to express my thanks to the Committee for the continuous attention they have

given to the work they have had to do and especially to my Hon'ble colleague Mr. Playfair, who in my several protracted absences from Calcutta has carried on the duties of the President of the Chamber.”

The meeting then dissolved.

S. E. J. CLARKE,
Secretary.

February 28th, 1893.

REPORT.

BENGAL CHAMBER OF COMMERCE.

BENGAL CHAMBER OF COMMERCE.

*REPORT OF THE COMMITTEE FROM 1st FEBRUARY 1892
TO 31st JANUARY 1893.*

THE Committee submit their Report on the working of the Chamber during the period under notice.

The Committee have to record their satisfaction that the suggestions thrown out in the Report for 1891-1892 have been acted upon by members. One of the newest features of the work of the Chamber is the manner in which the services of the office are availed of by members who require information or commercial statistics. Other Chambers and various public offices have also applied for information to the office. The Committee welcome work of this sort, as it proves in their opinion that the usefulness of the Chamber is extending, and that it is fulfilling in a more complete degree one of its principal functions. In the last Report attention was drawn to the convenience offered to members by the operation of Rule 9 of the Rules and Regulations of the Chamber. It is satisfactory to note that the suggestion was not lost sight of by members, and that in consequence in this respect also the Chamber has been made use of to a greater extent than formerly. As regards Rule 8 the Committee have nothing to report, but they desire to bring this Rule again to notice. Various gentlemen have visited Calcutta during the year to whom the Chamber might have been of use with good effect to its interests as a body. They, therefore, again point out to members that Rule 8 affords them a means not only of advancing the interests of the Chamber, but of showing, it may be, attention to their friends.

During the year the Hon'ble Mr. Jas. L. Mackay, c. i. e., who was elected President for the third time at the Annual General Meeting, held on the 26th of February last, was pressed to accept the position of President of the Currency Association, an Association formed to agitate for a reform of the Indian Currency rendered necessary, as they contend, by the continuous fall in the value of the metal composing the currency of this Empire. Before accepting the Office of President of the Currency Association, Mr. Mackay, in a letter, dated 6th June 1892, circulated to members on the 13th of the same month, placed his resignation as President of the Chamber in the hands of the members, and the Committee gave that letter their fullest consideration and placed the conclusion at which they arrived before the members. They thought that Mr. Mackay, in his private capacity, might do service to India as President of the Currency Association it being understood that he, as President of the Association, did not in any way represent the views held by the Chamber of Commerce, and he might be asked to withdraw the resignation he had placed in the hands of members. The Committee are glad to know that the view they took of the question was confirmed by the members, and they accordingly intimated to Mr. Mackay the wish of the members that he should withdraw his resignation on the understanding mentioned by the Committee, and this he accordingly did.

On the 17th of October Mr. Mackay again addressed the Committee, tendering his resignation on his departure from India, to give evidence in London before the Committee on Indian Currency of which Lord Herschell was the President. As Mr. Mackay was only to be in England for ten days or a fortnight the Committee decided to take no action on that letter, and on his return to India in December, they invited him to again fill the office of President, their action in doing so being subject to the approval of the Annual Ordinary General Meeting, at which this report will be submitted. The other changes in the Committee have been as follows:—Mr.

John A. Ralli was unable to retain the Office of Vice-President, and on his resignation Mr. G. W. Walker, who had been Vice-President the year previously, was again nominated to the office by the Committee. After serving for a month Mr. Walker tendered his resignation and the Committee then invited Mr. P. Playfair to become Vice-President. In the room of Mr. Walker appointed Vice-President Mr. John A. Ralli was asked and consented to accept a seat on the Committee. On Mr. Walker's retiring from the Committee, Major R. Gardiner, r.e., Agent of the East Indian Railway Company, accepted the vacant seat.

During the year the President, the Hon'ble Mr. Jas. L. Mackay, has continued to represent mercantile interests in the Council of His Excellency the Governor-General for making Laws and Regulations. The Hon'ble Mr. C. H. Moore resigned his seat in the Legislative Council of Bengal, and the Hon'ble Mr. P. Playfair was appointed by His Honour the Lieutenant-Governor to succeed Mr. Moore. The attention of members will, no doubt, have been attracted to the recent Act of Parliament by which the numbers of the members of the Legislative Councils in India will be increased; the Councils will not only be larger but public bodies will be given the privilege of nominating a certain proportion of members to represent various interests. Under the new constitution given to the Councils the Budget will be invariably presented at a Meeting of the Council, and the right of interpellation, under a strictly devised code of rules, will be allowed. His Excellency's choice fell upon Mr. James Buckingham, c. i. e., of Angoorie. The advantage of the presentation of the Budget in the Legislative Council of India was dwelt upon very strongly in the letter addressed by the Chamber to the Government of India on the 20th of October 1887, a copy of which was printed on page 423 of the Report of the Chamber for 1887-88.

As regards the Port Trust, Mr. James Stevenson was elected to act for Mr. R. Steel. The latter gentleman was

re-elected on the expiration to his term of office, and on his finally resigning his seat on the Port Trust when proceeding to England, Mr. Edward Trelawny was elected a Port Commissioner, representative of the Chamber, in his place.

In the representation of the Chamber on the Municipality Mr. C. C. McLeod proceeded home on leave, but has now rejoined, and on the resignation of Mr. F. Fischer, Mr. Ed. Trelawny was elected in his place. Mr. W. J. M. McCaw resigned, and his place and that of Mr. Dyce Nicol were filled by the election of Mr. Joy Gobind Law and Mr. P. B. Sircar. The Chamber, therefore, is now represented on the Corporation of Calcutta by Mr. C. C. McLeod, Mr. Joy Gobind Law, Mr. P. B. Sircar, and Mr. Trelawny.

The departure of Mr. R. Steel has caused a temporary vacancy on the Local Consulting Committee of the East Indian Railway. The following gentlemen have seats on this Committee:—

The Hon'ble Mr. J. L. Mackay, C. I. E., Mr. H. B. H. Turner, Mr. F. E. Patteson, and Mr. Joy Gobind Law.

The changes in the Piece Goods Sub-Committee have been that Mr. E. L. Hamilton has succeeded Mr. G. W. Walker as Chairman. Mr. L. P. Lutrari, to whom the Committee are greatly indebted for his long and valuable service on this Sub-Committee, having proceeded home, his place has been filled by Mr. F. Scouloudi, who was one of the Members of the Sub-Committee at its first formation.

The other Sub-Committees show no change. Turning to the Departmental Committees, in the Licensed Measurers Department Committee, the departure from Calcutta of Messrs. C. Got, E. A. Watson and H. Robinson left vacancies which were filled up by the appointment of Messrs. A. A. Vlasto, H. W. Cassels, and R. L. B. Gall. The Committee are glad to express their obligations to the gentlemen who have retired

from this Committee, especially to Mr. Got, who was connected with the Department from its initiation and who always manifested the liveliest interest in its successful working.

The Indigo Trade Department Committee fell to be re-constituted at the commencement of the season. The Committee were glad to avail themselves of the suggestions of the out-going Committee, and appointed the following gentlemen as the Committee of the Department—Messrs. J. F. Macnair, J. Karpeles, C. R. Hills, Fred. Whitney, Oscar Schmidt, and W. B. Gladstone. They regret that the Behar Indigo Planters' Association was unable to nominate a member to represent the Planters.

Mr. Karpeles having proceeded home, his place has been taken by Mr. K. Euler. Mr. Schmidt has also proceeded to Europe and has been succeeded by Mr. N. H. T. Becker.

Arbitrations.—It will be seen that the work of the Piece Goods Sub-Committee was much heavier during the past than in any previous years, following no doubt upon an unfavourable state of trade. It is a matter of remark that when trade is dull complaints, often of the most frivolous character, are very frequent. It is a matter of great satisfaction to the Committee to know that the work of the Piece Goods Sub-Committee is carried on in a manner to secure and retain the confidence of the trading community.

During 1892 there were eight disputes and one valuation under the General Arbitration Rules of the Chamber. Of these three dealt with claims for services rendered by steam tugs to jute vessels, which had unfortunately taken fire in the harbour at Chittagong; one was for damages arising from neglect to take delivery of linseed; one for a difference in freight where a shipment of gunnies had been substituted for a parcel of wheat and/or linseed; one for a dispute as to a shipment of gunnies; one for boat hire incurred in respect of shut-out cargo; and one a claim against the Agents of a steamer for cargo shut-out. Under the rules a precis of

all such arbitrations are entered in a book kept for the purpose, but without disclosing names, while awards are entered in full; this book is open to the inspection of members.

The Committee are glad to know that there is a marked inclination to make use of the facilities for arbitrations offered, not only by the Chamber, but by the various Associations connected with it. The saving in expense is necessarily very considerable, but this is not of such importance, perhaps, as the great saving in time. The Committee look forward to see a useful development in the practice of resorting to the facilities for the settlement of commercial disputes offered by the Chamber itself and by its kindred associations.

Special Work.—The Committee have to acknowledge, with their best thanks, the assistance they have derived from the Special Committees appointed during the year to consider the Fire Brigade Act Amendment Bill, the Land Acquisition Act Amendment Bill, and the Establishment of a Commercial Exchange for Calcutta. They have also as regards two measures before the Local and Imperial Legislative Councils,—the Bengal Municipal Act Amendment Bill, and the Land Acquisition Act Amendment Bill,—availed themselves of the opinion of Counsel. They are of opinion that if it become a practice on the part of the Chamber to take Counsel's opinion on important legislative measures, much good will result, as the Chamber will find itself in a position to speak clearly and forcibly as to the probable effect and operation of suggested laws, or amendments of existing laws.

Associations.—During the year the Associations connected with the Chamber have worked, on the whole, well and in a satisfactory manner. The Committee regret that so valuable an Association as the Calcutta Hydraulic Press Association should, for various reasons, appear to fail to command the co-operation of all its members. The Association, during the past four years, has been of the greatest service to the

Jute Pressing Industry of the City, and it may be hoped that it will surmount the difficulties which appear to beset it.

The Mining Sub-Committee of the Chamber has given place to the Indian Mining Association which represents an important industry, and has been conducted by Mr. Gray, of the Bengal Coal Company, its Chairman, in a manner that promises to make it useful in no small degree, to those over whose interests it is intended to watch.

After the collapse, in the autumn of 1891, of the Jute Balers' Association, nothing was done to secure the regulation and representation of the Jute trade until the formation, in the course of the past year, of the Calcutta Baled Jute Association. This Association is vigorous and powerful and represents to a degree, not hitherto known, all sections of the Jute Trade,—Balers, Brokers and Shippers. The Association has already done much good work in drawing up approved forms of contracts, and in providing, by its Arbitration Rules, for the settlement of serious and, in a pecuniary sense, important disputes.

The proposal to establish a Labour Supply Association has not been persevered with, as it became apparent it would not meet with the unanimous support of those it was intended that the Association should serve.

Chamber of Commerce at Zanzibar.—The Committee are glad to welcome the formation of a Chamber of Commerce at Zanzibar. The object of the new Chamber is thus stated in the letter announcing its formation—"for the purpose of encouraging friendly feeling and unanimity among commercial men on all subjects involving their common good, to promote and protect the general mercantile interests of this country, and to collect and classify information on all matters of general commercial interest, and also to communicate with the public authorities and with similar associations in other places on all subjects of general mercantile interest." The Com-

mittee in reply expressed their hope that the Zanzibar Chamber may have a long and honourable and useful career, and their desire to aid it, so far as they can, in carrying out its programme. They also expressed the pleasure they would have at receiving, at all times, from the Zanzibar Chamber, contributions on the progress and development of trade, especially Indian Trade with East Africa.

Cochin Chamber.—The Committee notified by circular, early in the year, that the Chamber of Commerce at Cochin had formed a regular department for measuring cargo, and that the new regulation was to come into force as from 1st September 1892.

Commercial Exchange.—At the last General Meeting of the Chamber, the President drew attention to the need for the establishment of a Commercial Exchange for Calcutta. His remarks were followed by a resolution presented to the meeting by Mr. D. Cruickshank, of Messrs. Begg, Dunlop and Co., and seconded by Mr. Allan Arthur, of Messrs. Finlay, Muir and Co., to the following effect :—

“That it be an instruction to the Committee of the Chamber to draw up and submit to the Chamber, on an early date, draft of a scheme for the establishment in Calcutta of an Exchange.”

In compliance with the instruction conveyed in that resolution, the Committee considered the facilities offered by various sites, and the cost at which they could probably be made available for the purposes of an Exchange. From various causes the different sites suggested were, one by one, found to be unsuitable. Matters were in this state, when the Committee learned that the premises belonging to the New Oriental Bank Corporation, Limited, were likely to come into the market. Through the courtesy of the Attorney to the liquidators, Mr. Hamley, the Committee obtained a firm offer for the purchase of the premises with a margin of time

sufficient to enable them to consider the matter in a form in which they could place it before the mercantile community, with a view to ascertain the extent to which such a project would meet with the support of that community.

A special Sub-Committee, consisting of the following gentlemen :—

The Hon'ble Mr. J. L. Mackay, c. i. r., Mr. J. A. Ralli, Mr. Reg. Murray, and Mr. Cairns Deas

was appointed at the end of December last, to assist the Committee in drawing up a scheme for an Exchange.

In the course of January the project was submitted to the Members of the Chamber and to the mercantile community generally, with the result that the Committee received promises of support which justified them in calling a Special General Meeting of the Chamber to go into the matter. It will rest with this Special General Meeting to decide whether the scheme shall be carried out and whether a Commercial Exchange shall be established in Calcutta, or whether the proposal to call such a Commercial convenience into existence shall stand over indefinitely. The Committee would only here point out that the subject is one which has, for several years, engaged the attention of the mercantile community. So far back as 1883 it found a place in the correspondence attached to the Report of the Chamber. This correspondence will be found in volumes 59 and 60 of the Chamber's Reports. The matter dropped on that occasion, because the Local Government did not see its way to recommend to the Government of India to provide what the projectors required, in the shape of a margin of a lakh of rupees not bearing interest. Since then the suggestion has been more than once revived, but it was not until last year that, in compliance with the wish expressed by several Members of the Chamber, it formed part of the proceedings of the Annual General Meeting.

Fire Brigade.—Members will recollect that, for many years, the question of the maintenance and working of a Fire

Brigade has attracted the notice of the Chamber. In 1872, at the discussion in the Bengal Legislative Council of the first Fire Brigade Bill, Mr. Bazette Colvin, the representative of the mercantile community, protested against the charge for the Brigade being levied upon Jute, that is upon a special branch of trade, on the principle that taxation for a general purpose could not properly be raised from individuals. The special taxation was passed, and the Chamber then directed its attention to minimising the danger which had been made an excuse for levying the special fire rate on Jute. It was owing to the efforts of the Chamber that Jute Warehouses were gradually removed from all parts of the centre of the town to the suburbs, especially the Northern suburbs, and to the extreme Northern corner of the city between the canal and the river. Jute Warehouses gradually became buildings specially constructed for the purpose of storing this article. Jute Presses too, under pressure from the Insurance Offices, not only improved the character of the buildings used for their work, but most of them formed a special fire service of their own. A press which meets the full requirements of the Insurance Offices receives a rebate of 15 per cent. A press coming under the second class receives a rebate of 10 per cent. on its fire premium. The Committee have to point out that there are only three presses out of 23 which are not placed under one or other of these classes. The result is seen in the fact that when a fire breaks out in a Press-house, it is confined to the premises of the press and does not extend to the surrounding buildings and does not spread amongst the neighbouring *busthes*. Further, the official reports on the working of the Fire Brigade show that fires in Press-houses have become rare, and that during the two years ending the 31st March 1892, there were no fires in Jute Warehouses. It was a knowledge of these facts which induced the Committee to make a strong representation to Government on the injustice of the taxation of a special article to maintain an agency, the benefit of which was chiefly enjoyed by others than those who paid for its maintenance. The present Lieute-

nant-Governor admitted the justice of the complaints of the Chamber, that is, he re-admitted what the Bengal Government had first admitted so far back as 1878. The then Lieutenant-Governor agreed with the Chamber that it was only fair and just that the cost of the agency which conferred a benefit upon all within the area of its operation should be contributed to by all. The Chamber has also had occasion to protest against the direct action of the Local Government in levelling up the fire rate in Howrah and the suburbs to the maximum rate charged in Calcutta. The grievance was not only that a special burden was levied on trade, in defiance of all the teachings of political economy and all considerations of the state of the particular trade selected for the burden, but that the burden was made continuously as heavy as the law would permit. The Chamber repeatedly pointed out that while taxation might have been reduced by the proper application of surplus funds, those funds had been applied to the general purposes of the Municipality, and, therefore, to the general benefit of the inhabitants of the Municipality. Sir Charles Elliot early in 1891 appointed a Fire Brigade Committee under the Chairmanship of the late Sir Henry Harrison, and on this Committee the Chamber was represented by Mr. W. S. Malcolm, of Messrs. Geo. Henderson and Co. It appeared, subsequently, that the fundamental lines upon which the Committee were to proceed had been laid down before it met. The Chamber on being appealed to by the Committee—on the principle that it was wise to obtain some concession in the direction of making the Fire Brigade taxation general—agreed to a proposal extending the taxation over as large an area as possible; but, acting under the instruction of the Committee of the Chamber, Mr. Malcolm lost no opportunity of insisting upon the principle for which the Chamber had so long contended. The outcome of the deliberations of the Fire Brigade Committee was the preparation of a Bill to amend the Act. In September last the Committee, having received the support of all the Associations of the Chamber

interested in the matter, addressed to the Local Government a complete review of the long discussion which had taken place and pressed for a general rate as being the only fair, just and equitable manner of meeting the cost of the Fire Brigade.

The Bill, as introduced, still maintained the policy of placing a special tax upon trade, and also introduced a scheme of differential taxation, which, in the opinion of the Committee, would have been found unworkable. In coming to this conclusion, and indeed all through the discussion which took place during the past year, they had the assistance of a special Fire Brigade Committee consisting of the following gentlemen:—

The Hon'ble Mr. P. Playfair.

Mr. A. Arthur.

Mr. J. A. Ralli.

Mr. Geo. Lyell.

The Sub-Committee caused to be prepared a draft Bill embodying, in a simple and convenient form, the views of the Chamber, and this Bill was submitted to the Local Government for consideration with the draft Bill which had been referred to the Select Committee of the Local Legislature. Quite recently the Committee have seen with regret that the Select Committee have set aside the recommendations of the Chamber and have introduced a new proposal for differential taxation which must work, not only with great injustice but with a maximum of friction. Briefly stated the Select Committee's proposals are that by clause 10 of the Bill,—

10. The annual fee payable in respect of any license shall not

Annual fee of license. exceed ten per centum per annum on the annual value of the warehouse as it is assessed to the payment of the municipal taxes, less the outlay incurred in respect of the means and appliances therein or appertaining thereto for preventing or extinguishing fire:

Provided that the annual fee payable by any owner or occupier in respect of any license shall not exceed seven hundred and fifty rupees, and that the estimated total annual amount to be derived from such fees

shall not exceed fifty rupees per centum of the amount required to meet the cost of the fire-brigade, as shown in the budget mentioned in section twenty-seven of this Act:

Provided also that the owner or occupier of adjacent warehouses and the godowns, yards or compounds auxiliary to such warehouses shall not be bound to take out more than one license in respect of such warehouses, godowns, yards and compounds.

These proposals are supplemented by those in section 26 which run as under:—

26. (1) The Commissioners may, for the purpose of further

providing the cost of the fire-brigade, levy rates may also be levied to provide for cost of fire-brigade. the following rates:

(a) a rate not exceeding two and a half per centum on the annual value, as it is assessed to the payment of municipal taxes on any building or place used for the storage of any other inflammable substance or thing not specifically mentioned in clause (9) of section three of this Act, which the Local Government may, by a notification to be published in the *Calcutta Gazette*, declare to be liable for the payment of such rate:

Provided that the rate payable by any owner or occupier in respect of any building or place under this clause shall not exceed one hundred rupees;

(b) a rate not exceeding one-half per centum on the annual value as it is assessed to the payment of municipal taxes on all bustee lands with the huts, if any, upon them;

(c) a general rate not exceeding one-eighth per centum on the annual value of all houses and lands assessed under the provisions of the Bengal Municipal Act, 1884, and the Calcutta Municipal Consolidation Act, 1888.

(2) Any building or place in respect of which a license has been granted under this Act, as a warehouse, or which has been assessed under clause (a), and any bustee land assessed under clause (b), shall be exempt from further assessment under clause (c).

It will be seen that a scheme of this sort is objectionable to the various Municipalities, because it gives practical effect to the principle that a general rate should be levied on account of

the Fire Brigade. It is also strongly objectionable to special classes other than those engaged in trade, because it levies a special rate upon a particular property, that is, upon *bustee* property. It is objectionable moreover to trade, because it maintains the principle that special branches of trade should be more heavily taxed than the rest of the community to maintain the Fire Brigade. According to the Bill, the trades now to be taxed are jute, cotton, oil, resin, varnish, pitch, tar, coir, straw, rugs, tallow, ship-chandlery and wood. The Committee take serious exception to this Bill. It will be extremely difficult to work, and it is in every way objectionable in that, while it admits the principle of a general rate, it seeks to discredit that principle as much as possible. They entirely agree with the dissent of the Hon'ble the Officiating Advocate General and the Hon'ble Mr. Playfair which runs as follows :—

We sign this report subject to the following reservations :—

We respectfully dissent from so much of this Bill as impose taxation upon commercial or other special interests for matters affecting the public good and public convenience, and are of opinion that protection of life and property from fire is as much a public duty as are protection from murder and robbery, sanitary arrangements, maintenance and lighting of roads, and other like matters of general interest to the community, and should, as such, be provided for at the cost of the municipalities concerned. In this view we are opposed to any higher fees being made payable on the issue of licenses than may be found necessary to meet the expenditure incurred in or about the granting of such licenses and the inspection of the warehouses in respect of which such licenses have been granted, and recommend that the cost of the fire-brigade be defrayed by a general rate on the houses and lands comprised in the municipalities benefited thereby.

As the matter is still before the Legislative Council it will be a subject for the attention of the new Committee of the Chamber, that is, if the Bill, as drafted by the Select Committee, should be passed into law.

Land Acquisition Act Amendment Bill.—An important measure was introduced into the Council of His

Excellency the Governor-General to amend Act X of 1870, the Land Acquisition Act.

In the working of the law for taking up land for purposes of the State, it has long been felt that the system of assessors has practically broken down. The attention of the Committee was drawn to this Bill by the Indian Mining Association. It attracted considerable general notice, and representations on the subject have been received from the Nilgherry Planters' Association, who memorialised His Excellency the Viceroy on the subject. The Committee thought it their duty to avail themselves of the assistance of Counsel as to the provisions and scope of the new measure. They also called to their aid a special Sub-Committee consisting of the following gentlemen :—

Lieutenant-Colonel R. Gardiner, R.E.

Maharajah Doorga Churn Law, C.I.E.

Mr. H. B. H. Turner.

„ C. B. Gregson.

The Sub-Committee had several meetings at which the provisions of the Bill were discussed. The principal objections to the proposals contained in the Bill were the finality given to certain proceedings of the Collector, who, it was urged, represented the party obtaining the land, the referring of persons dissatisfied with his decisions to the Civil Courts, where they were to proceed by a regular suit, and the definition of 'market value.' Whilst the Sub-Committee were engaged in the consideration of the Bill it came before the Legislative Council of India, and the Hon'ble Mr. Woodburn, the member in charge of the measure, moved that it should be referred back to the Select Committee, on the ground that it might possibly be found unnecessary to introduce the extensive changes contemplated when the Bill was first drafted. In view of this declaration the Sub-Committee suspended its sittings and awaits the result of the deliberations of the Select Committee.

Small Cause Court.—Two years ago the Chamber joined with the European and Anglo-Indian Defence Association, and the Calcutta Trades' Association, in sending up a deputation to His Honour the Lieutenant-Governor, to present to His Honour the complaints of the public in respect of the working of the Calcutta Court of Small Causes. It was then pointed out that the arrears on the files of the Court showed that the Bench required strengthening. Objection was taken to the alteration of the procedure introduced by Act XV of 1882, under the provisions of which a large number of the sections of the Civil Procedure Code were made to apply to the Court of Small Causes. The deputation laid stress upon the fact that the tendency of the procedure, now in force in the Court, was to deprive it of its character as a Court of summary jurisdiction for the disposal of petty causes. The deputation were of opinion that the extension of the jurisdiction of the Court to suits of a value from Rs. 1,000 to Rs. 2,000 had failed, that this extended jurisdiction should be withdrawn, or that a concurrent jurisdiction should be given to the High Court, so as to permit a special case involving important issues being brought on the original side of that Court. The Committee have not heard, since the deputation, of the intentions of the Government. It is true that a great effort has been made to reduce the accumulations on the files of the Court, but this touches only one and that a minor objection urged by the deputation upon the attention of the Lieutenant-Governor. In the middle of January, however, a Bill No. 2 of 1893 was introduced into the Council of His Excellency the Governor-General for the purpose of amending the Presidency Small Cause Court Act, No. XV of 1882. The first point in connection with this Bill is its omission to provide, as in Act XV of 1882, that one-third of the Judges of the Court shall be Advocates of a High Court established in India.

Another change is that which gives to the High Court a power to frame, from time to time, rules for the Courts

regards its procedure and practice, which rules shall have the force of law.

Another alteration is that an appeal shall lie to the High Court from every decree of the Small Cause Court, made in any suit of which the amount or value of the subject-matter exceeds Rs. 1,000. This provision appears to the Committee to be extremely objectionable, and to alter the character of the Court even more than the introduction by Act XV of 1882 of the procedure laid down in the Civil Procedure Code. Lastly, power is given to the Local Government, with the previous sanction of the Governor-General in Council, to declare that the fees to be levied on plaints, or processes, shall be those under the Court Fees Act VII of 1870. The Committee cannot say, at all events, so far as Calcutta is concerned, that this Bill meets the views urged by the deputation upon the attention of Sir Charles Elliott, or that it is calculated to improve the value of the Court as a public convenience to the suitors who throng to it. The subject is one, however, which will fall to be considered during the ensuing year.

Madras City Civil Court.—The proposal alluded to in last year's Report, to increase the jurisdiction of the Small Cause Court at Madras by the establishment of a regular side of that Court with power to try causes up to a limit of Rs. 5,000, to be increased by the Madras Government, with the previous sanction of the Governor-General in Council, up to any sum not exceeding Rs. 10,000,—was modified, no less than twice, in consequence of the opposition directed against it by the mercantile and trading communities of that city. It finally assumed the form of a Bill "to establish an additional Civil Court for the City of Madras." This Bill was passed into law at the sitting of the Legislative Council of India, held at Simla on the 11th of August 1892. By this Act a District Court, separate from the Small Cause Court, has been formed at Madras with jurisdiction in all suits and other proceedings of

a civil nature not exceeding Rs. 2,500 in value arising within the City of Madras, except the following :—Admiralty, Vice-Admiralty, a Colonial Court of Admiralty, testamentary, intestate or matrimonial causes, insolvency cases, Small Cause Court cases. The Judges are to be appointed by the Local Government and may be removed or suspended for misconduct; they may also be appointed by the Chief Justice of the High Court to perform any of the duties of a Judge of a Small Cause Court. The Court will appoint its own ministerial staff, but the control of the staff once appointed is subject to the High Court. It is to administer the law for the time being administered by the High Court in the exercise of its ordinary original civil jurisdiction.

The fees levied in the Court are those payable under the Court Fees Act VII of 1870. The Court has the power to appoint receivers and appeals from it will lie to the High Court. A suit brought in the High Court which, in the opinion of the Judge, ought to have been instituted in the City Court will involve the loss of costs to a successful plaintiff, while a successful defendant will be allowed his costs as between Attorney and client. Judges of the High Court sitting on the original side may transfer a suit to the City Court. Lastly, subject to the sanction of the Local Government, the City Court may draw up its own lists of holidays.

The High Court.—The constitution of the Madras City Civil Court and the character of the Bill to amend the Presidency Small Cause Court Act may possibly draw attention to the position of the High Court, and to the desirability of the Judges arranging the business of the original side of the Court, so as to follow the example set in London for the trial by a special Bench of mercantile causes. The Chamber cannot but be directly interested in all that affects the administration of the law at this Presidency, or that modifies in any manner the machinery for the administration of justice, and it will watch, no doubt with great interest, the working of the Court

which has been interposed in Madras between the Court of Small Causes and the High Court.

Bengal Municipal Act Amendment Bill.—Considerable attention has been drawn to a Bill introduced into the Bengal Legislative Council to amend the Act of that Council regulating Municipalities within the Provinces administered by the Lieutenant-Governor. The Bill was based as regards many of its provisions upon similar Acts passed for the working of Municipalities in the North-Western Provinces and in the Punjab. Considering the way in which manufacturing industries are extending in the Mofussil districts, and especially in those nearest to Calcutta, this Bill possessed a direct interest for all who are in any way connected with the working of the manufactories and industrial establishments, which, though situated in the Mofussil, are directed and controlled from Calcutta, and upon which increased taxation for Municipal purposes would fall somewhat heavily.

The Bill, however, overlooked the very extensive powers of control given to the Government in the present Act of the Bengal Council, Act III of 1884, by sections 59, 60, 61, 62, 63 and 64, and it provided that, at the discretion of Government, Municipalities could be transferred to schedule 2 of the Act, that is to say, to a class where the Chairman must be of necessity an Official appointed by the Local Government. Further, it provided for *ex-officio* Chairmen and *ex-officio* Commissioners—a point of great importance and of some legal difficulty. It also went on to give Government the power to delegate to Commissioners of Divisions many of the duties under the Act specially reserved to the Local Government, it increased the powers of control of the Collector, it provided for Official Assessors in the appointment of whom the Municipalities would have no voice, and it also provided that the Commissioners of Divisions could insist on the maximum rate of taxation the law might allow to be imposed, lastly, it made provision for joint action on account of drainage or water-

supply to be taken by Municipalities, District Boards and Cantonment Authorities.

The Bill attracted the attention, as was natural, of the Indian Jute Manufacturers' Association. The Committee of the Chamber also recognising its extreme importance submitted it for the opinion of Counsel with a view to its careful and thorough discussion. At the opening of the present sessions of the Council His Honour the Lieutenant-Governor made a statement to the effect that the opinions which had been received on the measure had induced the Local Government to reconsider its scope as well as many of its provisions. They had been fortified in taking this course by the opinion on the Bill expressed by the Secretary of State to whom it had been submitted. The matter, therefore, rests at this point. When the Bill is again presented to Council, it will no doubt receive the attention which its importance deserves.

The Committee hold the opinion which has, on several occasions, been expressed by the Chamber, that projects of law of this character should be submitted to public opinion before the Government commits itself to legislation by bringing them before the Legislative Council. It is a simple matter to obtain opinions from various public bodies upon any contemplated measure, but it is extremely difficult to secure that proper weight shall be given to expressions of opinion when any legislative proposal is actually before the Council, and when the rules almost exclude questions of principle and confine discussion to amendments to the sections as drafted.

Indian Merchant Shipping Acts Consolidation Bill.—Members will probably recollect that the Chamber has taken several opportunities to suggest to Government a possible consolidation of the many Indian Acts relating to Merchant Shipping. The necessity for such a consolidation of Marine Law has long been felt, and two attempts were made in this direction; the first so far back as 1867 and second in 1882.

The Bill prepared in 1867 was abandoned pending the consolidation by Parliament of the English Statutes relating to Merchant Shipping, many of the provisions of which apply to India in common with the rest of Her Majesty's dominions. During last year special officers were deputed to Simla to undertake the work of consolidating the Marine Laws for this country. The outcome of their deliberations is the Bill which, together with its Statement of Objects and Reasons, has been circulated to Members of the Chamber. The Bill comprises 415 sections, consolidates 14 entire Acts, and portions of 10 other Acts, that is, 415 sections represent 506 entire sections and portions of other sections. It relates to passes for ships of Native States, to Pilots, to Quarantine, to so much of the Sea Customs Act as relates to Shipping, to Fair-ways, to Ports, to Colonial Courts of Admiralty, and to so much of Act XXI of 1883 as relates to Shipping. It embodies also many of the provisions of the English Merchant Shipping Acts from 1854 to 1892, which have not hitherto been dealt with by legislation in India, and it introduces certain new matter shewn in the Bill in italics. Chapter I is preliminary. Chapter 2 deals with the Measurement and Registry of British Ships. Chapter 3 with Mercantile Marine Officers. Chapter 4 with the examination and grant of certificates to Masters, Mates, Engineers and Engine-drivers. Chapter 5 deals with the subject of ships required to carry certificated officers. Chapter 6 provides for the suspension and cancelling of certificates of Masters, Mates, Engineers and Engine-drivers, and the grant of new certificates. Chapter 7 relates to the engagement of seamen. Chapter 8, to the production of certificates of officers and agreements with seamen. Chapter 9, to wages and discharge of seamen and apprentices, and settlement of claims. Chapter 10, to Masters' wages, disbursements and liability. Chapter 11, to the power of rescinding contracts. Chapter 12, to the wages and effects of deceased seamen and apprentices. Chapter 13, to provisions for health and accommodation. Chapter 14, to

complaints by seamen and apprentices. Chapter 15, to protection of seamen and apprentices from imposition. Chapter 16, to discipline. Chapter 17, to leaving seamen or apprentices in British India. Chapter 18, distressed seamen and apprentices. Chapter 19, refers to the Official Log. Chapter 20, to the recovery of fines imposed abroad. Chapter 21, to life-saving appliances. Chapter 22, to the inspection of ships with regard to lights and fog signals. Chapter 23, to survey of steam ships. Chapter 24, to unsafe ships. Chapter 25, to Ship Surveyors. Chapter 26, to Receivers of Wreck. Chapter 27, to investigations into casualties and charges against Masters, Mates and Engineers. Chapter 28, to assistance to passengers abroad. Part 7, Chapters 29 to 34, relate to Indian Passenger Ships. Part 8, Chapters 35 and 36, to Coast Light Dues. Part 10, Chapters 37 to 44, to Inland Steam Ships. Chapter 45 consists of various miscellaneous provisions. There are nine schedules attached to the Act. It will thus be seen that the Bill is no light undertaking. It should receive the best attention of the mercantile community. Its consideration has, however, been postponed for the present in consequence of some contemplated change in the English Act relating to life-saving appliances which would affect the provisions of Chapter 21.

Inland Emigration Act Amendment Bill.—The Government have had under consideration for some time proposals to amend Act I of 1882, the Inland Emigration Act regulating Emigration to the Eastern tea districts. When the Secretary of State gave sanction to Act I of 1882, he intimated that a report on its working should be submitted after an interval of three years. It was found, however, that this term did not permit of a sufficient experience of the working of the Act to enable the Local Governments of Bengal and Assam to submit a full report to the Government of India. The Secretary of State, therefore, concurred with the Governor-General in Council that a special report on the general working

of Act I of 1882, as well as on the desirability of repealing Act XIII of 1859, the Masters' and Workmen's Act, so far as it applied to Labour Contracts entered into by Tea Garden labourers, should be submitted after a further term of three years. From 1886 to 1889 enquires were set on foot with the result that a voluminous report was drawn up and submitted to the Government of India. The points upon which information was desired were the following :—

- (a.) The relations between coolies and planters.
- (b.) The sanitary condition of tea plantations.
- (c.) The sanitary arrangements *en route* within Assam to tea plantations.
- (d.) The working of the system of local contracts under sections 111 and 112 of the Act.
- (e.) The expediency of reducing the minimum term of contract from three years to one.
- (f.) The effect in Assam which would result from modifying the present system of recruitment, by introducing a stricter system of registration, either of willingness to emigrate, or of contracts, or otherwise.
- (g.) The effect of excluding Dhubri from the list of labour districts.

The opinions of planters were to be taken on the above questions.

As the Chief Commissioner pointed out the enquiry practically divides itself under the following heads :—

- I.—Labour supply, recruitment and importation.
- II.—The local status of the labourer, his contract and the incidents and the consequences thereof.
- III.—The material condition of the labourer, wages, health, vital statistics.

The recommendations of the Chief Commissioner and the Lieutenant-Governor, with the conclusions at which the Government of India arrived were submitted to the Secretary of State, and the draft Bill now before the Council is the result. The Indian Tea Association went very fully into the questions raised in the Bill and asked for the support of the Chamber of Commerce. The Committee were glad to note that the Association in their letter recognised—"The conspicuous fairness to the planting interest displayed by the present Chief Commissioner of Assam in dealing with this important measure." The Committee were also in a position to give their cordial support to the recommendations of the Association. They specially supported the suggestion embodied in the amendment of section 152 that it should be made punishable for a garden sirdar to dispose of a registered coolie to any third person, and they thought that the punishment should be increased to three months' imprisonment or a fine of Rs. 100 on the ground that unless there be an adequate punishment for such an offence the malpractices of which all parties complain can scarcely be effectually repressed. They also urged in conjunction with the Association that the term of contracts instead of being reduced to three years should be maintained at five. They advocated this not only in the interests of the planters but also in the best interests of the province. A maximum term for contracts of three years has, in their view, a tendency to unsettle the minds of labourers and to increase the evils arising from inducements to desert. It is in every way desirable that labour in the tea districts should be localised and kept steady, and a five years' contract would contribute more to this end than one for the shorter period mentioned. As regards recruiting, the Committee are strongly of opinion that no *arkat* should be allowed to recruit for more than one contractor, that is, if it is desired to put down the abuse of transferring coolies from one contractor to another. The Committee also objected to the proposed exclusion of a district and estate from the

operation of the Act, on the ground that such exclusion would, in the present state of the labour market, render it easy to do the planting interests considerable damage, and they suggested that the proposal should, for the present, be kept in abeyance.

Indian Carriers' Act.—On the 27th December 1890, the Chamber submitted to the Government of India an extensive file of correspondence relating to the working of the Indian Carriers' Act, Act III of 1865, "for such action as His Excellency the Governor-General in Council may deem fit." Nothing having been heard of the manner in which the Government of India regarded this correspondence, an informal enquiry was made at Simla with the result that the Committee were led to believe the Government of India do not at present intend to legislate on the Indian Carriers' Act.

Indian Factory Act.—The Committee felt called upon to support the representation of the Calcutta Hydraulic Press Association as regards the exemption of Jute Presses under the Indian Factory Act from the prohibition against working on Sunday. Their representation, they are glad to say, resulted in a Notification, dated 6th December 1892, by which the Lieutenant-Governor declared that Jute Presses shall be exempted from the operation of sub-section 1 of section 5 of the Indian Factories Act of 1881 which prohibits working on a Sunday.

Early in the year the Committee were asked by the Local Government to consider and reply to a set of questions put by the Royal Commission on labour so far as the questions were applicable to the employment of labour in the preparation of textile fabrics in the Lower Provinces. These questions related to the number of female labourers and apprentices, or for learners or young persons, to the mode of payment—

I.—By the hour, day, or week.

II.—By the piece.

III.—By the task.

and to payment, through a sub-contractor; to the safety of employment and the lighting, sanitation, and inspection of work places, and compensation for accidents. There were also questions relating to "strikes" and "lock-outs" and various general questions. The Chamber requested the assistance of the Indian Jute Manufacturers' Association to enable them to reply to the reference. The Association in turn referred the matter to a special Sub-Committee, to whom the Chamber is indebted for the careful consideration they gave to the matter. It proved, as the Committee anticipated, that the questions however applicable they might have been to the conditions of labour in England did not apply altogether or completely to mill industry in Bengal.

Debtors taking refuge in Chandernagore.—The Calcutta Import Trade Association drew attention to the manner in which debtors who may carry on business in Calcutta escape from their creditors by taking refuge at Chandernagore. The Official Assignee finds it extremely difficult to deal with cases of this sort when they arise, and the matter is complicated if steps are taken in the French Court to declare a debtor an insolvent under bankruptcy law of France. At the same time looking to the differences in the law of India and France as regards insolvency, it is extremely hard to suggest a remedy. The matter is one which will probably demand further attention later on.

Registration of Partnerships.—A member of the Chamber again drew the attention of the Committee to the importance of securing, if possible, the "registration of all firms carrying on business in Bengal." This is a very large question, and has, at different times, engaged the attention of all Indian Chambers. The inconvenience is felt as much at Rangoon as at Bombay, and at Calcutta as at Madras, but hitherto the Legislative Department has not been in a position to deal with it, and when appealed to the Chambers of Commerce of Bombay and Calcutta failed to draft a Bill to

meet the difficulties. The obstacles to a satisfactory measure of the kind are—

- 1st,—The working of the Hindoo Joint Family System, and
- 2nd,—The heads of a great many mercantile firms are residents in Native States.

It is found extremely difficult to bring about a state of things where decrees of British Courts shall be accepted by Native States and run in the territories of those states.

The Committee would be very glad to receive any working suggestion which would enable them to take up and deal effectually with this important question.

Office of Registrar of Calcutta.—Two years ago the Committee felt themselves called upon to deal with the complaints they received of the inconveniences connected with the office of the Registrar of Calcutta. The matter was represented to the Inspector General of Registration and various alterations were made to strengthen the office. The Committee were careful to guard themselves from any suspicion that the complaint was directed against the Registrar. The improvements made affected the establishment rather than the room in which the office is held. This is small and inconveniently placed, so that it is almost impossible in a room of such a size to meet the requirements of those who have to resort to the Registrar on business. The representation received by the Committee in connection with this matter has been passed on to the Inspector General who will doubtless take notice of the matter.

Land Settlement in Assam.—The notice of the Committee was drawn in November last, by the Indian Tea Association, to the draft rules under section 29 of the Assam Land and Revenue Regulation for the re-settlement of the Assam Valley, these rules were published without previous notice or intimation, and only one month was allowed for the

submission of objections to, or suggestions for the modification of rules. Against this procedure, the Association protested in a memorial addressed to His Excellency the Viceroy. The Committee did not feel in a position to go into this subject until they had before them the answer of the Viceroy to the representation of the Association they are not aware as yet whether His Excellency has made any reply.

Amendment of the Law relating to Criminal Misappropriation.—On the 2nd of July 1891 the Committee addressed the Government of India on the serious consequences likely to follow from the ruling of the Judges in the case of Shama Churn Sen acquiring the force of a precedent. The case of Messrs. Jardine, Skinner and Co., against their Banians, induced the Committee to consider the Statute 38 and 39 Vict., Chap. 24, section I, relating to the falsification of accounts, and to submit a case to Council whether a representation should be made to Government for such an amendment of the Indian Penal Code as would bring it into accord with 38 and 39 Vict., Chap. 24.

Mr. Woodroffe, who was consulted, gave the following opinion :—

I am of opinion that it is desirable, in the interests of the commercial community of Calcutta, that a law embodying the terms of the English Statutes with regard to the falsification of account books of public companies and private persons by their clerks or servants should be enacted in this country. It was discovered nearly 30 years ago in England that the ordinary Criminal Law regulating larceny, embezzlement, etc., did not touch a certain class of cases where it was very difficult to prove the actual loss of any specific sum of money as well as the intent to defraud any particular person. Alterations and omissions in account books were made, and yet at the end of the periods when the books were balanced, no loss was shown, though during those periods the fraudulent clerk or servant was

enabled to make dishonest use of their masters' or employers' money. It was to meet these cases that the English Statutes were passed. There is no doubt that in the matters of the Chartered Bank and Messrs. Jardine, Skinner and Co., if the law in India were the same as in England, the offending clerks and servants could have been successfully prosecuted in the Criminal Courts for falsification of accounts. I accordingly advise that a representation be made to Government by the Chamber of Commerce and other commercial or trading bodies and institutions to amend the Indian Penal Code so as to bring it into accord with 24 and 25 Vict., Chap. 96; and 38 and 39 Vict., Chap. 24.

J. T. WOODROFFE.

2nd July 1892.

Railways—Bengal-Assam Railway.—This important railway is now in course of construction. During May last, the Vice-President had an opportunity of meeting Mr. Buyers, the Engineer-in-Chief of the line at the Chamber's office, and learned from him the following information :—(1) The Assam Government suggested to the Government of India the value of a tramway from Gola-Ghat to Dimapore so as to reach with easy access the frontier station at Kohima. Instead of taking up the suggestion it was decided to make the section of the Assam Railway from Gauhati to Lumding and Dimapore. The construction of this section has been begun. It is a purely military line and cannot therefore be treated from a commercial point of view, but beyond Lumding the line passes through a fairly high and very level stretch of good tea land. (2) Instead of constructing a road or railway from Badarpore to Penchuganj it is better to run a line so as to avoid the hills

and the low lands liable to serious floods, the Company holding the concession of the line is under engagement to construct 205 miles of branch lines. The branches already recommended are (a) a line from Nayanpur or Kusbah at the junction of the Megna and Teetas close to Bhairab Bazar; (b) a branch from Kalaorah in the Hingajia Thana to Fenchuganj, this line would traverse high ground which is well populated throughout its length. (3) Mr. Buyers pointed out the value of Chandapore as a terminal station, it is opposite Madaripur, the proposed terminus of the Central Bengal Railway, and he is of the opinion, in which he is supported by Sir A. Rendell, that there would be no difficulty in passing the trains across the river. Mr. Buyers is of opinion that the whole line from Lunding to Chittagong may be in working order in two years, "or certainly within three years."

Bengal Central Railway.—The Committee have recently had their attention drawn to the proposal to extend this line to Madaripur. Unofficially they have learnt that a proposal is before the Secretary of State, by which not only would this line be extended as suggested, but the Company would take over the working of the entire system of the Eastern Bengal State Railway. This being the case they did not feel it necessary to renew the recommendation already made by the Chamber in favour of Madaripur as the terminus of the line.

Lower Bengal Railway.—A proposal came up to the Chamber for the construction of a line of railway from Magra, on the East Indian Railway, to Bugwangola on the Ganges. The termini of the main line would be at Magra on the East Indian Railway, and at Alatooli on the Ganges. One branch would extend from Magra to the banks of the Hooghly near Tribani Ghât. A second would run from about the 27th mile opposite Kalinnugger to Nundun Ghât on the

Khuriah Nuddee. A third would take off from the 45th mile near Ghazeeapore, to a point across the Adjai River beyond Cutwah near the Moheshpore ferry. The project was submitted to the Railway Sub-Committee of the Chamber, who remarked that it did not deal sufficiently with the question of the traffic to be expected. The Committee adopted this view and expressed their inability to give an opinion upon the project as submitted to them.

Tramways.—The representations made by the Committee as to the condition of the tramway lines through the city have had the effect of causing the lines to be put in order. An improvement has also been made in Dalhousie Square by removing the lines from the centre to the side of the roadway. As regards Clive Street, the Committee have learnt that the Municipality have, under consideration, to shift the line from the centre to the East of the roadway and to discontinue it from a point level with the north end of New China Bazar. This will meet the representations made by the Committee on the subject.

Marine—Survey of the River Mutlah.—The question of making use of the River Mutlah as an alternative to the River Hooghly was brought before the Port Commissioners by Mr. Hugh Leonard, late Chief Engineer, Public Works Department, Bengal, who, dealing with the alleged deterioration of the Hooghly at Nynan, recommended a re-survey of the River Mutlah. The suggestion was approved by the Lieutenant-Governor, who intimated that the Commissioners should undertake a regular yearly survey of that river. The Government of India also thought "it would be expedient to undertake a survey of the Mutlah as proposed by Mr. Leonard for the purpose of ascertaining what changes, if any, have taken place since the last survey." The correspondence was considered by the Port Commissioners, at their meeting, held

on the 29th February 1892, when they passed the following resolution :—

RESOLVED, that in reply to the correspondence noted above, it be reported to Government that the Mutlah River would only be of service to the Port of Calcutta if a canal were constructed from Calcutta to Port Canning, and that in the opinion of the Commissioners there is no likelihood of such a work being required for many years to come, if ever, and that there would be ample opportunity to survey the Mutlah after it was decided that it was necessary to construct the canal. The Commissioners would, therefore, adhere to the resolution passed at the 618th Meeting, held on the 24th August 1891, when it was decided not to re-survey the Mutlah at present. This resolution was circulated to a Member of the Chamber, and it is almost needless to say that it expresses the views held by the Chamber.

Port Commissioners.—The report of the Port Trust for the year ended 31st March 1892 shows that the Commissioners reduced the consolidated general debt due to Government by a sum of Rs. 1,41,591, leaving it at Rs. 39,94,381. They also invested in their own debentures a further sum of Rs. 1,29,500, in re-payment of the different debenture loans raised by the Port Trust which aggregate 60 lakhs. The gross debt due by the Port Trust stood as under on the 31st March 1892 :—

	Rs.
Consolidated debt due to Government	39,94,381
Port debt not repayable	17,65,000
4½ per cent. debenture loan of 1881	10,00,000
Ditto of 1883	20,00,000
5½ per cent. ditto of 1886	30,00,000
	<hr/> 1,17,59,381

The actual position of the Port Trust, irrespective of the Kidderpore Docks, is shown in the following statement which will no doubt be perused with interest by Members of the Chamber :—

<i>Cost of work constructed or acquired by the Commissioners.</i>		<i>Source from which expenditure has been met.</i>	
	Rs.		Rs.
Expenditure on jetties and appliances for sea-going vessels to end of March 1892	88,54,172	By loan from Government (repayable) ...	6,155,100
Expenditure on Inland vessels wharves, landing-stages, tramway, &c., on the Calcutta side	62,02,698	Less amount repaid	29,30,719
Expenditure on Inland vessels wharves, landing-stages, tramway, &c., on the Howrah side	16,38,684		39,94,381
Expenditure on Graving Dock and Workshop at Howrah	6,25,484	By loan from Government (not repayable) ...	17,65,000
Expenditure on moorings, anchor-vessels, Harbour Master's boats, light-ships, survey vessels, &c.	38,74,662	" on 4½ per cent. debentures of 1881	10,00,000
Expenditure on Reserve Funds—		" on 4½ per cent. debentures of 1883	20,00,000
Jetties Reserve Fund	99,241	Contribution from Government towards purchase of land for new riverine road	30,00,000
Insurance	59,000		74,584
Port Reserve	3,64,250	Contribution from Government towards purchase of land for landing-stage at Princep's Ghât	10,000
Depreciation	199,995	Contribution from Government towards purchase of land for Port Approaches block	7,10,203
Approaches	2,40,000	From sale of surplus land	4,09,967
Debenture Loan Sinking Fund	9,08,000		
Dock Contingent Fund	4,90,000		
		From revenue derived from work since formation of Trust	78,13,885
		Add amount repaid to end of March 1892 from revenue	20,80,719
			<hr/> 88,44,604
Total	2,28,17,139	Total	2,28,17,139

On the 31st of March last the Government had advanced the Commissioners on account of the Dock works at Kidderpore a total sum of Rs. 2,58,65,668, of which amount Rs. 2,56,97,370 had been expended. The Docks have been completed to a sufficient extent to enable vessels to make use of them, and the question of the charge they will entail for some time upon the trade of the Port is now engaging the attention not only of the Port Commissioners themselves but of the mercantile community. The Commissioners appointed in July last a special Committee "to consider what measures should be adopted to induce vessels to use the

Kidderpore Docks," this Committee was composed of the following gentlemen :—

Mr. D. R. Lyall,	Mr. Joy Gobind Law,
„ Robert Steel,	„ H. B. H. Turner,
„ James Turner,	„ J. H. Apjohn,
Mr. W. J. M. McCaw.	

The Committee had before them a task as invidious as it was onerous. In submitting their report they described this task in the following terms :—

"Though appointed to consider what measures should be adopted to induce vessels to use the new Docks, the Committee found that it was impossible to consider this question apart from the financial position of the Port, and consequently the report now submitted includes not only recommendations of the measures which should be adopted in order to bring the Docks into operation, but further shows how, in the opinion of the Committee, the revenue may be raised which is required to cover the interest on the Dock loan."

The position the Dock Committee had to consider was an expenditure of about Rs. 15,01,498 against which the only funds available were the surpluses from Port Departments other than the Dock, amounting in all to Rs. 5,45,578. This left a deficit to be provided for of Rs. 9,55,920, and taking the income of the Dock at the beginning at Rs. 1,65,920, which was, all that was expected, the final deficit amounted to about Rs. 8 lakhs.

The volume of trade which would have to contribute to the maintenance of the Dock was shown in the following table.

EXPORTS.

Class.	Where to.	Tons of each Article.		Total for Class.
Rice	Foreign Countries.	300,800		
Jute, raw		400,072		
Wheat		199,364		
Seeds		322,540		
Cotton raw		22,755		
Saltpetre		15,426		
Gunnies		128,000	1,388,958	
Hides and Skins	Foreign ...	27,922	27,922	
Tea	Foreign ...	43,910		
Oils	Coasting and Colonial ...	12,000		
Miscellaneous	Ditto ...	70,000	125,910	
Indigo	Foreign ...	4,298		
Lac		6,406	10,704	
Rice	Coasting and Colonial ...	150,000	150,000	
Coal	To all Countries ...	150,000	150,000	
GRAND TOTAL ...		...	1,853,494	

IMPORTS.

Class.	Where from.	Tons.	
		Each Class.	Total.
General Cargo landed at Jetties	By liners using the Jetties ...	370,000	
General Cargo, put overside into boats		150,000	
General Cargo	By B. I. S. N. Co. Asiatic and China Steamers ...	220,000	
Salt ... ..	.....	384,136	
Kerosine Oil ... ..	.....	160,000	
EXPORTS.		.....	1,284,136
Grand Total of Imports and Exports		.....	1,893,494
			3,177,630

The Committee recommended a charge of 4 annas per ton which on this gross tonnage of 3,200,000 tons for all exports and imports would give the eight lakhs required to keep the Docks going. They also recommended that in the case of exported coal the charge should be 2 annas per ton. It is understood that the Dock Committee were compelled to suggest this general charge as the only means for raising the sum required to cover the deficit, and that it will remain in force only so long as the necessity which gave rise to it may continue. If the export trade were diverted from Howrah to the Dock, the full sum of eight lakhs would not be required, and as the resort to the Dock increases the sum to be raised in the Dock, octroi may be expected to decrease. They further recommended that a uniform Port charge of 4 annas per ton leviable once in 60 days, should be recovered from all vessels using the Port wherever they may lay, whether in the stream, at the Jetties or in the Docks, in place of the charges at present in force for Mooring hire, Jetty hire, and Dock dues. A proposal made at their suggestion that the Government should forego so much of interest as may be necessary until the Docks are in full swing has, the Committee understand, been rejected by Government. As regards the charge on goods entering or leaving the Port, Notification was issued on the 29th November 1891, amended on the 17th January, and within the past few days again amended at the suggestion of the Committee. The copy of the last amended notice has been circulated to the Members of the Chamber. Another question connected with the Docks of very considerable importance is that of the proposed assessment for Municipal rates on the Docks; this would amount under present circumstances to Rs. 1,56,000 per annum, or if the expenditure to the 30th of June last be taken to Rs. 1,44,080. As this is a matter of great importance as regards the total annual cost of the Dock to the trade of the Port, the Committee asked for and obtained copies of the

correspondence which has passed between the Port Trust and the Municipality.

Limits of the Port.—The limits of the Port have been extended so as to include the Docks at Kidderpore, but as the Notification left out the portion of Tolly's Nullah, west of the entrance of the boat canal leading to the Docks, the Commissioners, at the instance of the Calcutta Marine Insurance Association, have suggested that to avoid the serious questions which must of necessity arise, the Port Commissioners should approach Government with a view to securing that the portion of the Nullah between the entrance to the boat canal should be declared to be within the limits of the Port. In this connection the Committee had occasion to intimate to Government that on the understanding no new charge will be levied on boats using the canal or proceeding to the Docks, they have no objection to the establishment of a toll house at Chetla.

Survey of Cargo Boats.—The Commissioners were called upon to address the Port Commissioners as to some proposed modifications of the rules relating to cargo boats. They took this action inasmuch as these rules may affect trade by affecting the movements of produce, and they therefore asked that should any modifications be under consideration, the Chamber might have a reasonable opportunity of considering their extent and scope. They received a reply that no modifications of the rules for the survey of cargo boats was under consideration by the Port Commissioners, by which they understood that the present rules will in future be more strictly applied.

Registration of Cargo Boats in the Mofussil.—The Government of India referred to the Chamber for opinion, a suggestion made by the Bengal National Chamber of Commerce for the registration of cargo boats in the Mofussil, as a means for regulating and ensuring the safe conveyance of goods by water in Bengal. The Committee admitted that

there were some grounds for the suggestion, but came to the conclusion that a system of registration for the whole river channels could not be carried into effect as a practical measure. There are strong objections to attempting so difficult an undertaking as the registration of cargo boats throughout the delta of Bengal, even if the immense establishments that would be required would permit of such a system being established. The worry, expense and inconvenience to merchants, to boatmen and boat-owners would also preclude the suggestion from being carried into effect. The Committee, therefore, were unable to support the recommendation of the National Chamber.

Ship Masters' grievances.—The Ship Masters in the Port recently approached the Lieutenant-Governor with a complaint, that Presidency Magistrates in dealing with shipping cases inflicted such light sentences as to seriously increase the difficulties experienced by Ship Masters in the endeavour to maintain discipline on board their vessels. A deputation brought the matter to the notice of the Committee, through the Secretary, and they also received from the Marine Department a copy of the correspondence which had passed on the subject between the Port Officer and the Ship Masters. But after reading this correspondence they informed the Government that they could not come to a decision on the subject of the grievances complained of as regards the conduct of the Presidency Magistrates without further particulars than were given in the Ship Masters' memorial.

The "Dumbarton Rock."—The Committee were asked by the Marine Department to draw the attention of members to the danger of the practice of storing jute in the lazarette of vessels amongst the ships' stores; but as the attention of merchants had already been drawn to the matter by the publication of the report of the preliminary enquiry held by the Port Officer, they came to the conclusion that further reference to it was unnecessary. In this connection the Committee note that an assurance has been given by the Port Commis-

sioners to the Calcutta Marine Insurance Association that the taking of the "Dumbarton Rock" into the Kidderpore Basin whilst that vessel was on fire was an exceptional circumstance. It was not likely to give rise to danger to other vessels or property, and would not be used as a precedent.

The Export Trade and the Dock.—In connection with the working of the Dock, the Calcutta Wheat and Seed Trade Association in December last addressed the Committee on the subject of the removal of the export trade to the Docks, by making them the export terminus for all railway-borne traffic, and by stopping the direct export by boat from Howrah. The Committee referred the question to the Port Commissioners who replied that they were not prepared to recommend to Government the adoption of any compulsory measures for bringing the Docks into use, as such a procedure would be opposed to the policy they have all along maintained, and they state that they have reason to believe "the Docks will be fully ready to deal with the general export trade in March 1893." On this reply the Association make the pertinent remark that "the policy of non-compulsion consists in compelling all to pay a tax in preference to compelling a few to effect an inexpensive transfer which would render the tax unnecessary." The Committee have since heard that the whole question of Dock rates and charges is engaging the attention of a Joint Committee of the Calcutta Wheat and Seed Trade Association and the Calcutta Import Trade Association.

Telegraph facilities on the Hooghly.—So far back as 1886 and 1887, the Committee of the Chamber addressed Government pointing out that the necessities of the trade of the Port called for the establishment of new telegraph stations at Garden Reach and Budge-Budge, at Fultah and at Kulpee. Their representation was followed by an improvement in the issues of the *Calcutta Telegraph Gazette*, and by a reporting station being established at Budge-Budge. Quite recently they had occasion to again take up this matter and to address the

Director General of Telegraphs, after they consulted with the "Liners Conference" on the subject. They have again strongly recommended that the requirements of the traffic of the river call for telegraph stations at Garden Reach, and at the important anchorage of Kulpee, and they trust that their representations will, on this occasion, be more successful than they were five years ago.

Load-Lines.—A question which is under the consideration of the Committee is that of the "rules as to Load-Line Marks, Seasons, Certificates, Draught of water and Free-board." As these rules were originally presented to the Committee, they saw no particular objection to them as published and were disposed to accept the Notification of the 27th of June last. They pointed out, however, that the fees appeared to be based upon those levied in the United Kingdom by the Board of Trade, and that Rs. 16 had been taken as the equivalent of £ 1 sterling. They also showed that whilst the English load-line marks hold good in all parts of the world, the Indian marks are only good in Indian waters and on voyages to the United Kingdom. On arrival in an English port a vessel, notwithstanding her compliance with the Indian rules, would have to obtain the marks approved by the Board of Trade and to pay the English fees. The Committee thought this should be taken into account in fixing the fee to be paid in India, and that the fee should be reduced, or, if the Indian fees are to be taken as a full equivalent to the Board of Trade charge, the Government of India should take steps to secure that the Indian Load-line marks shall be made identical as regards their general use and acceptance with those of the Board of Trade of the United Kingdom.

A few days ago the Committee circulated to members an extract from the "Board of Trade Journal" for November last, referring to the regulations as regards Load-line Marks, Certificates, Draught of water and Free-board, which were to come into effect in the United Kingdom on and after the 1st

December last. More recently this subject has been again taken up by the Government of Bengal, and amended rules have been drafted which are under the consideration of the Committee.

Charter-Parties and Bills of Lading.—For some time dissatisfaction has been expressed by merchants, especially shippers, as to the manner in which new and special clauses are introduced by ship owners in Charter-Parties and Bills of Lading. So far as Calcutta is concerned, the outcome has been the formation of a Committee representing 22 firms of shippers in Calcutta, who drew up a Steam-ship as well as a Sailing-ship Charter-party, an Eastern Trade Bill of Lading homewards *via* the Suez Canal, and a Sailing-ship Bill of Lading from Calcutta to all ports. Copies of these documents reached many firms of ship-owners as well as Ship-owners Associations in the United Kingdom, and quite a file of letters has been received criticising the Charter-Parties and Bills of Lading, and addressing the Chamber under the belief that the documents had been drawn up by the "Shippers' Committee" of the Chamber. The Committee have replied correcting this error and have also informed the "Shippers' Committee" that they cannot pronounce an *ex-parte* opinion upon so important a matter as the adoption of the Charter-Parties and Bills of Lading prepared by that Committee. The Committee of the Chamber do not see what action they can take in the absence of the opinions of the principals, and they have suggested that the questions raised should be referred home, where, in consultation with ship-owners, they could be settled in the speediest manner and with the most satisfactory results.

Boiler Inspection Fees.—In July last the Committee drew the attention of the Local Government to the work of the commission for the inspection of Steam Boilers, and showed that on the accounts there appeared to be large surpluses amounting, even although the report for 1884 was not available, in the interval between 1882 and 1891 to a sum of

Rs. 1,36,585-8-2. The Committee suggested that this large accumulation of funds would allow of a considerable further reduction in charges. In reply, His Honour the Lieutenant-Governor said he was unable to pass any orders with regard to the disposal of past receipts under the Act, as they had been "either spent on general purpose of administration or absorbed by the Government of India at the close of the periodical provincial contracts." His Honour, however, admitted the reasonableness of the attitude taken up by the Chamber, and stated that he would submit to the Government of India a suggestion that the receipts of the Boiler Inspection Commission under the Act should be constituted an 'Excluded Fund,' and devoted solely to the purposes for which they were levied instead of being credited to Provincial Revenues. The Committee are glad to state that this suggestion has been sanctioned by the Government of India.

Dunkerque and Boulogne.—The Committee are much indebted to the Consul-General of France for a plan of the Port of Boulogne and for a coloured sketch of the Port of Dunkerque.

Shipping Passes.—In April 1891 the Chamber made a representation to the Government of India through the Local Government—

- (1.) That the present system under which Shipping Bills must be taken out at the Custom House before goods are shipped or water-borne to be shipped (section 137 of Sea Customs Act) should be replaced by the system in force in the United Kingdom, under which exporters of goods, at which no draw-back is payable, are allowed five days from grant of Port Clearance to the vessel in which the goods are shipped within which to present a specification of the goods at the Custom House.

- (2.) That the provisions of section 139 of the Sea Customs Act under which a fee of one per cent. on the value is leviable on goods shipped after the grant of Port Clearance to the vessel should be repealed.
- (3.) That generally the revision of the Sea Customs Act should be undertaken in view to the simplification of its provisions.

The matter was allowed to stand over because a Departmental Committee was sitting in London to consider and report upon a uniform method for obtaining and recording statistics of imports and exports throughout the British Empire. Subsequently it appeared that this Departmental Committee were of opinion "that the system carried out in British India approximates pretty closely to that in force in the United Kingdom." The Chamber again returned to the subject in December 1891, and their reference has now been dealt with by the Government of India, which, in November last, issued a Resolution to the effect that when Customs Officers act under section 139 of the Sea Customs Act, the charge to be levied should in no case exceed $\frac{1}{4}$ per cent. with a maximum of Rs. 10, and where applications are unavoidably late, no charge should be made. As regards the proposal that permission should be given to exporters to put in Shipping Bills within five days after the grant of Port Clearance to the vessel in which the goods are shipped, the Government of India supports the view of the Local Government that the Chamber's proposal cannot be adopted with advantage. "It is true that the proposed system is in operation in England, but the circumstances of the two countries are essentially different, for in England all landing and shipping business is done by well-known and recognised agents responsible to the Custom House for the punctual submission of accurate and complete information." The Chamber was, at the same time, informed with reference to its recommendation that the Indian Sea

Customs Act should be revised, that the Government of India is not at present prepared to order a general enquiry into the provisions of the Act.

Basses and Minnicoy Light-Dues.—In August last the Chamber circulated copy of an order by Her Majesty in Council, by which the light-dues levied in respect of the light-houses on the Great and Little Basses and on Minnicoy Island were directed to be reduced by 50 per cent. on and from the 1st July 1892.

Table Bay Docks.—The Committee received through the Port Commissioners a comparative statement of the cost of a vessel discharging and loading a full cargo in the Calcutta and Table Bay Docks, and also the charge for the use of the Graving Dock for ten days. From this table the Committee note that inclusive of dock-dues the charges at Table Bay exceed those at Calcutta by 118 per cent., and for the use of the Graving Dock by 440 per cent.

"Bassein" Case.—Messrs. Kilburn & Co. brought to the notice of the Committee a correspondence between them, as Managing Agents of the India General Steam Navigation Company, and the Government of Bengal relative to the case of the S. S. "Bassein" which had been injured in consequence of her taking the ground. The vessel was subsequently repaired and continued plying on the Naraingunge run, and subsequently between Calcutta and Balasore. She grounded in September 1889, and after her repairs continued running up to June 1890, when in consequence of an anonymous communication addressed to the Port Surveyor, he, without notice, went on board the ship, stopped the work going on and took away the ship's certificate. The vessel was surveyed by several experts who differed in their conclusions from those arrived at by the Port Surveyor, but when appealed to the Local Government declined to interfere. Messrs. Kilburn and Co. then placed the matter

before Counsel—Sir G. C. Paul and Mr. G. H. P. Evans—whose opinion was distinctly condemnatory of the Port Surveyor. About the time this case came before the Committee, the personnel of the Marine Department, was changed, and Mr. Odling and Mr. Stephen succeeded Colonel McNeile and Mr. Bestie; as a result new and better relations were established between the Marine Department and the mercantile community. Under the circumstances the Committee thought no good purpose would be served by pursuing a matter with which the new heads of the Marine Department were not concerned, and Messrs. Kilburn and Co. agreed with this view.

The Marine Department was formerly under the Financial Department of the Bengal Secretariat, and in consequence of the friction which had arisen after its transfer to the Public Works Department, a strong wish was expressed by the Chamber that it should be re-transferred to the civil side of the Secretariat. They learnt, however, that the transfer to the Public Works Department was made in compliance with a suggestion of the English Board of Trade, and this being so, the question of again removing it back to the Financial Department was allowed to drop.

Connection of Port Blair with the Main-land.—

This is another matter of considerable standing. For some years the Chamber has strongly advocated the advantage which would accrue to the Meteorological Department if that Department were able to add to its circle of observations, a station in the Andaman Islands near the centre of the sea-area where storms in the Bay appear chiefly to originate. So far back as the 18th December 1891, a detailed representation on the subject was made to the Government; this representation was strongly supported by the Lieutenant-Governor, who, in submitting it to the Government of India, expressed his opinion—"that the extension of Meteorological Observations to Port Blair is absolutely necessary." The Government of India took up instances adduced by the Chamber where observations taken

at Port Blair might have been extremely useful, and came to the conclusion that no case had been made out. The Chamber again returned to the subject in November last, and in the reply to that communication was informed—"that after again giving the matter their careful attention the Government of India regret that, in the present state of the finances, they are unable to reconsider their previous decision. Of the value and importance of an observatory at Port Blair, it is not possible to speak too strongly. Every monsoon season shows more and more clearly the need for such a station for the Meteorological Department in Calcutta to enable it to improve its forecasts of the weather in the Bay.

Partial deliveries of Goods by Banks.—The Calcutta Import Trade Association raised the question of the facilities given by the Banks to small importers to take partial deliveries of the goods they might import. The matter was taken up strongly in Bombay and at Rangoon, and it appeared that the Banks established in those ports were fully alive to the inconveniences arising from the system. The managers here placed the matter strongly before their Head Offices in London of the Banks with the result that the Chamber was asked to intimate to members "that at a meeting of the London managers of the Exchange Banks, held about the 15th December last, it was decided that on and after the 1st March next no partial deliveries of goods imported to India would be granted; an exception being made in the case of Petroleum." This decision was reported to the Rangoon Chamber, which had addressed this Chamber on the subject, and they expressed their satisfaction at the result.

In this connection the Committee are glad to note that the "Bankers Committee" availed themselves of the Agency of the Chamber to circulate information of use to members. One instance of this kind was the notice that "in all contracts for the sale of Merchant's Bills to the Banks, the Bills should be described as approved Bills." Another was the Circular relat-

ing to current difference in Exchange. The Committee will at all times be ready to assist the Banks in disseminating to the commercial community information of this kind.

The Budget.—On 1st March last, the Chamber pointed out to the Government of India it has been a standing complaint in the past that important information contained in the Budget Statement is known in the Bazaar some days in advance of the presentation of the statement to the public. The Committee understand that every precaution is taken to prevent the information from leaking out, but the fact remains that the intentions of Government do in some manner become known in the Bazaar. The Committee urged that the surest way to put a stop to complaints on this head would be the notification in the public newspapers before the draft of the Budget is placed in the hands of the printers of the following particulars:—

- (1.) As to new loans—the amount proposed and whether the loan is to be in rupees or sterling.
- (2.) As to Council Bills—the amount of drawings for the next financial year.

On the 10th March a reply was received that the suggestion has been acted upon, the notification having appeared in the papers of the 9th instant.

The Silver Question.—The progress of the discussion in India of questions relating to the currency of the country, to the fall in the value of silver, and to the instability of exchange has been marked by the formation of a powerful public Association—the Currency Association. As to the general conclusions urged by that Association the Committee will only say that the difference of opinion which has so long existed among its members is still well marked. They are, therefore, not justified in giving expression to any view, which might be deemed an opinion of the Chamber as a body. It will be sufficient for them to note that the efforts of the Association appear to have brought about the appointment of a Committee

in London presided over by Lord Herschell to advise the Secretary of State on the advisability and expediency of modifying the Indian Currency Laws. The report of this Committee has not yet been made public, but is now daily expected.

The general question has been illustrated by the meeting at Brussels of an abortive Monetary Conference called at the instance of the United States, and to attempts in that country to put a stop to the monthly state purchases of silver. While the Committee do not feel called upon to go at length into the discussion of the many questions involved in a survey of the results of the fall in silver, they have been careful throughout the year to place all the information which reached them on the different sides of the question before members. They have not invited members to meet and discuss the matter, as they have long known that mercantile opinion in Calcutta is as little unanimous about silver and silver difficulties as it is elsewhere.

Exhibitions—The Committee did not see their way to making any recommendation to members in connection with the Kimberly Exhibition in South Africa.

The Indian Tea Association has taken up the representation of Indian Tea at the Chicago Exhibition. Indian Art will find an adequate representation in Messrs. S. J. Teller and Co.'s exhibits. The Government of India has made a grant of Rs. 40,000 to the Association for Exhibition purposes, and this has been followed by grants of Rs. 10,000, and Rs. 5,000 from the Governments of Bengal and Assam, respectively. Tea Agents and Planters have also come forward liberally. Mr. E. Blechynden, late Deputy Secretary of the Agri-Horticultural Society, has been deputed by the Association to Chicago. The Committee are glad to know that this important work appears to be in a fair way to do credit to the Indian Tea Industry.

The Imperial Institute is at last in working order and has begun to publish articles on various Indian staples not well known to the English trading community. The Committee were asked, as a matter of form, to agree to an alteration of the rules of the Institute so as to permit of the present representatives of India being re-appointed for another year, and as a matter of form consented.

Merchandise Marks Act.—The Collector of Sea Customs, Calcutta, enquired whether the stamping of piece goods on a strip allowed to hang outside the piece itself is practised generally; whether the practice is permitted at other ports, and whether such a method of stamping facilitates the evasion of the provisions of the Indian Merchandise Marks Act. The Committee replied with reference to the first question that the stamping of a strip as described by the Collector is not practised generally, and is confined to classes of goods which do not come under the definition of piece goods as defined in the Customs' Regulation No. 1430, published in the *Gazette of India* of 11th April 1891. As regards the practice in other ports the Committee were naturally not in a position to give information. On the third point they thought that a practice, such as that mentioned by the Collector, would obviously facilitate the evasions of the provisions of the Sea Customs Act, because strips can be readily removed and the goods stamped anew. The practice appeared to them to be contrary to the provisions of the Indian Merchandise Marks Act.

Forecasts of the Crops and Crop Reports.—The Committee have had occasion to complain that, in the case of Jute and Wheat, the results of the forecasts of the crops have been allowed to get into the newspapers—in the case of Jute in the English, and in that of Wheat in the Indian papers—before they were supplied to the office for distribution to the Members of the Chamber. The subject though not great in itself is yet of importance. The Committee consider that information which has already been made public loses much of

its usefulness to members. Their representations have been met with courteous assurances that the Chamber will in future be supplied "with copies of crop forecasts at the same time as they are communicated to the Press."

The Salt Trade.—The native traders resorting to the Sulkea Salt Golahs solicited the aid of the Chamber in bringing to notice the grievances under which they labour. The Committee are greatly indebted to Mr. C. E. Smyth for the very valuable assistance he gave them in the consideration of the matter. The difficulties appeared to be the fault of an adherence to an old and antiquated system of business, and to a lax supervision of the subordinates of contractors. A representation was made to the Board of Revenue, but without any special effect in the direction of the reforms indicated by the Chamber.

Sunday working.—The question of working on Sundays, taken up at the beginning of the year, resolved itself into the publication by the Local Government of a notification regulating the manner in which permission to work on Sundays should be given. The orders are as follows :—

- (1.) When the application to work is supported by a declaration in a prescribed form signed by the owner or agent of the vessel, certifying that the permission is absolutely necessary to enable the vessel to leave the Port owing to the state of the river or to the condition of the weather.
- (2.) When the application is made on grounds of special urgency, provided the Collector of Customs is satisfied that such grounds are sufficient.
- (3.) When the application is made to discharge or load live-stock, ships' stores, ballast, or coal.

In case of 2, permission shall only be granted on payment of a fee equal to 6½ annas on the net registered tonnage of the vessel, subject to a minimum of Rs. 50 and a maximum of Rs. 200. These orders do not modify those contained in Financial Department's Resolution, dated the 26th September 1888, under which a fee of Rs. 5 (Rs. 100 on Christmas Day, Good Friday, Queen's Birthday, and the 1st of January) is payable for the services of a Preventive Officer : such fee will be levied in case 2, in addition to the fee prescribed for that case."

A question has arisen as to the working of clause I of the rules. A vessel having to leave Dock on a Tuesday and to leave the Port on a Wednesday, the latest day she could get away without being neaped applied to work on Sunday, so as to complete her loading on the Monday and leave the Dock on the Tuesday. The Collector charged her under clause (2), and the Board of Revenue upheld his decision. In the opinion of the Committee the Collector and the Board were clearly wrong. The question, however, is under discussion, and the Committee therefore refrain from giving more than an indication of their view of the case.

Protection of the Cachar Frontier.—The attention of the Chamber was strongly drawn in May last, to the comparatively defenceless condition of the South Eastern Frontier of the Cachar District. The Committee accordingly addressed the Assam Administration by a telegram from the President, pointing out that no sufficient protective force had reached the Cachar Frontier gardens, and that, as a consequence considerable anxiety was felt in Calcutta regarding their position. The telegram went on to ask what steps had been taken. To this message a telegraphic reply was received, referring the Chamber to certain telegrams, in the *Englishman* and *Pioneer*, and stating that 300 military from Calcutta were on their way to Cachar to be available for further protection if necessary. All the Police outposts on the Cachar Frontier had been reinforced, and in the case of exceptionally isolated

gardens, special guards would be sent if the garden managers applied for them, but it was added—"The Chief Commissioner, however, cannot undertake to send special guards to every garden on the frontier." This message was followed up by a letter, dated 4th May, reviewing the position and regretting that the question of the defence of the frontier had been a subject of controversy between those interested in tea and the Assam Administration since 1884. The planters of the district held meetings at Cachar and Hialakandi at which the action of the Chamber of Commerce was strongly supported. At the end of June a long communication was received from the Assam Administration in reply to the representations of the Chamber, and the conclusion of the matter as regards the policy of the Chief Commissioner is thus expressed—

"In conclusion, I am to say that the Chief Commissioner fears that there are many planters in Cachar who hold the opinion that, in view of the importance of the tea industry in Cachar, they and their property are entitled to special protection, and that outposts should be increased, and their garrisons should be increased, and maintained all the year round solely in order to give them this protection. Mr. Ward, I am to say, entirely dissents from this view. The existing frontier outposts have been established for the protection of the Cachar District generally, and not for any particular class of persons or any particular class of cultivation or industry. Tea planters must recognise that, in establishing themselves and their properties on the borders of hostile hill tribes they run serious risks, and that the labour employed by them is liable to be disorganised occasionally by actual or threatened raids; and the Chief Commissioner cannot recognise that they have any ground whatever for complaining that the Government is

unable, or even refuses, to afford them absolute protection against the risks they have voluntarily undertaken. Reasonable protection they are entitled to ask for, and it will always be given to them in the future as it has been given in the past, as proved by the fact already stated that for the past twenty-one years, up to the date of the Boruncherra raid, the district of Cachar has enjoyed entire immunity from raids."

Accelerated Mail Service.—The working of the Accelerated Mail Service has come under the notice of the Chamber on a complaint made by a member of the Chamber returning from England. From the explanation made by the Agent, East Indian Railway, it appears that the special overland service in connection with the English Mails from Bombay, discussed in 1890-91, has not been introduced, and the proposal then made is in abeyance. The East Indian Railway undertook as far as possible to meet the wishes of Government and reduced its proposed charge to a figure, as to the remunerative character of which there were grave doubts, and so far as this Railway is concerned, the matter rests at that point. The difficulty, as in 1890, seems still to rest with the inability or disinclination of the Indian Peninsular Railway to come to an arrangement by which the service might be fairly worked. The East Indian Railway points out that the special train had only been utilised on five occasions in the 18 months ending with June 1892. This would appear to bear out the contention that if a special service were instituted, it would not be made use of to any large extent.

On the other hand difficulties in the way of making use of a special train, such as that which now runs, operate to deter passengers from resorting to the facilities it might afford. It is probable that with a regular service the complaints mentioned would disappear.

Numbers of Planters, &c.—In the autumn, the Government of Bengal asked the Chamber to supply information as far as possible on the following heads :—

- (a) The number of Planters of all descriptions in Bengal,
- (b) The total acreage occupied by them, and
- (c) The capital invested.

It is extremely difficult to reply to questions of this sort. The Committee, however, made answer that they would estimate the number of Planters of all descriptions at not less than 2,000. They pointed out that an English statistician estimated the total area under tea, including the Assam province, at 300,000 acres, and the total capital engaged at from £10,000,000 to £15,000,000 sterling. Figures given for Bengal in Thacker Spink and Co.'s Directory worked out a total area for the province of 85,573 acres, and of capital employed amounting to Rs. 4,69,61,250. In Indigo the resort to Joint-Stock enterprise has hitherto been quite unimportant, and as the cultivation is chiefly in private hands, the Committee were unable to estimate even approximately the capital employed in this industry.

Congress of Chambers of Commerce.—This Chamber was represented at the second Congress of Chambers of Commerce of the Empire by Sir Alexander Wilson in place of Mr. N. H. T. Becker, who found himself unable to serve owing to the meeting of the Congress taking place at the end of June instead of in May.

Assistant Secretary.—At the end of July last Mr. G. M. Barton, who had been Assistant Secretary since 1885, resigned his post on proceeding home. In consideration of his services for so many years, the Committee granted him a first class passage to England, and a bonus equal to half his pay for twelve months.

The Committee are glad to say that in Mr. Barton's place they were able to secure the services of Mr. William Parsons, a gentleman well known to most of the members.

The above are the principal subjects which have fallen to be considered during the year. There are many others of a minor character which will find a record in the 'documents' portion of the Report, but which do not call for special mention here. The matters noticed will serve to show that the year has been a busy one, and that the Committee have to the best of their ability watched over the interests confided to them.

MEMBERS WITHDRAWN.

The following is a list of firms which have ceased to be Members of the Chamber :—

THE CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

MESSRS. COUTHARD & Co.

" CROFT WELLS & Co.

" DWARKANATH DUTT & NEPHEWS.

" FR. FISCHER & Co.

" GISBORNE & Co.

" JAS. LUKE & Co.

" KELLY & Co.

" KOCH SINCLAIR & ECK.

THE NEW ORIENTAL BANK CORPORATION, LD.

NEW MEMBERS.

The following firms and gentlemen have been elected by the Committee as Members of the Chamber, subject to the usual confirmation under Rule IV :—

THE BENGAL TELEPHONE Co., LD.

MESSRS. J. C. DUFFUS & Co.

Messrs. JAS. J. SINGH & Co.

" MCKEAY LEBERT & Co.

The Mercantile Bank of India, Ltd.

Messrs. McLeod Sherrin & Co.

Mr. Thomas Payne.

Agent, Bank of China, Tientsin & the Straits

FUNDS OF THE CHAMBER.

The sums invested in $\frac{1}{2}\%$ Government Securities run at Rs. 5,000.

The balance at credit of the Chamber, exclusive of the sum of Rs. 5,000, on 31st December last, as compared with the balance at the end of previous years is shown below:—

31st December 1888	Rs. 2,252 13 0
31st " 1889	5,551 0 0
31st " 1890	1,090 10 0
31st " 1891	6,887 7 5
31st " 1892	5,578 7 6

JAS. L. MCKEAY,

President

BENGAL CHAMBER OF COMMERCE.

Statement of Receipts and Expenditure of the Bengal Chamber of Commerce from 1st January 1892 to 31st December 1892.

RECEIPTS.		Rs. As. P.	Rs. As. P.	PAYMENTS.		Rs. As. P.	Rs. As. P.
To Balance in Bank of Bengal*	...	11,040 14 1		By Establishment Account	...	29,890 12 3	
" Cash in hand	...	846 9 4		" Printing Account	...	7,040 13 9	
			11,887 7 5	" Retiring gratuity to Mr. G. M. Barton	...	3,380 0 0	
" Subscription Account	...	24,785 0 0		" Office Rent Account	...	3,400 0 0	
" Monthly payments by Associations affiliated with the Chamber	...	17,720 0 0		" Subscription to Newspapers	...	1,971 1 11	
" Price Current Account	...	4,006 5 6		" Petty Charges Account	...	1,632 7 5	
" Arbitrations do.	...	410 0 0		" Law Charges Account	...	897 3 0	
" Railway Traffic Return Statement Account	...	290 0 0		" Address of Condolence on the death of Prince Albert Victor	...	623 12 3	
" Interest on Government Papers...	...	194 12 8		" Stationery Account	...	437 6 6	
			47,496 2 2	" Stamp Account	...	312 6 6	
				" Audit Fees Account	...	250 0 0	
				" Telegram Account	...	211 2 0	
				" Binding Newspapers	...	188 1 0	
				" Office Furniture Account	...	171 4 0	
				" Advertisement Account	...	29 6 0	
				" Library Account	...	29 0 0	
							48,805 2 1
				Balance in Bank of Bengal, 31st December 1892*	...	9,997 2 7	
				Cash in hand	...	681 4 11	
							10,678 7 6
TOTAL Rs.	...	.....	59,383 9 7	TOTAL Rs.	...	.....	59,383 9 7

Auditors.

LOVELOCK & LEWES,

Chartered Accountants.

S. E. J. CLARKE,

Secretary.

CALCUTTA, 18th February 1893.

* Includes Rs. 5,000 invested in Government Securities.

BENGAL CHAMBER OF COMMERCE.

Members and Committees of the Chamber, &c.
and Mercantile Associations.

[NOTE:—Pages 73 to 85 have been corrected with latest information up to the
30th April 1893.]

MEMBERS

OF THE

BENGAL CHAMBER OF COMMERCE.

Agolasto, A., and Co.	Duffus, J. C., and Co.
Agra Bank, Ltd.	Duncan Brothers and Co.
Allen Brothers and Co.	East Indian Railway Co., <i>The Agent.</i>
Anderson, Wright and Co.	Eastern Bengal (State) Railway, <i>The Manager.</i>
Apear and Co.	Elliott, John, and Co.
Apjohn, J. H., Esq., C. E., <i>Vice-Chairman, Calcutta Port Commissioners.</i>	Ernsthausen and Co.
Arracan Co., Ltd.	Ewing and Co.
Ashworth, John, and Co.	Ezra, E. D. J., and Co.
Balmer, Lawrie and Co.	Finlay, Muir and Co.
Barlow and Co.	Fyffe, Charles L., Esq., <i>Manager in India, New Zealand Insurance Co.</i>
Barry and Co.	Gillanders, Arbuthnot and Co.
Begg, Dunlop and Co.	Gladstone, Wylie and Co.
Bengal Coal Co., Ltd.	Graham and Co.
Bengal Telephone Co., Ltd.	Grant, W. M., Esq., <i>Indigo Planter, Bhawalpore.</i>
Bird and Co.	Grossman and Co.
Blackwood, Blackwood and Co.	Grossman, William.
Brandt, A. H., Esq.	Gulliland, Colin C., Esq., <i>Secretary, London and Lancashire Fire Insurance Co., and City of Glasgow Life Assurance Co.</i>
Buckingham, Hon'ble J., <i>Angoorie Tea Estate, Silsaurgar, Assam.</i>	Guyon, F., Esq.
Burn and Co.	Guzdar, P. E., and Co.
Calcutta Landing & Shipping Co., Ltd.	Heilgers, F. W., and Co.
Carlises, Nephews and Co.	Henderson, George, and Co.
Carritt and Co.	Hoare, Miller and Co.
Chartered Bank of India, Australia and China.	Hong-Kong and Shanghai Banking Corporation.
Cohn Brothers and Fuchs.	Horne, Dunlop and Co.
Comptoir National D'Escompte de Paris.	
Davenport and Co.	
Delhi and London Bank, Ltd.	

Huber and Co.

Izab, Alexander, Esq., *Agent and Chief Engineer, Bengal and North-Western Railway.*

Jardine, Skinner and Co.

Jefferson, W. E. S., Esq., *General Manager, Planters' Stores and Agency Company, Limited.*

Ker, Dods and Co.

Kerr, Thruock and Co.

Kettlewell, Bullen and Co.

Kilburn and Co.

King, Hamilton and Co.

Kingsley, F. J., Esq., *Secretary, Queen Insurance Co.*

Lang, Thomas, Esq., *Secretary, Standard Life Assurance Co.*

Lovelock and Lewes.

MacDowell and Co.

Mackenzie, Lyall and Co.

Mackilloan, J., and Co.

Mackimmon, Mackenzie and Co.

Macneill and Co.

Macknight, Anderson and Co.

McKewan Everett, and Co.

McLeod and Co.

Mehta, D. B., and Co.

Meyer Brothers.

Mitchell Bardsley and Co.

Moran, William, and Co.

Murray, Reg., Esq., *Manager, Mercantile Bank of India, Ltd.*

National Bank of India, Ltd.

New Beerbhoom Coal Co., Ltd.

Oghourne, C. H., Esq., *Manager and Underwriter, Commercial Union Assurance Co., and Secretary, Alliance British and Foreign Fire Insurance Co.*

Oldemeyer and Hadenfeldt.

Payn, Thos, Esq., *Agent, Bank of China, Japan and the Straits.*

Petrie, Turner and Co.

Petrocochino Brothers.

Pigott, Chapman and Co.

Prawnkissen Law and Co.

Ralli Brothers.

Ram Chand Seal and Co.

Sassoon, David, and Co.

Sassoon, E. D., and Co.

Schröder, Smidt and Co.

Shaw, Wallace and Co.

Sinclair, Jas. J., and Co.

Steel, Octavius, and Co.

Steel, R., and Co.

Steinthal and Fuchs, G.

Struthers and Co.

Tamvaco and Co.

Thomas, J., and Co.

Thomson Lehzen and Co.

Trelavny, Ed., Esq., *Superintendent, P. & O. Steam Navigation Company.*

Turner, Morrison and Co.

Ullmann, Hirschhorn and Co.

Whitney Brothers and Co.

Williamson, Magor and Co.

Yule, Andrew, and Co.

HONORARY MEMBERS :

J. A. Crawford, Esq., c. s., *late Collector of Sea Customs.*

Colonel L. Conway-Gordon, R. E., c. i. E., *late Director-General of Railways.*

Colonel C. H. Luard, R. E., *late Consulting Engineer for Railways, Calcutta.*

J. Scobell-Armstrong, Esq., c. s., *late Collector of Sea Customs.*

D. W. Campbell, Esq., c. i. E., *late Agent, East Indian Railway Company.*

Sir John Ware Edgar, K. C. I. E., c. s. I.

Colonel J. C. Ardagh, c. B., c. i. E., R. E.

Hon'ble J. T. Woodroffe, *Officiating Advocate-General, Bengal.*

Hon'ble Sir G. H. P. Evans, K. C. I. E.

J. E. O'Connor, Esq., c. i. E.

C. W. Odling, Esq., c. E.

BENGAL CHAMBER OF COMMERCE.

The Committee of the Bengal Chamber of Commerce.

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2. HON'BLE P. PLAYFAIR, *Vice-President*,
MESSRS. BARRY & Co.
3. JOHN A. RALLI, Esq.,
MESSRS. RALLI BROS.
4. REG. MURRAY, Esq.,
MANAGER, MERCANTILE
BANK OF INDIA, LD.
5. JAS. TURNER, Esq.,
MESSRS. PETRIE, TURNER & Co.
6. LT.-COL. R. GARDINER, RT.
AGENT, EAST INDIAN RAILWAY
7. J. N. STUART, Esq.,
MESSRS. BALMER, LAWRIE & Co.
8. JAS. STEVENSON, Esq.,
MESSRS. GRAHAM & Co.
9. N. H. T. BECKER, Esq.,
MESSRS. ERNSTHAUSEN & Co.

Mercantile Representative on the Council of H.E.
the Viceroy for making Laws and Regulations.

HON'BLE JAS. L. MACKAY, C. I. E.,
MESSRS. MACKINNON, MACKENZIE & Co.

Mercantile Representative on the Council of His
Honor the Lieutenant-Governor of Bengal for
making Laws and Regulations.

HON'BLE P. PLAYFAIR,
MESSRS. BARRY & Co.

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MESSRS. PETRIE, TURNER & Co.
3. W. J. M. McCAW, Esq.,
MESSRS. KETTLEWELL,
BULLEN & Co.
4. H. B. H. TURNER, Esq.,
MESSRS. TURNER, MORRISON
& Co.
5. ED. TRELAWNY, Esq.,
SUPDT., P. & O. S. N. Co.

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MESSRS. McLEOD & Co.
2. JOY GOBIND LAW, Esq.,
MESSRS. FRAWN KISSEN LAW
& Co.
3. P. B. SIRCAR, Esq.,
MESSRS. KERR, TARRUCK & Co.
4. ED. TRELAWNY, Esq.,
SUPDT., P. & O. S. N. Co.

Licensed Measurers' Department.
Committee :

1. JAS. TURNER, Esq.,
Chairman,
MESSRS. PETRIE, TURNER & Co.
2. A. A. VLASTO, Esq.,
MESSRS. RALLI BROS.
3. ERNST JAUP, Esq.,
MESSRS. SCHRÖDER, SMIDT & Co.
4.
5. H. W. CASSELS, Esq.,
MESSRS. FINLAY, MUIR & Co.
6. R. L. B. GALL, Esq.,
MESSRS. ERNSTHAUSEN & Co.
7. J. D. NIMMO, Esq.,
MESSRS. DUNCAN BROS. & Co.

Indigo Trade Department. Committee:

- | | |
|--|---|
| 1. N. H. T. BECKER, Esq.,
<i>Chairman,</i>
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MESSRS. F. W. HEILGERS & Co. |
| 2. D. CRUICKSHANK, Esq.,
MESSRS. BEGG, DUNLOP & Co. | 5. FRID. WHITNEY, Esq.,
MESSRS. WHITNEY BROTHERS
& Co. |
| 3. C. R. HILLS, Esq.,
MESSRS. J. THOMAS & Co. | 6. W. B. GLADSTONE, Esq.,
MESSRS. GILLANDERS, ARBUTHNOT
& Co. |
| 7. C. B. GREGSON, Esq.,
MESSRS. JARDINE, SKINNER & Co. | |

Piece-Goods Sub-Committee.

- | | |
|---|--|
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Land Acquisition Act.
Special Sub-Committee:

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<i>Chairman.</i>
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KRISTO DOSS LAW,
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Calcutta Mercantile Exchange
Provisional Committee:

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2. HON. JAS. L. MACKAY, C.L.E.,
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MACKENZIE & Co. | 3. REG. MURRAY Esq.,
AGENT, MERCANTILE BANK
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5. CAIRNS DEAS, Esq.,
MESSRS. BURN & Co. |
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REPORT.

PIECE-GOODS SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st February 1893.

REPORT.

PIECE-GOODS SUB-COMMITTEE.

*To the President and Committee of the Bengal Chamber
of Commerce.*

GENTLEMEN,

We now beg to submit the fourth report of the Piece-Goods Arbitrations under the Rules of the Chamber of Commerce. As compared with previous years the number of arbitrations is as under :—

1889	...	Arbitrations	...	111
1890	...	"	...	148
1891	...	"	...	124
1892	...	"	...	176

The work of the year shows the greatest number of arbitrations were held in the months named below :—

February	...	18	September	...	14
March	...	14	October	...	19
April	...	17	November	...	17
May	...	17	December	...	20

The lowest numbers were in January 10, and in June 7.

The classes of goods about which there were the largest number of disputes were :—

Grey	Shirtings	...	...	36
"	Dhooties	...	...	34
"	Jaconets	...	...	14
White	Nainsooks	...	...	10
"	Jaconets	...	...	9
"	Mulls	...	...	7

These classes account for 110 of the disputes dealt with. It is noticeable that the references under the rules have continued throughout the year, instead of occurring for the most part in the first three and last three months of the year as noted in previous reports.

The system of referring claims for mildew to gentlemen selected from a special list has worked well.

It is satisfactory to note that only five complaints were received against the decisions of the arbitrators appointed by the Sub-Committee, and that the average time taken in the settlement of a dispute was six days, reckoning from the receipt of the application for a survey to the issue of the finding of the arbitrators.

The following table will perhaps show your Committee the working of the system more clearly than a lengthy exposition would do :—

Year.	Total number of surveys.	Disputes in which no allowance was granted by the arbitrators.	Percentage of complaints as per column 3.
1889	111	51	50.09
1890	148	52	35.13
1891	124	47	37.09
1892	176	62	35.22

The 176 surveys held during the year included 10 for damage by mildew, and 4 for damage other than by mildew. The surveys for the former were thus distributed :—

Grey Shirtings ...	...	...	5
Grey Dhooties ...	...	...	1
Grey Drills ...	...	...	3
White Shirtings ...	...	...	1
TOTAL			10

The four surveys for other damage were :—

Grey Shirtings ...	...	...	2
White Shirtings ...	...	...	1
Grey Drills ...	...	...	1
TOTAL			4

During the year we were not asked to value any stock of piece-goods. Under the ruling of the Chamber, work of this description can be arranged for if necessary. We have no suggestion to make regarding the rules for piece-goods arbitrations, or the procedure rules governing these arbitrations. But we felt it requisite to revise the list of arbitrators with special reference to the classes of goods gentlemen might be asked to survey. We would suggest that this list should be revised twice in the year, say, in March and December, instead of at present once a year only. Changes occur in consequence of gentlemen in the list proceeding home or returning to India, and these could best be noticed or provided for if the list were revised biennially as suggested above. There is only one other matter to which our attention has been drawn, and that is the stamping of awards. But as we understand the subject is receiving the consideration of your Committee, we abstain from discussing it in this place and from making any recommendation.

We are,

GENTLEMEN,

Your most obedient Servants,

E. L. HAMILTON,	Chairman.
A. FORSYTH,	} Members.
T. KIDD MILNE,	
J. HORNE,	
F. SCOULODI,	

LIST OF PIECE-GOODS SURVEYS DURING 1892.

CLASS OF GOODS.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	TOTAL.
White Shirts	1	1	...	...	1	...	...	...	3
White Malls	1	...	...	...	...	...	...	...	1
White Satinets	10
White Jaconets	3
White Scarfs	1
White Flannels	1
White Drills	1
White Cooty (Quilting)	1
White Ground Prints	2
Grey Shirts	...	2	6	6	8	2	2	...	1	...	...	...	30
Grey Shoonies	...	1	2	2	6	...	2	...	2	...	...	...	14
Grey Jaconets	1	...	...	...	4	...	...	...	1
Grey Chudlers	...	1	...	...	...	...	...	...	...	...	...	...	1
Grey Drills	1	1	...	1	...	1	...	...	...	2
Grey Madepollans	1	...	...	...	...	...	...	...	...	...	1
Turkey Red Yarn	1	...	...	...	...	...	...	1
Turkey Red Cloth	1	...	...	...	...	...	...	2
Turkey Red Sarries	1	...	...	...	...	...	...	1
Coloured Dooria Prints	1	...	...	...	...	1
Coloured Dooria Sarries	1	...	...	...	...	1
Coloured Doorias	1	...	...	...	1
Coloured Shuwa	1	...	...	...	1
Coloured Hankerechiefs	1	...	...	...	1
Coloured Redford	...	1	...	...	...	...	1	...	...	...	...	...	1
Prints	...	1	...	...	...	...	...	...	...	...	...	...	1
Coloured Cambrics	...	1	...	...	...	...	...	...	1	...	...	...	2
Coloured Chints	1	...	...	...	1
Cotton Trousings	1	...	3	...	1	...	...	5
Cotton Shuwa	1	...	...	...	2
Cotton Undershirts	1
Army Cloth	...	1	...	...	...	...	...	...	...	...	...	...	1
Black Orleans	1
Book Muslins	1
Dyed Drills	1
Embroidered Nets	1	1	...	...	...	...	...	...	2
Gold Embroidered	2
Satin	5	...	...	...	5
Groundings	1	...	...	...	...	1
Gros dea Indes	1
Millans	1
Mole Twist	1	...	...	...	...	...	...	...	1
Shot Silks	1
Town Cloth	1
Unbelles	1	...	...	...	...	1
TOTAL	1	18	14	17	17	7	12	11	14	19	17	20	176

REPORT.

SUB-COMMITTEE ON REFERENCES.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st February 1893.

REPORT.

REFERENCE SUB-COMMITTEE.

*To the President and Committee of the Bengal Chamber of
Commerce.*

GENTLEMEN,

THE Sub-Committee have not, during the year, been called upon to decide many points in connection with Commercial customs in this market, but under their authority there was issued, with the last Report, the Chamber's Rulings. The Sub-Committee are glad to know that this feature of the Report of the Chamber appears to be appreciated by Members.

Reference was also made to us as to advances on account of the disbursements of sailing ships endorsed on Bills of Lading. We found that such disbursements so endorsed are, unless otherwise specified in the Charter-Party, settled on the basis of a six months' documentary rate of exchange and we recommended accordingly.

As usual in October, we went over the Tonnage Schedule and Commission Schedule of the Chamber, and we have to report that we found no necessity for making any alterations in these schedules. Although the work of the Sub-Committee has not been very onerous or very great in amount, we think it is decidedly to the advantage of the Chamber that such a Committee should form a permanent feature of its constitution, so that if questions coming within the scope of the clause of Rule 38, referring to the Sub-Committee, should arise, they

might be dealt with in an authoritative and satisfactory manner. It might perhaps serve to remind Members to what extent the Sub-Committee can be useful to them, if we repeat here the clause in Rule 38 above referred to. It runs as follows :—

“The Committee on References shall deal with all enquiries made of the Chamber as regards mercantile usages and customs, and shall act as a Court for the settlement of differences of opinion as to particular usages or customs, and shall suggest to the Chamber such action as may, in its opinion, be necessary at any time, and especially in order to prevent disputes whether any particular custom is so widely accepted as to have become a general custom.”

We are,
GENTLEMEN,
Your obedient Servants,
JOHN A. RALLI, *Chairman*.
KRISTO DASS LAW,
JAS. TURNER, } *Members*
W. J. M. McCAW,

REPORT.

SHIPPING SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st February 1893.

REPORT.

SHIPPING SUB-COMMITTEE.

*To the President and Committee of the Bengal Chamber
of Commerce.*

GENTLEMEN,

THE most important matter that has come before us is that connected with the chronic difference between Shippers and Ship-Owners with reference to the clauses of Bills of Lading and Charter-Parties. Early in the year a reference was made on the subject from the Kurrachee Chamber of Commerce, and we then expressed the opinion that the subject was one which was attracting more and more attention, and that the Banks had been obliged to notice it. In our view this went to show that a reform was necessary, and we refused to believe Ship-Owners were averse to such reforms. The Sailing Ship Bill of Lading has proved satisfactory up to a certain point. But the tendency is to insert fresh clauses, some of which are very objectionable. It appears that a form of Bill of Lading strictly defining the liability of the Ship and the Shippers is much required. Later in the year a Committee of Shippers, independently of the Chamber, drew up a form of Charter-Party and Bill of Lading, which they submitted to the Chamber with a request that they might be adopted by the Chamber. We had an opportunity of considering these documents as well as the criticisms they provoked from Ship-Owners and the Ship-Owners Associations in the United Kingdom, and the conclusion we came to was that while the Chamber could

not give its approval or adopt documents prepared by Shippers only, it would be well if Shippers and Ship Agents met together and consulted as to how far they could meet on a common agreement. At the same time we were alive to the fact that questions of this sort cannot be settled in India, and that in India, Ship-Owners are only represented, and are not likely to give to their representatives power to conclude so important a matter as the revision of Charter Parties and Bills of Lading would be. It appears, therefore, better that the matter should be referred home where a settlement could be more speedily arrived at, and would be at the same time final for both parties.

Our attention was called to a notice giving the dates, during the freshets, "on which emigrant vessels must not proceed down the River Hooghly." We were of opinion that a modification of the rule might be allowed in the case of well-equipped steamers.

A case was referred to us as to the usance at which freight should be paid here under the following circumstances. The Charterers of a vessel agreed with the Agents to advance sufficient funds for the ships' disbursements on the usual terms; the advances to be endorsed on the Bills of Lading. We held that in this particular case the usance should be at 6 months' D. P. rate as the vessel was a sailing ship, and that for steamers it should be at three months' D. P. rate. The justice of this arrangement seems evident from the fact that the Shipper only recovers the amount of freight advance in his invoices at these rates of usance respectively, and he would be out of pocket were it otherwise in a matter which is purely one for the convenience of the ship. This was the view which we believe commended itself to the judgment of your Committee.

A matter came before us on a representation from Messrs. Kilburn and Co. on the subject of the clearing of

the Janjulia River, which is also known as the Angeria Creek. It is an important waterway used by inland steamers in their passage to the Eastern districts. This waterway is gradually becoming more difficult of navigation. It is stated to be the only connecting link which steamers can take between the Eastern Provinces and Calcutta. It appears that the river is slowly silting up. It has been inspected by various Officials and by Officers of the Steamer Companies. Whilst admitting the importance of the question of keeping open such a link in the communications between Calcutta and the Eastern districts, the Sub-Committee were divided in opinion as to the necessity for addressing the Government of Bengal on the subject, at all events, until that Government had had an opportunity of replying to the complaint of the River Companies.

A curious case was brought under our notice by the India General Steam Navigation Company. Two of their employés were convicted of offences under sections 408 and 417 of the Indian Penal Code,—criminal breach of trust by a clerk or servant, and cheating.—They then made an application to the High Court for a Rule calling upon the District Magistrate to show cause why the conviction and sentence should not be set aside. It appears that these two men with the Serang in charge of the steamer *Garu* by making a false declaration obtained from certain passengers five annas a head beyond the ordinary fare, two annas of which was an extra charge for tickets sold on board ordinarily levied, and three annas a charge made by the three men concerned. The Judges, Mr. Justice O'Kinealy and Mr. Justice Beverley, held that no one was cheated, that there was no deception and no misappropriation, because both parties, that is, the men who took the money, and the passengers who paid it, were equally aware that the excess money was not to go to the Company; but that it was to go into the pockets of the three men. The Judges held that there was no extortion inasmuch as the

passengers were anxious and willing to pay the Serang to take excess passengers on board. The conviction of the Magistrate's Court was accordingly set aside and the men were ordered to be discharged. The case is an important and serious one. But the matter having been decided by the High Court in revision, there is no appeal from their decision, and no review of their judgment is possible. The Sub-Committee could not recommend the Chamber, therefore, to take action in the matter, although we felt very strongly that a miscarriage of justice had taken place. We were unable further to see how future cases of this sort could be guarded against.

Another matter which came before us was a reference regarding the weighment of gunnies shipped by various steamer lines where Agents of steamers decline to pay the weighing charges. It was contended that as the weighment is made "solely for the benefit of the ship, they gaining in freight if the weight turns out in excess of measurements," there can be no question as to the liability of the vessels for weighing charges. If the weighment were made solely in the interests of the ship, it would be for the ship to pay the weighment charges, but on this point there was a difference of opinion. The practice of the Measurement Department appears to be that when the ship refuses to pay, the Department looks for payment to the party giving the order for the weighment, and as there is no general ruling on the subject, and it is not clear that the work is wholly for the benefit of the ship, the practice of the Department appears to meet requirements.

Our attention has been called to the case of the *Crafton Hall* as detailed in a Resolution of the Government of Bengal in the Marine Department, No. 96T., dated 30th September last. This case has been so recently before the mercantile public that we do not feel called upon to set out its

details, but going into the matter as carefully as we could, it appeared to us that the mortality on board the *Crafton Hall* arising from the deterioration in the provisions served to the crew was an isolated and accidental case, and we were glad for the sake of the Mercantile Navy of this Port to be able to arrive at such a conclusion.

The Chamber sometime ago drew attention to the want of increased telegraphic facilities on the River Hooghly. This matter also came before us in November last, and we arrived at the conclusion that it would be very satisfactory if a station were established at Garden Reach where telegraphic facilities with vessels at anchor in the Reach are much needed. We were also of opinion that a telegraph station at Kulpee—one of the most important anchorages in the river—would be of the greatest utility to the shipping, as direct communication with that anchorage is badly needed. The matter has since had the attention of your Committee.

We are,

GENTLEMEN,

Your obedient Servants,

JAS. TURNER, *Chairman*.

JAS. STEVENSON,

E. E. PETROCOCHINO,

WM. ADYE,

A. POINTON,

} *Members*.

REPORT.

RAILWAY SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st February 1893.

REPORT.

RAILWAY SUB-COMMITTEE.

*To the President and Committee of the Bengal Chamber of
Commerce.*

GENTLEMEN,

THE year has been distinguished by the progress made in the construction of various new railways rather than by the presenting for public favour, or for the attention of Government, projects for the development of further tracts of country. The East Coast Railway is being pushed on as regards the construction of the southern and middle sections, and a commencement has been made under the superintendence of Mr. Buyers, of work on the Bengal-Assam Railway. Mr. Buyers anticipates that he may be able to bring this line into working order in about 3 years, that is to say, in the cold weather of 1896.

The only proposal which came before us for consideration was that of the Lower Bengal Railway which contemplated the construction of a line from the Station of Mugra, on the East Indian Railway, to Alatooli near Bogwongola on the Ganges. This line would traverse a thickly populated district, but it would have to compete, especially during the rains, with the cheap water carriage afforded by the Bhagirutti river.

The line would also have to cross a country subject to floods, and would probably be found expensive to construct. The project, moreover, would anticipate schemes which have been put forward to some extent in connection with the extension of the Nalhati Railway. This line terminates at present at Azimgunge, a point on the Bhagirutti, a few miles above the city of Moorsshedabad, and it was a portion of the scheme which resulted in the construction of this

Railway that it should be extended to the east of the Bhagirathi so as to serve directly Moorsshedabad and the district between that city and the Padma. The Western Bengal scheme for a grand chord line also contemplated, serving to some extent the tract of country dealt with by the scheme for the Lower Bengal Railway.

The papers placed before us in connection with the scheme did not deal with the competition which might be expected with water carriage, and did not go sufficiently into the matter of the traffic which might be expected to flow to the Railway. We accordingly felt constrained to report to your Committee that before we could discuss the project fully, it would be necessary that we should have fuller information on matters of detail than that submitted for our consideration. As a general rule, any scheme for opening up a tract of country hitherto untraversed by a railway cannot fail to be advantageous to trade, and such being the case would deserve favorable consideration, but as we have observed above, further information was requisite before we could find ourselves in a position to make any distinct recommendation to the Chamber of Commerce in regard to the project for a Lower Bengal Railway. All that we feel justified in saying is that the tract of country to be opened up is thickly peopled, and offers, in our opinion, a fair field for some such enterprise as that we were asked to consider.

We are,

GENTLEMEN,

Your obedient Servants,

E. L. HAMILTON,	<i>Chairman</i>
W. L. ALSTON,	} <i>Members</i>
W. B. GLADSTONE,	
R. GARDINER,	
JOY GOBIND LAW,	

REPORT.

FINANCE SUB-COMMITTEE.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st February 1893.

REPORT.

FINANCE SUB-COMMITTEE.

*To the President and Committee of the Bengal Chamber
of Commerce.*

GENTLEMEN,

ON the 18th February, last year, the Chamber addressed a letter enquiring what, if any, steps were being taken in view of the serious fluctuations in exchange. As up to 18th March, no reply had been received from Government and the price of silver continued to fall, a Circular was issued to Members of the Chamber in the following terms :—

BENGAL CHAMBER OF COMMERCE.

Circular No. 110-92, dated Calcutta, 23rd March 1892.

To

(ALL MEMBERS OF THE CHAMBER.)

ON the 18th February last, the Committee of the Chamber of Commerce addressed a letter, No. 113-92, to the Government of India, on the Currency Question, in view of the serious fluctuations and fall in exchange. Since then the rupee has continued to fall, the on demand rate which was 1-3 $\frac{1}{8}$ on 18th February has receded to 1-3 $\frac{1}{4}$ on March 23rd.

So far as the Committee are aware, the letter of the Chamber referred to above has had the general approval of the Members. It has now been suggested to them that, the subject should be further pressed upon the attention of the Government of India, in view of the steady fall which is taking place in the sterling value of the currency of the country.

The Committee will be glad to learn, not later than tomorrow, Thursday, afternoon, if the course suggested has your support.

To the suggestion conveyed in this Circular, the assent of 26 firms and Banks and the dissent of 7 firms were recorded.

No action was taken on this Circular, as it was ascertained, informally, that the Government of India had addressed a Despatch to the Secretary of State in consequence of the representation made in the Chamber's letter of 18th February, and had placed before him the gravity of the situation.

We have been called upon to consider various letters and pamphlets dealing with the Currency Question during the last year, but it has not appeared within our province to make any recommendations based on the many suggestions put forward. We have not thereby overlooked the vast importance of the question at issue, but as in a body like the Chamber, unanimity of opinion on questions relating to the currency laws was next to impossible, so it has seemed to us that proposals and discussions thereon have found a fitter platform among Members of the Indian Currency Association and those who oppose them.

No other questions affecting finance have been presented to, or come before, the Sub-Committee.

We are,

GENTLEMEN,

Your obedient Servants,

REG. MURRAY, *Chairman.*

JAS. L. MACKAY,

J. A. ANDERSON,

A. CHAPMAN,

F. WHITNEY,

Members.

	Quotations nearest to 1st and 15th of each month.	Price of Silver in London.	On demand rate of Exchange in Calcutta.	Price per oz. of purchases by American Government.	Amount purchased by American Government.	Monthly amount of Secretary of State's Drafts.	Amount of Gold in European Banks.
1891.	d.	s. d.	Cents.	Oz.	Rs.	\$	
January ...	48½	1 6½	104.50 @ 105.25	807,000	91,80,000	105,967,137	
" ...	48½	1 6½	105.35 @ 106.20	465,000		107,031,835	
February ...	46½	1 5½	102.6 @ 102.75	478,000	1,64,10,000	109,818,723	
" ...	46	1 5½	97.95 @ 99.80	608,000		110,517,879	
March ...	44½	1 5½	98.25	105,000	1,72,30,000	113,266,813	
" ...	45½	1 5½	99.30 @ 99.60	377,000		114,037,874	
April ...	45	1 5½	98.40 @ 98.80	541,000	2,18,46,500	111,489,495	
" ...	44½	1 5½	97.65 @ 97.75	483,000		11,389,085	
May ...	44½	1 4½	97.60 @ 98.10	175,000	1,95,10,000	12,850,577	
" ...	44½	1 4½ to ½	98.00 @ 98.12	55,000		118,333,928	
June ...	44½	1 4½	97.00 @ 97.25	216,000	1,64,10,000	119,101,555	
" ...	44½	1 4½ to ½	98.10 @ 98.30	329,000		123,850,339	
July ...	46½	1 5½ to ½	101.25 @ 102.25	570,000	1,52,00,000	123,002,191	
" ...	46½	1 5½	101.10 @ 101.40	325,000		122,325,838	
August ...	44½	1 5½	100.74 @ 100.90	876,000	1,00,00,000	125,274,700	
" ...	45½	1 5½	99.00 @ 99.20	272,000		125,728,056	
September ...	45½	1 5½	98.25 @ 98.40	670,000	1,25,00,000	128,119,406	
" ...	44½	1 5½ to ½	97.00 @ 97.20	400,000		126,806,669	
October ...	45	1 5½	97.50 @ 97.00	709,000	88,20,000	124,374,218	
" ...	44½	1 5	95.10 @ 96.45	30,000		120,542,669	
November ...	44½	1 4½	95.00 @ 95.80	468,000	1,09,40,000	120,535,288	
" ...	43½	1 4½	91.50 @ 94.70	409,000		122,188,350	
December ...	43½	1 4½ to ½	91.60 @ 94.75	620,000	1,80,00,000	124,216,704	
" ...	44	1 4½ to ½	95.60 @ 95.70	708,000		124,537,651	

Quotations nearest to 1st and 15th of each month.	Price of Silver in London.	On demand rate of Exchange in Calcutta.	Price per oz. of purchases by American Government.	Amount pur- chased by Ame- rican Govern- ment.	Monthly amount of Secretary of State's Drafts.	Amount of Gold Export Bull.
1892.	d.	s. d.	Cents.	Oz.	Rs.	£
January ...	43½	1 4½	95-00 @ 95-25	564,000	1,40,30,000	121,000
" ...	42½	1 4½ to 1½	99-48 @ 99-50	262,000		123,200
February ...	41½	1 4½ @ 1 3½	91-00 @ 91-15	400,000	1,58,10,000	125,500
" ...	41½	1 3½ @ 1½	90-50 @ 90-75	428,000		127,500
March ...	41½	1 3½ @ 1½	91-00 @ 91-37	388,000	2,07,30,000	129,000
" ...	4½	1 3½	90-50 @ 90-55	250,000		129,500
April ...	39½	1 3½	87-50 @ 87-58	325,000	1,56,70,000	130,700
" ...	39½	1 3½	86-48 @ 86-60	420,000		129,800
May ...	39½	1 3½	87-23 @ 87-40	314,000	1,84,30,000	129,600
" ...	40½	1 3½	88-40 @ 88-46	216,000		132,800
June ...	40½	1 3½ @ 1½	88-40 @ 88-85	648,000	1,69,00,000	137,700
" ...	41	1 3½	90-20 @ 90-24	508,000		138,500
July ...	40½	1 3½	87-30 @ 87-44	550,000	1,66,20,000	141,100
" ...	39½	1 3½	87-30 @ 87-35	431,000		140,900
August ...	31½	1 2½	85-73 @ 85-74	450,000	90,80,000	141,700
" ...	38½	1 2½	88-50 @ 88-68	285,000		141,400
September ...	38½	1 2½	83-64 @ 83-65	315,000	1,00,20,000	146,500
" ...	38½	1 2½	83-35 @ 83-65	356,000		146,000
October ...	38½	1 2½	83-45 @ 83-58	650,000	1,50,00,000	144,000
" ...	39½	1 2½ @ 1½	86-60 @ 86-90	702,000		142,600
November ...	39½	1 2½	85-48 @ 85-60	797,000	1,69,30,000	143,500
" ...	38½	1 2½ @ 1½	84-70 @ 84-90	323,000		143,500
December ...	39½	1 2½	85-50 @ 85-57	390,000	1,02,00,000	148,300
" ...	38½	1 2½ @ 1½	83-50 @ 83-74	277,000		148,300

REPORT.

INDICO TRADE DEPARTMENT.

BENGAL CHAMBER OF COMMERCE.

CALCUTTA, 1st November 1892.

REPORT.

INDIGO TRADE DEPARTMENT.

*To the President and Committee of the Bengal Chamber
of Commerce.*

GENTLEMEN,

THE second report of the Indigo Trade Department must, in the first instance, bear witness to the satisfactory working of the Rules of the Department. They appear to suit the circumstances of the trade, and from the absence of complaint to satisfactorily meet a requirement. We are also glad to notice that the attendance of buyers at the sales of the past season was larger than in previous years. This is a matter for congratulation.

In August last the Committee received from Mr. W. Riddell a printed circular, setting forth a proposal to establish the "Planter's Selling and Shipping Agency" at Calcutta. So far as the Committee are aware the previous objection of proprietors rested mainly on the assumption that certain buyers were excluded under the rules, in other words it was suggested that this market was not strictly an open one, and it was generally asserted that the charges, especially the two per cent. brokerage, were not objected to. Mr. Riddell's circular would go to show that the objection first put forward has been dropped, and that that gentleman now comes to Calcutta to court business on reduced terms. We do not reprint Mr. Riddell's circular in the appendix to this report, as those concerned have doubtless, like the Committee, been favoured with copies.

We have, with regret, to report that Messrs. Guy T. Collingridge, H. Collingridge, and Arthur V. S. Hume, have withdrawn from membership.

In the last report mention was made of the preparation of 4 sets of 44 Standards each of Bengal Indigo to be lodged in Calcutta at the Chamber of Commerce, in London, Bremen and Havre. These sets of standards have been sent forward. One set has been lodged with your Committee. The care of one was declined by the London Chamber of Commerce, and it was consequently sent to the Superintendent of the Indigo Warehouse of St. Katherine's Dock. Mr. R. E. Seabrook reported on the 22nd of July that he had received the set, and had lodged them in a secure cupboard which had been erected in the showroom of the warehouse, and he assured us that every care would be taken to preserve them. He also made the suggestion that before framing rules for the guidance of those inspecting the samples, he thought it better to have some experience of the way in which they might be used. He also forwarded copy of a notice issued by the Superintendent of the Indigo Department of the London and India Docks Joint Committee, dated the 15th July, stating that the standards had been received and deposited in the Indigo showroom of the Crutched Friar's warehouse where they might be inspected by Members of the London Trade on giving notice to Mr. Seabrook, who will attend or send his Deputy on any day between 10. A.M. and 3. P.M. The notice concludes by stating a fee of 2s. 6d. will be made for each inspection.

The Chamber of Commerce at Havre in a letter dated the 20th of August, acknowledged the receipt of the sets of samples, and stated that they had been placed "à la Chambre Syndicale courtiers de Marchandises assermentées."

The Havre Chamber also stated that the samples would only be examined in the presence of one of the officials charged with their care.

At Bremen Mr. Nicol Benecke very kindly took charge of the sets of samples, the receipt of which he acknowledged in his letter dated the 9th July. Mr. Benecke remarked in connection with the instructions sent with the standards—"You may rest assured that I shall do my best possible to satisfy your wishes."

The Committee are glad that this matter has been thus satisfactorily disposed of.

They regret that the accounts shew that the liabilities of the Department are Rs. 514-6-0, of which Rs. 215 are due on account of Law charges, Rs. 210 due to the Chamber, and the balance on account of forwarding the sets of standards to Europe.

The Committee will recommend this matter to the attention of the Members of the Department at their next Annual Meeting.

We are,

GENTLEMEN,

Your most obedient Servants,

J. F. MACNAIR, ... *Chairman.*

KILIAN EULER,

OSCAR SCHMIDT,

H. ROBINSON,

} *Members.*

Indigo Trade Department—Bengal Chamber of Commerce.

Statement of Receipts and Expenditure from 1st February to 31st October 1892.

RECEIPTS.	Rs. As. P.		EXPENDITURE.	Rs. As. P.	
	Rs.	As. P.		Rs.	As. P.
To BALANCE in hand, 31st January 1892	463	14 0	By INDIGO STANDARD ACCOUNT	334	14 9
" Ditto in hand	91	9 9	" PRINTING ACCOUNT	49	12 0
" SUBSCRIPTION ACCOUNT	60	0 0	" ADVERTISEMENT ACCOUNT	39	1 0
" PRINTING ACCOUNT	5	0 0	" TELEGRAM	23	14 0
			" STATIONERY ACCOUNT	29	1 6
			" PETTY CHARGES ACCOUNT	5	7 6
			" MONTHLY CONTRIBUTION TO CHAMBER	.....	452 9 9
			" BALANCE in hand, 31st October '92	53	15 3
			" Ditto in hand	1	5 9
					55 5 0
TOTAL Rs.	620	7 9	TOTAL Rs.	620	7 9

LOVELOCK & LEWES,

CHARTERED ACCOUNTANTS.

Auditors.

MEMO.

Contribution to Chamber of Commerce from April to October 1892 unpaid

Rs. 210 0 0
Sundry Subscriptions

S. K. J. CLARKE,
Secretary.

121

Indigo Trade Department.

BENGAL CHAMBER OF COMMERCE.

COMMITTEE FOR 1893.

Chairman :

J. F. MACNAIR, Esq.,
MESSRS. BEGG, DUNLOP & Co.

Members :

C. R. HILLS, Esq.,
MESSRS. J. THOMAS & Co.

J. KARPELES, Esq.,
MESSRS. KARPELES, HEILGERS & Co.

OSCAR SCHMIDT, Esq.,
MESSRS. ERNSTHAUSEN & Co.

FRED. WHITNEY, Esq.,
MESSRS. WHITNEY BROS. & Co.

Indigo Trade Department.

BENGAL CHAMBER OF COMMERCE.

LIST OF MEMBERS.

Calcutta Members.

Messrs. Begg, Dunlop & Co.
 " J. Thomas & Co.
 " William Moran & Co.
 " F. W. Heilgers & Co.
 " Jardine, Skinner & Co.
 " Ralli Brothers.
 " Lyall, Marshall & Co.
 " Whitney Brothers & Co.
 " David Sassoon & Co.
 " Gillanders, Arbuthnot & Co.
 " Ernsthausen & Co.
 " Petrie, Turner & Co.
 " Barlow & Co.
 " Geo. Henderson & Co.
 " Howe Balch & Co.
 " Oldemeyer & Hadenfeldt.
 " E. D. J. Ezra & Co.
 " G. Steintal & Fuchs.
 " Andreas & Co.
 " Kilburn & Co.
 " W. F. Stutz & Co.
 George Herbst, Esq.
 Oscar Koebel, Esq.
 Sig. Lang, Esq.
 H. Reinhold, Esq.
 Carl Feuerlein, Esq.

Mofussil Members.

Captain F. C. Champman, "*Bauli House*"—*Bharuavi*—*E. I. Ry.*—*N.-W. Provs.*
 Geo. Toomey, Esq., *Proprietor, Contai Concern, Tirhoot.*
 W. B. Hudson, Esq., *Suraha—Bare Tirhoot Ry.*
 H. C. Spry, Esq., *Dhuli Factory—Tirhoot Ry.*
 S. A. Vincent, Esq., *Rampur Factory—Musrak P. O., Saran.*
 H. Manners, Esq., *Imanaggar Factory, Samastipur, Tirhoot Ry.*
 W. A. Elliot, Esq., *Chetan Para Factory—Pursia P. O., Saran.*
 W. St. Clair Grant, Esq., *Bhawalpore.*
 W. M. Grant, Esq., *Bhawalpore.*
 H. Hudson, Esq., *Pervulpore Factory—Ottur P. O., Silout, Tirhoot Ry.*
 T. R. Filgate, Esq., *Shapore Mirza Factory—Baghi P. O., Mozaffarpore.*
 O. F. R. Simpson, Esq., *Chikwarra Factory—Malooa P. O., Hajipur, Tirhoot.*
 The Manager, *Bausghaut Indigo Factory, Chupra.*

Indigo Trade Department.

BENGAL CHAMBER OF COMMERCE.

Resolutions adopted at a Special General Meeting of the Chamber, held on the 7th day of November 1891.

I. That a new Department of the Chamber of Commerce be established as on and from the 9th November 1891, to be designated the Indigo Trade Department.

II. That there shall, in consequence, be added to the Rules and Regulations of the Bengal Chamber of Commerce, adopted at the Special General Meeting of the Chamber, held on February 13th, 1889, the following :—

34A. The Indigo Trade Department, established by the Resolution of the Chamber, passed at the Special General Meeting, held on the 7th November 1891, shall be regarded as a Department of the Chamber of Commerce, and shall be managed by a Committee representing the interests of all concerned, to be appointed annually by the Committee of the Chamber.

34B. The said Committee shall elect its own Chairman, make rule for the conduct of business by the Committee, and generally have control over the funds and working of the Department. It shall submit a yearly report to the Committee of the Chamber.

34C. All the proceedings of the said Committee shall be subject to the sanction and approval of the Committee of the Chamber.

III. That the Rules, which have been printed and circulated and approved of by all branches of the Indigo Trade, shall be the Rules of the Indigo Trade Department :—

1. A General Meeting of the Trade shall be held in the month of November in each year on such day as the Committee of the Department may appoint. All Sellers of Indigo in the Calcutta market, and all Buyers working through established Calcutta Houses, Proprietors

and Agents of Indigo Factories, and Indigo Brokers, shall be recognised as Members of the Trade. Members of the Trade shall pay an annual subscription of an amount to be fixed by the said General Meeting.

2. The Committee of the Department may, whenever they think fit, and shall, upon the requisition in writing of any seven Members of the Trade, convene an Extraordinary General Meeting of the Trade.

3. Upon the receipt of such requisition, which shall specify the object of the meeting desired to be called, the Committee of the Department shall forthwith proceed to convene an Extraordinary General Meeting to be held within 15 days.

4. Ten days' notice of all General Meetings shall be given to the Trade in writing, or by advertisement in two or more of the leading daily papers.

5. No General Meeting shall be valid at which less than seven members shall be present. A firm or concern may be represented at any General or Extraordinary General Meeting by a duly authorised Assistant.

6. Each firm or concern shall have one vote only, and the Chairman of any General Meeting or Extraordinary General Meeting shall have a casting vote in the case of an equality of votes.

7. Any person or firm proposed by two firms, belonging to the Chamber of Commerce, shall be authorised to act as a recognised Broker, provided that such person or firm comply with the conditions following, that is to say—

(a)—That he or they shall sign, in the presence of two witnesses, a solemn affirmation in a form approved of by the Committee of the Chamber and deposited with the Secretary, that he or they will abide by, and adhere to, the Rules of the Department as they are now framed or as they may, from time to time, be revised, altered, or added to.

(b)—That he or they shall bind himself or themselves so to abide by, and adhere to, the Rules of the Department under a penalty of rupees five thousand (Rs. 5,000) to be forfeited and paid to the Department upon a declaration by the Committee of the Department, confirmed

by the Committee of the Chamber, that he or they has, or have, failed to comply with the Rules of the Department, or by breaking and infringing these Rules has, or have, incurred the forfeiture and penalty stipulated for.

(c)—That, further in addition to the undertaking mentioned in the preceding condition, he or they shall furnish two sureties, who shall be (1) Members of the Bengal Chamber of Commerce, or (2) Local Banks, who shall each enter into an undertaking in form approved of by the Committee of the Department to forfeit and pay to the Department the penal sum of rupees two thousand five hundred (Rs. 2,500), such sum to be forfeited and paid on its being declared by the Committee of the Department, and confirmed by the Committee of the Chamber, that the Broker for whom the said parties are sureties has infringed and broken the Rules of the Department, and has made default in the payment of the penalty provided for.

8. All recognised Brokers shall bind themselves and their Assistants not to be interested, either directly or indirectly, in any purchases or shipments of Indigo, and they shall also bind themselves and their Assistants, that they shall not in any way whatever solicit, receive or execute orders from any outside markets, either directly or indirectly for themselves or others.

9. No Brokers or their Assistants shall over-buy. Any accidentally over-bought lots shall be declared to the Committee of the Department on the day following the sale.

10. Recognised Brokers shall refer any question affecting the Indigo Trade, or any question which may arise between themselves to the Committee of the Department for consideration and settlement.

11. Recognised Brokers shall be entitled to charge a brokerage of one per cent. on sales and one per cent. on purchases, whether by auction or privately; and for godown rent, advertising, lotting, catalogues, inspecting, and sale room charges—one rupee per chest. No return brokerage or consideration of any kind whatever, whether for selling or buying, shall be made under any circumstances. The selling Brokers shall guarantee proceeds of sales to the sellers.

12. All Commission Buyers shall ship and draw only in the names of the firms that they work through.

13. All Commission Buyers shall charge a uniform rate of commission and uniform scale of charges, as *per pro forma* invoice to be lodged with the Committee of the Department on all invoices of Indigo shipped to Europe for account of third parties. Should any Commission Buyer be forced to invoice any lot below cost, same to be reported at once to the Committee of the Department. All invoices to bear the stamp of the Chamber of Commerce.

14. No return, commission or consideration of any kind whatever shall be made under any circumstances.

15. Rules 12, 13, and 14 shall not apply to shipments to America or the Gulf.

16. Not more than three Buyers shall combine to bid for or purchase any lot or mark.

17. All Buyers shall buy only through recognised Brokers, that is, brokers who are authorised to act as Brokers under Rule 7.

18. The Committee of the Department shall have the power to call upon any buying Broker to declare his principals, and any refusal to comply with such call shall be considered and dealt with as a violation of these Rules.

19. The Committee of the Department may exclude from the sales or the shows, any person who may, in their opinion, be endeavouring to contravene the Rules of the Department.

20. The Committee of the Department shall, on any complaint being made to them regarding any Broker, take such complaint into consideration; and shall, at their discretion, dispose of such complaint or they may suspend such Broker and bring the case, with their recommendation thereon, before the Committee of the Chamber; and the Committee of the Chamber may cancel the authority of the Broker complained against to act as a recognised Broker.

21. All sales by recognised Brokers shall be held under these Rules, and subject to the following conditions :—

CONDITIONS OF SALE.

1.—CASH, without Discount. The lots to be sold by the FACTORY MAUND and COMPANY'S RUPEES and, if required,

paid for before delivery of goods. The highest bidder shall be the purchaser. All purchasers to pay a buying brokerage of one per cent.

2.—A deposit of twenty per cents. to be paid to the selling Broker if required by him immediately after the lot is knocked down. If the deposit be not paid, the lot to be put up again and re-sold immediately.

3.—The lot or lots to be cleared *on or before* in default thereof they will be weighed off without further notice, allowing Invoice tare, and re-sold on account and risk of the first purchaser who will have to make good all loss thereupon, together with commission and all charges, and forfeit the deposit and all advantages that may accrue from such re-sale. The Sellers or their representatives to give delivery to the Purchasers within 24 hours after notice has been given them to do so, failing which the selling Brokers shall weigh and give delivery to the Purchasers.

4.—All objections as to packing must be made *on or before* after which time no rejection or allowance whatever will be permitted. All claims for allowances ^{and} or rejections to be settled by the selling Brokers, whose decision shall be final and binding upon both Seller and Purchaser.

5. TARES—EUROPEAN INDIGO.—Sellers can either guarantee the correctness of their Tares or have the same tested. If guaranteed, such guarantee to hold good for one year, and no claim to be recognised unless the discrepancy exceeds one seer. Selling Brokers to decide whether claims put forward by Buyers under such guarantee are fair. When Sellers elect to guarantee Tares, the Buyers to have no option of Taring, but when the Tares are tested 5 per cent. of any parcel, or not less than two chests in any one sale to be tested. In no case will any claim be made or allowed, unless the discrepancy in Tare exceeds eight chittacks per chest. Buyers to be allowed one seer in weight on every chest actually Tared gross weight to be ascertained first, and the chest or chests then turned out for Tare. When an Invoice is guaranteed, Buyers to have the option of taking broken Indigo under such guarantee, or, of Taring same, but in no case are the Tares of broken Indigo to govern an Invoice. In selecting the chests to be Tared, one-half to be chosen by the Sellers and the other half by the Buyers: any Buyer has the right to have all his chests Tared when no guarantee is given, but his so doing cannot be part of

the above condition, and he must declare his intention before any test is made.

NATIVE INDIGO.—Not less than two chests (or more than 5 per cent. of large parcels) of each lot to be Tared; such chests to be selected by the selling Brokers. On the Tares of two chests being ascertained, should the discrepancy exceed two seers either way other two chests to be Tared. The Buyers after Taring the first two chests are to declare whether they will take Invoice on this basis, or actual Tare of each chest. No claim will be made or allowed unless the discrepancy exceeds eight chittacks per chest. Any Buyer has the right to take either Invoice or actual Tare of each chest, or of Taring as above, but his declaration must be made known when delivery is applied for. On all full-sized chests turned out for Tare, the Buyers to have an allowance of one seer per chest. Gross weight to be ascertained first, and the Tares afterwards.

6. Any dispute in the sale room to be settled by the selling Broker whose decision is to be accepted as final.

7. All buying Brokers to guarantee their Buyers, and to be liable to pay the selling Brokers for all Indigo bought by them, and also to pay, if required, such deposit as are expressed in the conditions.

8. In the event of the non-fulfilment of any of the conditions of sale, the goods may be re-sold immediately, either by Auction or Private Sale, at the option of the selling Broker. All losses, charges, interest on money, or any damages whatsoever that may be incurred, shall be made good by the defaulter, and for such he shall be liable to be sued, and he shall forfeit all advantage that may accrue from any re-sale.

9. The GOODS to be at the SELLERS' risk until the prompt day, unless delivery is previously applied for, in which case the BUYERS' risk will commence as soon as the goods are weighed off.

NINTH ANNUAL REPORT

OF THE

LICENSED MEASURERS' DEPARTMENT

OF THE

BENGAL CHAMBER OF COMMERCE.

1st JULY 1891 to 30th JUNE 1892.

Bengal Chamber of Commerce.

CALCUTTA, 18th August 1892.

No. 726-'92.

From

S. E. J. CLARKE, Esq.,

Secretary, Bengal Chamber of Commerce.

To

JAMES TURNER, Esq., *Chairman.*

CAMILLE GOT, Esq.,

ERNST JAUP, Esq.,

D. M. HAMILTON, Esq.,

E. A. WATSON, Esq.,

HENRY ROBINSON, Esq.,

J. D. NIMMO, Esq.,

Committee.

GENTLEMEN,

I AM instructed by the Committee of the Chamber of Commerce to say that, they have read with much interest the Report of the work done by the Licensed Measurers' Department during the year ended 30th June last.

They are glad to find that in spite of the very serious falling off in the trade in Jute owing to an unusually small crop, the Department has come through the year better than could have been expected; this is owing to the increase in the work under weighment.

The Committee are glad to notice that the Department has increased its apparatus so as to be in a position to meet the calls upon it for weighments. It should be impressed upon the Superintendent and the Officers of the Department that too much care cannot be used in weighing goods, noting accurately the weights taken and securing fair averages of the goods weighed. There have been many disputes as to the weighment of coal, and the Committee note that the services of the Department have been availed of in this direction and have given

satisfaction. They also note the increase in the weightment of metals, and there again it seems necessary to keep constantly before the Officers of the Department the necessity for exercising the greatest possible care in the performance of their work.

Looking to the consequences to the Department of the short crop of Jute, the Committee think that you are to be congratulated on the generally successful result of the year's operations, and they beg to tender you the thanks of the Chamber for the services you have rendered it by your administration of its most important Department.

I am,
GENTLEMEN,
Your obedient Servant,
S. E. J. CLARKE,
Secretary.

LICENSED MEASURERS' DEPARTMENT,
Bengal Chamber of Commerce,
CALCUTTA, 1st July 1892.

To

THE PRESIDENT AND COMMITTEE OF THE
BENGAL CHAMBER OF COMMERCE.

GENTLEMEN,

UNDER the rules of the Chamber of Commerce we have now, at the expiration of the departmental year 1891-92, to submit the Report on the working of the Department during the year, and at the same time to tender our resignation as a Committee. Hitherto it has been the gratifying task of each Committee to bring to your notice an increase in the work done by the Licensed Measurers, but during the past year a short crop of jute caused, as was to be expected, a considerable falling off in the outturn of the work.

The changes in the Committee have been as follows :—

Mr. J. M. G. Proffit was elected Chairman, and on his proceeding home he was succeeded by Mr. James Turner, of Messrs. Petrie, Turner and Company, a member of the Committee of the Chamber of Commerce. Mr. W. S. Malcolm has been succeeded by Mr. E. A. Watson; Mr. R. D. Macgregor, by Mr. J. D. Nimmo; and Mr. W. L. Bailey, by Mr. H. Robinson. Mr. D. M. Hamilton was appointed to the Committee to fill the vacancy caused by Mr. Cooper's proceeding home.

But though the Committee have to record the serious falling off in the measurement of jute, they are glad to be able to report that this affected weightments less than might have been anticipated, because, irrespective of jute, the general work of the Department in this direction shows an increase.

The following is a table comparing the work under weightment for the last two seasons.

There is a large increase under sundries and again under gunnies, whilst the falling off in the weightments of jute, etc., amounts to 677,364 packages.

In metals and coals there has been an increase of 1,237½ tons; but no sugar has been weighed, and in 1890-91 this, as a special call on the Department, figured for 500 tons.

The services of the Department were called in during the year to weigh a quantity of coal into a steamer's bunkers. The Committee are glad to know the work was performed in such a way as to give the Captain concerned perfect satisfaction.

WEIGHMENT.

Statement showing increase and decrease of work for the year 1891-92.

GOODS.		From 1st July 1890 to 30th June 1891.	From 1st July 1890 to 30th June 1891.	Increase.	Decrease.
Jute, Cuttings, &c.	... packages ...	16,05,730	9,28,366	.....	6,77,364
Cotton	... ..	1,708	409	.....	1,299
Gunnies	... ..	1,60,808	1,87,911	26,503	.....
Rice	... ..	82,882	92,517	9,735	.....
Seeds	... ..	14,440	<i>Nil</i>	.....	.....
Sundries	... ..	31,086	73,960	42,924	.....
Sugar	... bags ..	<i>Nil</i>	<i>Nil</i>	.....	.....
TOTAL		18,96,604	12,82,663	.....	6,13,941
		Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
Metals	... ..	3,892 10	4,745 2	852 12	.....
Coals	... ..	1,135 9	2,062 1	926 12	.....
Sugar	... ..	500 1	.....	.....	500 1
Horns	... ..	60 17	.....	.....	60 17
Sundries	... ..	.....	19 4	19 4	.....
TOTAL		5,588 17	6,826 7	1,237 10	.....

134

The measurements are compared in the following table:—

MEASUREMENT.

Statement showing increase and decrease of work for the year 1891-92.

GOODS.		From 1st July 1890 to 30th June 1891.	From 1st July 1891 to 30th June 1892.	Increase.	Decrease.
Jute, Cuttings, Rejections, Thread-waste	... packages ...	30,31,789	17,67,687	.....	12,64,102
Hemp	... ..	1,616	3,285	1,669	.....
Cotton	... ..	63,235	49,145	.....	14,090
Tobacco	... ..	<i>Nil</i>	1,547	1,547	.....
Shellac	... ..	55,122	48,259	.....	6,863
Hides	... ..	4,892	2,516	.....	2,376
Gunnies	... ..	3,42,077	3,65,937	23,860	.....
Indigo	... ..	9,165	10,938	1,773	.....
Tea	... ..	34,526	34,675	149	.....
Sundries	... ..	45,545	51,137	5,592	.....
TOTAL		35,87,967	23,35,126	.....	12,52,841

135

The falling off in the measurement of jute, jute cuttings, jute rejections and thread-waste, aggregates the large total of 12,64,102 packages.

There is a small falling off under cotton, shellac, and hides, and a comparatively large increase under gunnies, namely, 23,860 bales; there has also been an increase under sundries, hemp, indigo, tobacco, and a very slight increase under tea.

Looking to the shortness of the jute crop, the Committee are glad to find that, on the whole, the demands on the services of the Department are increasing rather than diminishing.

In the season 1890-91, the largest demand upon the Department for jute measurements took place in the months of November and December 1890, October and September of the same year, and in January, March, and February of 1891; April 1891 showed nearly as good a return as August 1890; and May 1891, a better return than July 1890. Taking the past season according to the work done in each month we should have the following :—

- (1) October 1891.
- (2) November 1891.
- (3) December 1891.
- (4) January 1892.
- (5) August 1891.
- (6) February 1892.

The season opened very poorly in July, and there was a marked falling off in August. In 1890-91 the season continued up to the end of April, but in 1891-92 there was a serious falling off in February, March, and May. June 1892 showed fewer measurements than in June 1891. In May there were only 14,420 bales of jute, etc., measured.

Going back in the history of the Department and comparing the work done, the past year would take rank between 1885-86 and 1886-87, thus—

	Packages.
1885-86	2,203,837
1886-87	2,456,594
1891-92	2,335,126

During the year the gross earnings were Rs. 1,00,412-9-9, towards which measurements contributed Rs. 83,650-14, and weighments Rs. 16,182-7-9. The earnings in 1890-91 amounted to Rs. 1,43,825-1-6.

The expenditure shews a total of Rs. 1,14,598-2-7, so that the Committee have had to draw upon the reserve of the Department for Rs. 14,185-8-10. This result is mainly owing to the fact that in spite of the unfavourable season, they made no alteration in the rates of rebate. Rebate shows on the expenditure side of the accounts for Rs. 29,496-7-5.

The Committee believe that they were acting with a sound discretion in not interfering with the rates of rebate.

The plant of the Department has been added to during the year by the construction of 3 weighing tubs for coal, by the purchase of a triangle and hoist for heavy weights, and by the getting out from England of weighing machines as under :—

1	5 ton	} weighing machines.
2	2 „	
4	1 „	

These were specially made to order by Messrs. W. Avery and Company, the well-known specialists in these machines.

As usual a table among the appendices shows the actual equipment of the Department. The Committee having maintained the rebate for measurements at 33½ per cent., and for weighments at 12½ per cent., do not propose to recommend that any change should now be made.

The staff of the Department now consists of—

- 1 Superintendent.
- 2 Inspectors.
- 18 Measurers.
- 9 Assistant Measurers.
- 7 Apprentices.

Total 37

As was to be expected with jute at the high prices ruling during the season, a good many complaints have been received against the officers. Investigation has shown that the majority of these arose from the officer of the Department declining to be interfered with by various persons anxious to secure weighments or measurements to suit themselves. In one case, where a senior officer was found in fault, he was removed from the Department. The work of supervision and control

has been exceptionally heavy, and it is owing to the way in which the Inspectors under the Superintendent have carried out their duties, that disputes have not been more numerous and more serious in character.

The Committee before closing the Report desire to mention that reference was made to them by the Committee of the Chamber of Commerce to consider a suggestion which had come before the Chamber for the establishment of a system of Licensed Tally-men. The present system is irregular and precarious and does not give satisfaction.

The Committee of the Department went very thoroughly into the matter, and reported to the Committee of the Chamber that whilst something of the kind appeared desirable in the interests of trade, they were not prepared to draw up a scheme, because of the great cost which would be necessitated by an efficient supervising organisation, and because of the difficulty of getting a good stamp of men for the work. It was not clear, moreover, what responsibility would fall upon the Department, should the men employed be found to give incorrect tallies: the suggestion, therefore, was dropped.

The Provident Fund during the year has been found of great advantage to the officers in keeping them out of debt and in assisting them to tide over domestic troubles. A special grant of an allowance of Rs. 50 per month, for a period of six months from the date of the grant mentioned in the last Report, was made to Mr. J. Smythe. The Committee fear, however, that this officer will not be able to return to his duties.

We are,

GENTLEMEN,

Your obedient Servants,

JAMES TURNER, *Chairman.*

CAMILLE GOT,

ERNST JAUP,

D. M. HAMILTON,

E. A. WATSON,

HENRY ROBINSON,

J. D. NIMMO,

} *Committee.*

APPENDICES.

STATEMENTS AND ACCOUNTS.

RULES, &c.

Licensed Measurers' Department.

STAFF.— June 1892.

- 1 SUPERINTENDENT.
- 2 INSPECTORS.
- 18 MEASURERS.
- 9 ASSISTANT MEASURERS.
- 6 APPRENTICES.

Superintendent.—JOHN D. ALLISON, Master Mariner.

Inspectors :

A. ROGERS.

K. SMITH.

Measurers :

H. M. PAUL.
T. HARRINGTON.
A. MALDIN.
E. J. NICKELS.
M. A. MANUK, Sr.
H. G. DEVERINNE.
A. W. JOSEPH.
C. J. ARRAKIEL.
E. J. ALLISON.

D. BOYD.
J. CHAUNCE.
S. HODGES.
E. POWELL.
F. HARVEY.
M. MANUK, Jr.
F. MABON.
H. C. BURKE.
W. AMOS.

Assistant Measurers :

J. MARTIN.
H. G. NICKELS, Jr.
M. HYAPIET.
E. ELIOT.
L. R. St. ROMAINE.

W. E. SAMSON.
A. M. DIAS.
F. C. ROGERS.
B. H. BILLON.

Apprentices :

J. O. VERTANNES.
T. H. KIERNANDER.
E. DUCASSE.

D. LYNCH.
C. GRANT.
G. MATHEWS.

JOHN D. ALLISON,

Superintendent.

S. E. J. CLARKE,

Secretary.

APPARATUS.

June 1892.

SCALES, DENNISON'S PATENT.—

- 1 of 5 tons.
- 3 of 2 tons.
- 20 of 1 ton.
- 8 of $\frac{1}{2}$ ton.

—

32

—

- 2 Beam Test Scales, Trays attached; weights to weigh from 1 oz. to 2 tons.
- 1 Beam Test Scale, small Trays attached (without weights).
- 2 Platform Scales with tilts to weigh from 1 oz. to 2 tons, and equivalent in Indian Weights.
- 2 Fairbank's Steelyards.

STANDS AND HOOKS FOR SCALES.—

- 23 Iron Scale Stands.
- 2 Wooden Ditto.
- 25 Jute and Gunny Hooks.

TUBS AND SPARE TRAYS.—

- 6 Iron Tubs for Coal Weighments.
- 5 Platform Trays for Metal Weighments.

CALLIPERS.—

- 1 Ebony Calliper (Standard).
- 1 Mahogany Sliding Calliper.
- 1 Six-foot Flat Standard Rod.
- 51 Jute Callipers.
- 12 Hide "
- 4 Shellac "
- 3 Tea "
- 1 Cask "
- 2 Four-foot Brass Measuring Rods.
- 1 Wheelbarrow for carting platform scales.

TAPES.—

- 6 Steel.
- 4 Chestermans.

FOOT RULES.—

- 6 Two-foot Rules.
- 1 Twenty-foot Pole.

BOXES.—

- 10 For locking up scales.
- 3 For platform scales and weights.

CALLIPER STANDS.—

- 3 For holding Callipers.
- 1 Rack for hooks and scales.

CHAIN LIFTS.—

- 2 One large for lifting 5 tons, one small for lifting 2 tons with endless chains attached.

TRIANGLE.—

- 1 For lifting 5 ton weights.

GUAGING INSTRUMENTS.—

- 1 Complete set of Gauging Instruments, Board of Trade Pattern, comprising:—

- 1 Head Rod.
- 1 Bung Rod.
- 1 Long Calliper.
- 2 Head Callipers, and a copy of Keene's Hand-book of Gauging.
- 2 Improved Steel Standard Wire Gauges by Sir J. Whitworth & Co., from No. 70 to 33, inclusive, with complete list of Tables No. 50.

Verified and certificated and stamped by Standards' Department, London.

Certificated by Superintendent of Weights and Measures, Board of Trade.

- 1 Best Standard Sykes' Hydrometer with lense front Thermometer No. 1072, complete in case, with Book of Tables to 100 and Table of corrections.

Verified and certificated by Superintendent, Kew Observatory.

- 1 Set Brass English Test Weights from $\frac{1}{4}$ oz. to 1 cwt.

Made and tested by the Calcutta Mint. These have been re-tested under date 10th October 1890.

- 1 Set Brass Indian Weights from $\frac{1}{4}$ chittack to 40 seers.

S. E. J. OLARKE,

Secretary.

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coasts from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Chemicals—(concluded)		Rs.		Rs.
Khari salt—(concluded)				
Other salts—				
From Bombay .. Chief port ..	.....	61	.....	813
" Madras .. Chief port ..	.....	.....	.....	15
" Burma .. Chief port ..	.....	236	.....	2,095
" Bengal .. Chief port ..	.....	8,832	.....	20
Coal—				
From Madras .. Chief port tons ..	.....	.....	250	2,400
" Burma .. Chief port ..	.....	60	.....	600
" Bengal .. Chief port ..	.....	200	.....	1,000
Coffee—				
From Bombay .. Chief port cwt. ..	.....	.....	.....	.....
" Madras .. Chief port ..	.....	.....	116	8,460
" Burma .. Chief port ..	569	37,994	430	25,729
" Bengal .. Chief port ..	192	11,193	187	13,025
" Travancore .. All ports ..	5	250	8	411
" Coochin .. Alleppey ..	.....	.....	30	15
" Mahe .. Narraikal ..	.....	.....	30	2,981
" Pondicherry ..	.....	.....	22	1,575
Coin—				
Unmanufactured—				
From Madras .. Other ports cwt. ..	5,058	41,641	7,787	58,584
" Bengal .. All ports ..	38	178	11	78
" Travancore .. Alleppey ..	.....	.....	.....	.....
" Coochin .. Narraikal ..	135	945	.....	4,684
Manufactures of (excluding ropes)—				
From Bombay .. Chief port cwt. ..	18	233	.....	.....
" Madras .. Chief port ..	.....	.....	.....	.....
" Burma .. Chief port ..	29,909	2,33,698	41,199	3,59,539
" Bengal .. Chief port ..	21	194	.....	20
" Travancore .. All ports ..	.....	.....	4	.....
" Pondicherry .. Alleppey ..	35,747	4,38,185	34,181	4,00,653
" Coochin .. Narraikal ..	1,409	13,669	745	7,297
" (excluding jute)—				
From Bombay .. Chief port cwt. ..	.....	.....	.....	.....
" Madras .. Chief port ..	315	1,660	15	300
" Bengal .. All ports ..	701	7,043	639	6,367
" Travancore .. Alleppey ..	.....	.....	.....	.....
" Coochin .. Narraikal ..	374	207	303	4,545
" Burma .. Chief port ..	.....	.....	12	234
" Other ports ..	1	22	.....	73

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coasts from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Cotton—		Rs.		Rs.
Raw—				
From Bombay .. Chief port cwt. ..	148,643	39,67,955	170,908	45,98,132
" Madras .. Chief port ..	11,515	3,11,387	19,466	6,04,122
" Other ports ..	823	19,203	2,092	75,286
" Bengal .. Chief port ..	21,080	6,08,297	13,932	3,75,586
" Travancore .. All ports ..	14,886	4,15,537	39,087	11,47,848
" Goa .. Alleppey ..	1,391	38,020	.....	.....
Twist and yarn—				
From Bombay .. Chief port lb. ..	10,942,000	46,61,645	11,088,290	46,54,720
" Madras .. Chief port ..	20,400	8,606	765,900	3,18,552
" Other ports ..	176,800	74,416	236,500	90,205
" Bengal .. Chief port ..	22,300	9,670	18,920	6,293
" Travancore .. All ports ..	3,400	1,584	.....	.....
" Coochin .. Alleppey ..	4,600	1,737	27,700	10,739
" Goa ..	.....	.....	.....	.....
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
From Bombay .. Chief port yds. ..	18,137,780	59,21,273	13,056,313	20,23,386
" Madras .. Chief port ..	1,341,314	2,07,603	1,812,67	2,94,083
" Other ports ..	4,350	1,514	5,024	1,612
" Bengal .. Chief port ..	7,250	1,200	9,800	1,100
" Travancore .. All ports ..	1,800	450	1,400	300
" Coochin .. Alleppey ..	10,150	1,500	5,560	800
" Kurrachee ..	.....	.....	.....	.....
White (bleached)—				
From Bombay .. Chief port yds. ..	.....	.....	2,600	515
" Madras .. Chief port ..	.....	.....	.....	.....
" Bengal .. All ports ..	198	90	.....	.....
Coloured, printed or dyed—				
From Bombay .. Chief port yds. ..	29,702	15,364	23,724	12,343
" Madras .. Chief port ..	.....	.....	560	300
" Other ports ..	1,078	486	196	159
" Bengal .. Chief port ..	33,660	19,430	26,765	7,600
" Travancore .. All ports ..	.....	.....	400	200

Comparative Statement of Goods Weighed from 1st July 1888 to 30th June 1892.

GOODS.				From 1st July 1888 to 30th June 1889.	From 1st July 1889 to 30th June 1890.	From 1st July 1890 to 30th June 1891.	From 1st July 1891 to 30th June 1892.
Jute Cuttings, &c.	..	..	.. packages	1,105,500	1,327,523	1,605,730	923,366
Cotton	..	..	.. "	.....	.....	1,708	409
Gunnies	..	..	.. "	23,507	126,678	169,808	187,311
Rice	..	..	.. "	26,955	78,512	82,882	92,617
Seeds	..	..	.. "	.....	9,119	14,440	<i>Nil</i>
Sundries	..	..	.. "	4,555	2,527	31,036	73,960
Sugar (bags)	..	..	.. "	1,137	.....	.....	.....
TOTAL PACKAGES				1,161,774	1,544,189	1,896,604	1,282,663
				Tons. Cwt.	Tons. Cwt.	Tons. Cwt.	Tons. Cwt.
Metals	..	..	.. "	.....	4,773 10	3,892 10	4,745 2
Coals	..	..	.. "	701 13	247 11	1,135 9	2,062 1
Sugar	..	..	.. "	.....	131 17	500 1	.....
Horns	..	..	.. "	.....	.....	60 17	.....
Sandries	..	..	.. "	.....	.....	.....	19 4
TOTAL				701 13	5,152 18	6,686 27	6,626 7

146

Monthly Statement of Goods Weighed, Season 1891-92.

MONTHS.	Jute Cuttings.	Cotton	Gunnies.	Rice.	Sundries.	TOTAL.	Metals.		Coal and Coke.		Sugar.		Horns.		Sundries.		TOTAL.
							Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	Tons.	Cwt.	
July 1891 ...	16,107	189	16,263	13,659	2,504	48,812	191	16	416	2	...	...	...	...	...	...	607 18
August " ...	54,086	...	20,216	7,217	1,333	83,452	168	3	142	1	...	...	...	...	4 6	314 10	209 7
September " ...	1,23,918	...	21,332	21,029	3,326	1,69,605	194	9	...	...	...	...	...	...	14 18	...	282 1
October " ...	1,99,470	...	21,459	2,042	340	2,23,311	237	17	127	12	...	...	...	...	...	...	365 9
November " ...	1,63,312	...	19,223	...	8,149	1,90,684	180	8	332	17	...	...	...	...	...	...	513 5
December " ...	1,59,489	...	15,769	3,265	6,268	1,84,791	282	1	...	...	...	...	...	...	...	...	282 1
January 1892 ...	90,421	...	6,652	14,212	12,925	1,24,210	651	16	...	...	...	...	...	...	...	...	651 16
February " ...	52,238	50	13,489	467	9,087	75,381	764	13	...	...	...	...	...	...	...	...	764 13
March " ...	19,520	49	10,545	...	21,939	52,053	701	17	448	5	...	...	...	...	...	...	1,150 2
April " ...	30,855	...	13,905	6,524	1,533	52,817	463	18	287	19	...	...	...	...	...	...	751 17
May " ...	9,692	50	13,299	14,406	3,455	40,902	388	...	307	5	...	...	...	...	...	...	685 5
June " ...	8,658	71	15,152	9,796	3,011	36,595	520	4	...	...	...	...	...	...	...	...	520 4
TOTAL	9,28,366	409	1,87,811	92,617	73,960	1,282,663	4,745	2	2,062	1	...	...	...	...	19 4	6,626 7	

JOHN D. ALLISON,
Superintendent.

CALCUTTA, 30th June 1892.

S. E. J. CLARKE,
Secretary.

147

The Licensed Measurers' Department, Bengal Chamber of Commerce.

Dr. REVENUE ACCOUNT for one year from 1st July 1891 to 30th June 1892. Cr.

CHARGE.	Rs. As. P.	Rs. As. P.	INCOME.	Rs. As. P.	Rs. As. P.
Establishment	76,285 14 9		Jute Measurement Account ...	56,317 11 3	
Rent	1,176 8 0		Sundry Measurement do. ...	27,706 15 3	
Stationery	444 10 0		Import do. do. ...	52 0 0	
Miscellaneous expenses of Weigh- ment	1,121 6 5			84,076 10 6	
CHARGES, GENERAL:—			Add.—Work done but not billed for as on 30th June 1892 ...	801 5 0	
Telephone	375 0 0			84,877 15 6	
Receipt Stamps	45 5 6		Less.—Work done but not billed for as on 30th June 1891 ...	1,227 1 6	
Night Allowance	2,603 7 0		Weightment Account ...	16,148 1 6	
Sundries	1,766 5 3		Import Weightment Account ...	34 6 3	
	4,850 1 9	55,101 11 2	Mill Fee Account ...	.....
REBATE—			Balance transferred from Profit and Loss Account ...	.....
Jute Measurement	18,725 8 8			14,185 8 10	
Sundry do.	5,853 4 6	27,558 13 2			
Weightment Account 1,994 1 6					
Import Weightment do. 3 8 9					
	1,937 10 3	29,496 7 5			
TOTAL Rs. ... ..	.....	1,14,598 2 7	TOTAL Rs. ... ..	.....	1,14,598 2 7

JOHN D. ALLISON,
Superintendent.
CALCUTTA, 30th June 1892.

LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,
Auditors.

S. E. J. CLARKE,
Secretary.

148

The Licensed Measurers' Department, Bengal Chamber of Commerce.

Dr. PROFIT and LOSS ACCOUNT, 30th June 1892. Cr.

	Rs. As. P.	Rs. As. P.		Rs. As. P.	Rs. As. P.
1892 30th June. To Office Furniture 15% written off	350 15 6		1891 1st July. By amount shown as per last Statement ... ..	.....	1,02,052 0 11
" Weightment Plant written off	1,031 9 3		1892 30th June. " Interest on Rs. 35,000 Municipal Debenture	1,704 6 10	
" Outstanding Bills, &c., Weightment and Measurement Account transferred	250 8 6		" Do. on Rs. 45,000 Fixed deposit up to 17th May 1892	1,978 12 3	
" Amount transferred from Revenue Ac- count for loss on year's working	14,185 8 10		" Balance transferred from Interest Provi- dent Fund Account for difference of In- terest ... ..	.....	3,683 3 9
		15,818 10 1			94 14 2
" Balance down ... ..	.....	90,011 8 1			
TOTAL Rs. ... ..	.....	1,05,830 2 2	TOTAL Rs. ... ..	.....	1,05,830 2 2
			" Balance down ... ..	.....	90,011 8 1

CALCUTTA, 30th June 1891.

JOHN D. ALLISON,
Superintendent.

LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,

Auditors.

S. E. J. CLARKE,
Secretary.

149

The Licensed Measurers' Department, Bengal Chamber of Commerce.

Dr. **REVENUE ACCOUNT** for one year from 1st July 1891 to 30th June 1892. Cr.

CHARGE.	Rs. As. P.	Rs. As. P.	INCOME.	Rs. As. P.	Rs. As. P.
Establishment	75,230 14 9		Jute Measurement Account ...	56,317 11 3	
Rent	1,170 3 0		Sundry Measurement do. ...	27,706 15 3	
Stationery	464 10 0		Import do. do. ...	52 0 0	
Printing	1,203 2 3			84,076 10 6	
Miscellaneous expenses of Weightment	1,121 6 5		Add.—Work done but not billed for as on 30th June 1892 ...	801 5 0	
CHARGES, GENERAL:—				84,877 15 6	
Telephones	375 0 0		Less.—Work done but not billed for as on 30th June 1891 ...	1,227 1 6	
Receipt Stamps	45 5 6		Weightment Account ...	16,148 1 6	33,650 14 0
Night Allowance	2,693 7 0		Import Weightment Account ...	34 6 3	
Sundries	1,769 5 3		Mill Fee Account ...	.....	16,183 7 9
	4,860 1 9	85,101 11 2	Balance transferred from Profit and Loss Account ...	.....	579 4 0
REBATE:—					14,185 8 10
Jute Measurement	18,725 8 8	27,558 13 2			
Sundry do.	8,833 4 6				
Weightment Account 1894 1 6		1,567 10 3			
Import Weightment do. 3 8 9					
		29,496 7 5			
TOTAL Rs. ... ..	.....	1,14,598 2 7	TOTAL Rs. ... ..	.....	1,14,598 2 7

JOHN D. ALLISON,
Superintendent.
CALCUTTA, 30th June 1892.

LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,
Auditors.

S. E. J. CLARKE,
Secretary.

148

The Licensed Measurers' Department, Bengal Chamber of Commerce.

Dr. **PROFIT and LOSS ACCOUNT**, 30th June 1892. Cr.

	Rs. As. P.	Rs. As. P.	1891 1st July.	Rs. As. P.	Rs. As. P.
1892 30th June.			By amount shown as per last Statement ...	.....	1,02,052 0 11
To Office Furniture 16% written off ...	350 15 6		1892 30th June.		
" Weightment Plant written off ...	1,031 9 3		" Interest on Rs. 35,000 Municipal Debenture ...	1,704 6 10	
" Outstanding Bills, &c., Weightment and Measurement Account transferred ...	250 8 6		" Do. on Rs. 45,000 Fixed deposit up to 17th May 1892 ...	1,978 12 3	3,683 3 9
" Amount transferred from Revenue Account for loss on year's working ...	14,185 8 10		" Balance transferred from Interest Provident Fund Account for difference of Interest ...	.....	94 14 2
		15,818 10 1			
" Balance down ...	.....	90,011 8 1			
TOTAL Rs. ... ..	.....	1,05,530 2 2	TOTAL Rs. ... ..	.....	1,05,530 2 2
			" Balance down ...	.....	90,011 8 1

JOHN D. ALLISON,
Superintendent.
CALCUTTA, 30th June 1891.

LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,

S. E. J. CLARKE,
Auditors. Secretary.

149

The Licensed Measurers' Department,

Dr.

BALANCE SHEET as

LIABILITIES.	Rs. As. P.	Rs. As. P.
TO PROVIDENT FUND DEPOSIT ACCOUNT	6,472 0 3
Do. Do. DONATION Do.	1,849 13 8
PROFIT AND LOSS ACCOUNT—		
Balance at Credit	90,011 8 1
TOTAL Rs.	98,333 6 0

JOHN D. ALLISON,
Superintendent.

Calcutta, 30/A June 1891.

Bengal Chamber of Commerce.

on the 30th June 1892.

Cr.

ASSETS.	Rs. As. P.	Rs. As. P.
By Office Furniture Account—		
As per last Account ... 1,996 10 3		
Purchases since made ... 343 2 0		
2,339 12 3		
Less Depreciation at 15% ... 350 15 6		
1,988 12 9		
Weightment Plant—		
As per last Account ... 4,452 11 6		
Purchases since made ... 2,424 7 0		
6,877 2 6		
Less Depreciation at 15% ... 1,031 9 3		
5,845 9 3		
Debts owing to the Jute Measurement Scheme—		
Outstanding bills of Measurement Account ... 412 11 3		
Work done but not billed for ... 801 5 0		
1,214 0 3		
Debts owing to the Weightment Account—		
Outstanding bills ... 235 15 6		
Work done but not billed for ... 434 0 9		
670 0		
Debts owing to Mill Fee Account—		
Outstanding bills		
30 0 0		
Cash and Investment—		
Cash Book 94 14 2		
Petty Cash 0 10 0		
Bank of Bengal 43,138 7 6		
5% Calcutta Municipal Debentures at par ... 35,000 0 0		
Accrued interest on above ... 2,029 1 2		
80,263 1 7		
Provident Fund Deposit Account—		
Government Savings Bank ... 2,073 3 1		
5% Calcutta Municipal Debentures (Rs. 4,000) cost ... 4,167 8 0		
Accrued interest on above ... 231 5 2		
6,472 0 3		
Provident Fund Donation Account—		
Bank of Bengal ... 1,032 1 3		
5% Calcutta Municipal Debentures (Rs. 1,000) cost ... 756 14 4		
Accrued interest on above ... 60 14 1		
1,849 13 8		
TOTAL Rs.	98,333 6 0

LOVELOCK & LEWES,
CHARTERED ACCOUNTANTS,

Auditors.

S. E. J. CLARKE,
Secretary.

Bengal Chamber of Commerce.

LICENSED MEASURERS' DEPARTMENT.

At a Special General Meeting of the Chamber, held on the 4th of October 1888, the following Resolution was adopted:—

"That Rule I under the Chamber's Tonnage Schedule be altered as follows, in accordance with the Resolutions proposed and adopted by the mercantile community at their meeting on the 3rd July 1888, and in accordance with the notice issued by the Chamber of Commerce on the 4th July 1888, under Rule 28 of the Chamber," viz.,—

- 1.—That where freight is payable by measurement, measurement be by Sworn Measurers to be placed under the direction of the Bengal Chamber of Commerce.
- 2.—That measurement be taken at place of shipment, i.e., exporting wharf, jetty or press-house where adjacent to place of shipment, at Measuring Superintendent's discretion, but only whilst the bales are actually being removed in course of shipment.
- 3.—That such measurement be final.
- 4.—That in case of stinked cargo, or cargo transferred from one vessel to another, original measurements to hold good.
- 5.—That that any cargo re-loaded be re-measured.
- 6.—That measurement be taken at the largest part of the bale, inside the lashing on the two sides, and outside on the other.
- 7.—That the measurement of jute shipped without measurement shall be entirely at shipper's risk, and that measurement be a matter of special arrangement between the shippers and ship. Further that all expenses connected with the measurement thereof be payable by the shippers.
- 8.—That all cotton and other baled cargo arriving at the East Indian Railway Company's terminus at Howrah for shipment direct by boat be measured by the Sworn Measurers in the Railway Company's sheds whilst being removed in actual course of shipment.
- 9.—That all baled cargo pressed at, or exported from, any of the press-houses to which a Sworn Measurer may be attached be treated in the manner as jute, and as provided for in the second Resolution.
- 10.—That gunny bales packed at, or exported from, mills within the limits of the port beals measured as described in the second Resolution.
- 11.—That gunny bales or other cargo exported by boat direct from outside the limits of the port be measured by the Sworn Measurers on the dock of the ship or alongside, but it shall be optional with outside mills and press-houses to make arrangements with the Managing Committee, on such terms as may be mutually agreed on, for the attendance of Sworn Measurers at their ordinary shipping wharves for measurements in accordance with Rule 2.
- 12.—That all baled, cased, or other cargo not provided for in any of the foregoing Resolutions, and which at present is measured on this side under any of the tonnage schedules arranged made between shippers and ship, that all such cargo be measured on this side through the jetty by the Sworn Measurers.
- 13.—That for the present the Sworn Measurers to be appointed to carry out this scheme be placed under the direction of a representative Committee to be nominated by the Committee of the Chamber of Commerce.
- 14.—That the charge for measurement be defrayed by the ship.

1st January 1889.

H. W. L. WOOD,
Secretary.

Rules for the Guidance of Measurers.

I. MEASUREMENT shall be taken with callipers supplied by the Superintendent which are to be used only by the Measurer himself, and before measuring he must see that the bale or case is placed level. Not less than five bales or cases out of each hundred shall be measured at the largest part of the package. For mode of measuring different classes of goods, see Schedule annexed.

II. Goods exported from the Press-houses shall be measured either on their jetties, or, where there are no jetties, at the adjacent Ghauts whilst in course of shipment only.

III. When goods are to be measured, which are not to be immediately shipped, or which are lying at the railway station, or at the Mills, or at the godown of the shippers ready for exportation, it shall be the duty of the Measurer to examine the bulk of the goods, and to satisfy himself before measuring that they bear shipping marks and numbers and are ready for exportation.

IV. When measurements are taken on board or alongside of vessels, or at the jetties of the Port Commissioners, or at Ghauts other than those mentioned in Rule 2, the Measurer shall examine the entire bulk of the goods, as well as satisfy himself before measuring, represented by boat-notes, that the quantity is correct.

V. The Measurer shall carefully and correctly enter all particulars of his measurement as required in the shipping notes issued by the Superintendent, and shall grant certificates of such measurement accordingly.

VI. Four copies of such certificates shall be made and signed by the Measurer of each lot of goods measured for each boat loaded, but the Measurer may, if the lot be a large one, grant certificates for 2 or 3 boat-loads together whenever such boats are being loaded simultaneously.

VII. Of these four copies of the certificates, one is to be retained by the Measurer as a counter-foil, one is to be delivered to the Manager of the boat or boats so loaded for delivery by him to the officer of the vessel on arrival alongside, one to be delivered to the Manager or representative of the Press-house from which the goods are being exported, and the fourth copy to be delivered to the shipper of the goods or his representative; receipts being taken from all persons to whom such certificates are delivered.

VIII. In all cases of dispute between the Measurer and the parties concerned, the Measurer shall refer the matter forthwith to the Superintendent for orders, and he shall not leave his post until such orders are obtained.

JOHN D. ALLISON,

BENGAL CHAMBER OF COMMERCE: } Superintendent, Licensed Measurers.

Dated 5th November 1891.

SCHEDULE.

— + + + —

Jute.

- “ Cuttings.
- “ Rejections.
- “ Thread Waste.
- “ Rope Ends.

Gunny Cuttings.

Cotton.

Hemp.

Safflower.

Tobacco Leaf and all other goods packed in bales bound with rope lashing.

Not less than seven per cent. to be measured if the bales have been pressed in 400 lbs. press boxes, but where bales pressed in 500 lbs. press boxes are also included in the lot, the percentage must be taken proportionately. All crooked or badly pressed bales shall be objected to for measurement, and the Measurer shall cause all such bales to be returned to the Press-house, having previously ripped open the lashings in such a way as to cause them to be repressed, but if Press-houses elect to have them shipped, a fair percentage of all such bales must be measured. Measurement to be taken at the largest part of the bale inside the lashing on the one side and outside on the other. In taking the length and breadth the measurement of one bale shall be with the ticket upwards, and of another with the ticket downwards.

Cotton.

Gunny Cloth.

- “ Bags.

Piece-goods.

Twist and all other goods packed in bales bound with hoops.

Not less than seven per cent. to be measured of each *assortment*, and the measurement must be taken of the surface and not over the hoop binding. In small lots up to 50 not less than five bales are to be measured.

Indigo.

Shellac.

Button Lac.

Lac dye.

Tea.

Piece-goods and all other goods packed in cases.

Not less than five per cent. of each *assortment* to be measured.

Hides.

Skins.

Not less than five per cent. of each *assortment* and *size* to be measured.

Fishing Rods.

Five to ten per cent. to be measured.

RULES AND REGULATIONS

OF THE

BENGAL CHAMBER OF COMMERCE.

RULES AND REGULATIONS
OF THE
BENGAL CHAMBER OF COMMERCE.

[Adopted at the Special General Meeting of the Chamber,
held on February 13th, 1889, and amended at the
General Meetings of the Chamber, held on the 28th
February 1890, 7th November 1891, and on the 26th
February 1892.]

Name.

1. The Society shall be styled the "BENGAL CHAMBER OF COMMERCE."

Object.

2. The object and duty of the Bengal Chamber of Commerce shall be to watch over and protect the general commercial interests of the Presidency of Bengal, and specially those of the Port of Calcutta; to employ all means within its power for the removal of evils, the redress of grievances and the promotion of the common good, and, with that view, to communicate with Government, public authorities, associations and individuals; to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber; and to form a code of practice to simplify and facilitate transaction of business.

Members.

3. Merchants, bankers, ship-owners, representatives of commercial companies and brokers shall alone be admissible as members of the Chamber.
4. Candidates for admission as members of the Chamber shall be proposed by one and seconded by another member, and may be elected by the Committee, provisionally, such election being subject to confirmation at the next ensuing General Meeting.

5. The local subscription to the Chamber of Commerce shall be Rs. 20 per mensem, and the subscription of mofussil members, Rs. 32 per annum.

6. Any member of the Chamber whose subscription shall be three months in arrear shall cease to be a member, and his name shall be removed by the Committee from the list of members after one month's notice of such default.

7. The Chamber reserves to itself the right of expelling any of its members, such expulsion to be decided by the votes of three-fourths of the members present, in person, at any Special General Meeting of the Chamber convened for the consideration of such expulsion.

An expelled member shall be eligible for re-election in the case of a firm, but not of an individual after the expiry of one year from the date of expulsion, provided five members of the Chamber unite to recommend such re-election.

8. Officials and others indirectly connected with the trade of Calcutta, or who may have rendered distinguished service to the interests represented by the Chamber, may be elected by the Committee, either on their own motion, or on the suggestion of two members, Honorary Members of the Chamber.

Strangers visiting the Presidency may be admitted by the Committee as Honorary Members for a period not exceeding two months.

Any member of the Chamber shall have the right to nominate a stranger visiting the city as an Honorary Member of the Chamber under this rule.

Honorary Members of the Chamber shall receive the last published Report of the Committee, may attend any General Meetings of the Chamber held during their membership, and may speak at such meetings, but shall not have a vote, and may, upon the invitation of the President or Chairman, as the

case may be, attend under like conditions any meeting of the Committee of the Chamber or any of the Associations or Committees working in connection with or under the Chamber.

9. Members of the Chamber may, by arrangement with the Secretary, have the use of the Rooms of the Chamber for the purpose of discussing mercantile and trade questions only. But this privilege shall not extend to the meetings of public commercial bodies not affiliated to the Chamber, except with the permission of the Committee of the Chamber.

Organisation.—THE COMMITTEE.

10. The business and funds of the Chamber shall be managed by a Committee of nine members, including a President and Vice-President.

11. Annual elections of the members of the Committee shall take place in February, and shall be determined by a majority of the votes of members. Such votes shall be given in voting cards to be issued by the Secretary, numbered and bearing his signature. No voting card shall be received or used unless so authenticated.

The retiring Committee shall intimate to members the interests for which it may be desirable that special representatives shall be elected.

Voting cards shall be returned to the Secretary within three days from the date of their issue, and shall be examined by a Sub-Committee of scrutineers, consisting of two members to be appointed by the Committee. The result of such examination shall be reported to, and confirmed by, the Annual Ordinary General Meeting of the Chamber to be held in February of each year.

12. All vacancies created in the members of the Committee by the absence of any member from Calcutta for three months, or by departure from India, or by death, or by resignation, shall be filled up by selection by the Committee, subject to approval at the first Ordinary General Meeting thereafter.

13. The President, or, in his absence, the Vice-President, is *ex-officio* Chairman of the Committee, and in the absence of the President and Vice-President, the Committee shall elect its own Chairman.

14. Five members of the Committee shall form a quorum, but a less number shall have the power of adjournment.

15. Parties holding powers of procuracion shall be eligible to serve as members of the Committee.

16. Two members of a firm or representatives of a Bank shall not serve on the Committee at the same time.

17. The Committee shall meet for the purpose of transacting such business as may come within the province of the Chamber at such time as may suit their convenience, and the record of their proceedings shall be open to the inspection of members, subject to such regulations as the Committee may from time to time deem expedient.

18. All proceedings of the Committee shall be subject to approval or otherwise of Ordinary General Meetings duly convened.

19. A yearly report of the proceedings of the Committee shall be prepared, printed and circulated for information of members three days previous to the General Meeting, at which such report and proceedings of the Committee shall be submitted for approval.

20. The Committee shall have power to appoint Sub-Committees of its own members or of the members of the Chamber generally, and such Sub-Committees shall be permanent or temporary, or for special purposes, as the Committee may decide.

21. So far as possible the Chairman of a Sub-Committee shall be a member of the Committee of the Chamber.

22. All Sub-Committees shall report their proceedings for approval or otherwise to the Committee of the Chamber.

23. For the purpose of the more thorough discussion of any questions specially affecting any branch of the trade of Bengal, the Committee of the Chamber shall have power to invite the Sub-Committee concerned to attend at a regular meeting of the Committee or at a Special Meeting convened for the purpose.

Organisation.—ASSOCIATIONS.

24. The persons or firms engaged in any branch of the trade or commerce of Bengal, whether members of the Chamber of Commerce or not, who may organise themselves into an Association for the protection of their interest, and the better development of the trade concerned, may apply to the Committee of the Chamber to be allowed to work in connection with the Chamber, and such application shall be sanctioned, provided that the objects of the Association are not contrary to the provisions of Rule 2 of the Rules and Regulations of the Chamber of Commerce.

25. All Associations connected with the Chamber shall contribute to the funds of the Chamber a monthly sum, to be mutually agreed upon from time to time by the Committees of such Associations, and the Committee of the Chamber.

26. No Association shall directly remunerate any officer of the Chamber of Commerce.

27. The Secretary and Assistant Secretary of the Chamber of Commerce shall be *ex-officio* Secretary and Assistant Secretary of the Associations connected with the Chamber.

28. Associations connected with the Chamber shall have the services of the Chamber's establishment, and the use of the Chamber's Rooms and Library.

29. Such Associations shall appoint their own Committees, work under their own rules, fix from time to time their own rates of subscriptions, make their own rules for the con-

duct of business and for arbitrations, and generally in all things conduct their own affairs, but may depute their Chairman or a Sub-Committee of their members to confer with the Committee of the Chamber. The Committee of the Chamber shall have the right of consultation and conference as regards any Association connected with the Chamber.

Organisation.—COMMITTEES AND SUB-COMMITTEES.

30. Departmental or Sub-Committees of the Chamber shall ordinarily consist of three or five members, but this number may be increased at the discretion of the Committee of the Chamber.

31. The Measurement Department, established by the resolution of the Chamber passed at the Special General Meeting, held on 4th October 1883, shall be regarded as a department of the Chamber of Commerce, and shall be managed by a Committee to be appointed annually by the Committee of the Chamber.

32. The Committee of the Measurement Department shall elect its own Chairman, make rules for the conduct of the business of the Department, and generally have full control over the funds and affairs of the Department. It shall submit a yearly report to the Committee of the Chamber.

33. All the proceedings of the Committee of the Measurement Department shall be subject to the sanction and approval of the Committee of the Chamber.

34. The Committee of the Measurement Department may, with the sanction of the Committee of the Chamber, extend the work of the Department in such directions as may be deemed advisable in the service of the trade of Calcutta.

34A. The Indigo Trade Department, established by the Resolution of the Chamber, passed at the Special General Meeting, held on the 7th November 1891, shall be regarded as a Department of the Chamber of Commerce, and shall be

managed by a Committee representing the interests of all concerned, to be appointed annually by the Committee of the Chamber.

34B. The said Committee shall elect its own Chairman, make rules for the conduct of business by the Committee, and generally have control over the funds and working of the Department. It shall submit a yearly report to the Committee of the Chamber.

34C. All the proceedings of the said Committee shall be subject to the sanction and approval of the Committee of the Chamber.

35. The Piece Goods Sub-Committee shall be appointed annually at the first meeting held by the Committee of the Chamber after the annual election of the members of the Committee.

36. The Piece Goods Sub-Committee of the Chamber shall ordinarily consist of five members, but may consist of three, and shall be presided over by the member of the Committee of the Chamber nominated to represent the Piece Goods Trade. The Sub-Committee shall be charged with the duty of working the Piece Goods Arbitration Rules, passed at the Special General Meeting of the Chamber of Commerce, held on 27th October 1887, and shall have power, subject to confirmation by the Committee of the Chamber, to make revise, and cancel the rules of procedure for the time being in force for the conduct of arbitrations. The Sub-Committee shall have charge of all instruments and apparatus provided by the Chamber for use in arbitrations, shall watch over the interests generally of the Import Trade, shall revise from time to time the Import side of the Price Current published by the Chamber, and shall, in January of each year, make a report of their proceedings to the Committee of the Chamber.

37. The Committee of the Chamber may, from time to time, appoint Sub-Committees of three or five, but of not

more than seven members, to be presided over ordinarily by a member of the Committee, to consider any particular question coming before the Chamber, or to report thereon, and to consult with the Committee of the Chamber.

38. The Committee of the Chamber may, from time to time, appoint the following Sub-Committees of the Chamber, each Committee to consist of from three to five members, and so far as possible, some one member of the Committee of the Chamber shall be appointed Chairman of a Sub-Committee. Where circumstances prevent the adoption of this course, the Sub-Committee shall elect its own Chairman. The Sub-Committees to be thus formed among others are:—

- A Committee on Shipping.
- A Committee on Land and Mines.
- A Committee on Railways.
- A Committee on Emigration.
- A Committee on References.

The Committee on Shipping shall deal with all subjects affecting shipping and the management of the port as it may affect the commercial community, the working of the Custom House, and the imposition, incidence or revision of fiscal duties, and any other kindred questions referred to it by the Committee of the Chamber.

The Committee on Land and Mines shall deal with all subjects relating to questions of land as affecting the indigo and silk industries, the working of coal and other mines, and the development of the mineral resources of the Bengal provinces, and all other kindred subjects referred to it by the Committee of the Chamber.

The Committee on Railways shall deal with questions of the opening of new lines of communication, railway freights, the extension of established railway lines, of terminal accommodation, and all other kindred subjects referred to it by the Committee of the Chamber.

The Committee on Emigration shall consider all questions relating to emigration from the Port of Calcutta, of natives of India, the movements of population in Bengal itself or from Bengal to the adjacent provinces, questions affecting pilgrims and other similar subjects to be referred to it by the Committee of the Chamber.

The Committee on References shall deal with all enquiries made of the Chamber as regards mercantile usages and customs, and shall act as a Court for the settlement of differences of opinion as to particular usages or customs, and shall suggest to the Chamber such action as may, in its opinion, be necessary at any time, and especially in order to prevent disputes whether any particular custom is so widely accepted as to have become a general custom.

39. All Sub-Committee shall keep a record of their proceedings, which record shall be open to the inspection of the Committee of the Chamber. They shall also report their proceedings to the Committee of the Chamber, and, if invited, shall confer or consult with that Committee.

40. It shall be the duty of the Chairman of each Committee, named in Rule 38, to decide the times when the Committee shall hold its meetings, to preside over its meetings, to sign and authenticate its proceedings.

41. Except in the case of subjects referred to a Committee by the Committee of the Chamber, the Chairman of a Committee shall have the right of directing and regulating the proceedings of the Committee.

42. It shall be the duty of the Committee of the Chamber, at their first meeting after their election, in February of each year, to appoint members of Sub-Committees of the Chamber.

43. Vacancies on Sub-Committees shall be filled by appointment by the Committee of the Chamber.

44. No Sub-Committee shall have the right of direct correspondence.

45. The President of the Chamber shall not act as Chairman of any Sub-Committee.

DUTIES OF THE PRESIDENT.

46. The President of the Chamber shall preside at the meetings of the Committee of the Chamber, at all General Meetings, whether ordinary or special, and over all deputations. He shall also, at the Annual Meeting of the members of the Chamber, address them on such subjects as he may deem proper to bring to their notice, but such address shall not be taken to represent the views of the Chamber or of the Committee thereof, unless such representation is indicated by express terms.

The President shall also, at such other time as he shall deem proper, communicate to the Chamber, or to the Committee, such matters, and shall make such suggestions as may, in his opinion, tend to promote the prosperity and welfare, and increase the usefulness of the Chamber, and shall perform such other duties as are necessarily incident to the office of President of the Chamber.

DUTIES OF THE VICE-PRESIDENT.

47. The Vice-President, in the absence of the President, shall have the powers of the President, and shall perform all the duties of the President.

THE SECRETARY AND HIS DUTIES.

48. The Secretary and Assistant Secretary shall be elected by the Committee; such election to be subject to confirmation at the next ensuing General Meeting.

49. The Secretary shall devote himself entirely to the affairs of the Chamber, except in cases where he has received the special permission of the Committee. He shall have charge of all correspondence, and shall keep an account of the

funds of the Chamber and of all funds connected with, or in any way controlled by, the Chamber. He shall keep accurate minutes of all meetings of the Chamber and of the Committee, and of all Associations and Committees connected with the Chamber. He shall have the care of the rooms, furniture, library, pictures, and of all documents belonging to the Chamber. He shall give notice of all meetings of the Chamber or of the Associations and Committees of the Chamber. He shall duly notify members of their election, he shall countersign all cheques signed by the President or any Chairman of an Association, Fund or Committee, shall collect all dues from members of the Chamber or any Committee or Association of the Chamber. He shall prepare the Annual Report of the Chamber under the guidance of the Committee, and the Reports of all Committees and Associations connected with the Chamber, and generally shall perform all such duties as are incident to his office.

50. The Assistant Secretary shall perform all such duties of the Secretary as may be committed to him from time to time by the Secretary with the sanction of the Committee.

MEETINGS.

51. General Meetings of the Chamber shall be either Ordinary or Special, and shall be held at such times as the Committee may consider convenient for the despatch of business. The Annual General Meeting, at which the report referred to in Rule 19 and the accounts shall be submitted, shall be held in the month of February in each year.

52. Any number of members present shall be held to constitute a General Meeting, called in conformity with the Rules of the Chamber for the despatch of ordinary business. Twelve members shall form a quorum at Special General Meetings, called in conformity with the Rules of the Chamber for the despatch of special business.

53. On the requisition of any five members of the Chamber, the President, or in his absence, the Vice-President or Chairman of Committee, shall call a Special General Meeting, to be held within fifteen days subsequent to receipt of such requisition.

54. Every firm or bank being a member of the Chamber, and every person being individually a member and not being a member of any such firm or bank, shall be entitled to one vote only, and the Chairman of Committee and Chairman of General Meetings and Special General Meetings shall have a casting vote in cases of equality of votes.

55. Parties holding powers of procuration shall be entitled to vote.

56. Any number of representatives of a subscribing firm may attend General Meetings, but only one such representative shall speak and vote.

57. Decisions of General Meetings of the Chamber shall come into operation at once, unless the time from which they shall take effect be expressly stated in a resolution duly passed at such meeting.

58. No resolution of a General Meeting of the Chamber shall require to be confirmed at another General Meeting to be held subsequently to the meeting at which such resolution has been passed, except as regards the subject dealt with in Rule 60. But any resolution come to by General Meeting may be reconsidered after an interval of not less than six months from the date of its being passed, and provided that three members of the Chamber make a requisition suggesting such reconsideration. In this case the President, Vice-President, or Chairman of the Committee, shall call a Special General Meeting to be held within one month from the date of the requisition. At such meeting only the business for which it has been called shall be dealt with, and no other.

59. The President, on the suggestion of the Committee, shall call a Special General Meeting to consider any question which the Committee may desire to refer to the Chamber, within seven days from the date of the resolution to that effect passed by the Committee.

60. A General Meeting may be called, after a previous notice of one month, by the Committee, or by requisition under Rule 53, to consider, revise or amend the Rules relating to Arbitrations, the Rules relating to the Measurers' Department, the Chamber's Schedule of Commission Charges, and the Chamber's Tonnage Schedule for the Port of Calcutta. But no General Meeting shall be competent to consider or deal with the Chamber's form of Bill of Lading without a previous notice of six months. Resolutions passed at meetings held under this rule shall be confirmed at a subsequent meeting to be called for the purpose after an interval of one month, and in the case of the Chamber's Bill of Lading, after an interval of three months.

61. No change in this body of Rules and Regulations shall be made, except by the votes of a majority of the members of the Chamber present, in person, at a Special General Meeting to be held after previous notice of three months.

MISCELLANEOUS.

62. The Committee of the Chamber shall, from time to time, appoint Auditors, who shall audit the accounts of all funds connected with, or controlled by, the Chamber at a remuneration to be fixed by the Committee. The Committee of the Chamber shall arrange with the Associations and Committees connected with the Chamber the contribution of each towards the Auditors' fees.

63. A notice may be served by the Secretary upon any member, by sending it through the post as a letter addressed to such member at his, or in the case of a firm or bank at

their registered place of abode or business in Calcutta; and any notice shall be deemed to have been served when the letter containing it would be delivered in the ordinary course of post.

64. The Committee, or, in special cases, the Chamber in General Meeting, may vote such a testimonial, as may be deemed fitting, as a mark of the appreciation of the services rendered to the Chamber, or to the commerce of India, by any member of the community.

65. The Committee shall have power to register the Chamber under the provisions of Act XXI of 1860; or of taking out a charter of incorporation as the law may permit, and at such time as may be deemed expedient.

PIECE GOODS ARBITRATION RULES AND PROCEDURE

AND

GENERAL ARBITRATION RULES.

ARBITRATIONS.
BENGAL CHAMBER OF COMMERCE.

THE following Rules relating to Piece Goods Arbitrations were passed at a General Meeting of the Chamber, held on the 27th October 1887, and amended at the General Meetings, held on April 26th, 1889, and 26th February 1892.

S. E. J. CLARKE,
Secretary.

PIECE GOODS ARBITRATION RULES.

1. (i.) Rule 2 of the Rules and Regulations of the Bengal Chamber of Commerce provides, *inter alia*, that it shall be the business of the Chamber "to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber.

(ii.) It has, therefore, been decided by the Committee of the Chamber, and the decision has been approved and made operative by General Meetings of the members, held on 27th October 1887, 26th April 1889, and 26th February 1892, that the subjoined shall be the rules to be observed and followed in all cases of disputes relating to Piece Goods when the assistance of the Chamber shall be invoked.

(iii.) The disputes to be dealt with under these Rules shall be such as may require—

- (a) A survey and report when one of the parties concerned is not resident in Calcutta.
- (b) Arbitrations proper as provided for under the rules.
- (c) Arbitrations when one of the parties neglects or refuses to exercise power in this regard reserved under any contract.

2. In cases affecting the Piece Goods Trade, the Committee of the Chamber of Commerce shall be represented by, and shall delegate their authority to, a Special Sub-Committee, to be called the Piece Goods Sub-Committee.

3. The Piece Goods Sub-Committee shall consist of three or five members of the Chamber of Commerce, of whom one shall be a member of the Committee of the Chamber of Commerce, and, as such, shall act as Chairman of the Sub-Committee.

No member of the Sub-Committee shall act as an arbitrator or umpire.

4. The Piece Goods Sub-Committee shall be appointed annually by the Committee of the Chamber of Commerce, and the members shall hold office until their successors shall have been appointed.

All vacancies shall be filled up by the Committee of the Chamber of Commerce.

5. (i.) Ordinary arbitrations will only be undertaken by the Chamber when both the parties concerned signify in the application that they will accept and abide by the decision of the Chamber, or when arbitration by the Rules of the Bengal Chamber of Commerce is provided for in the contract.

(ii.) In cases where one of the parties having power under any contract to appoint an arbitrator refuses or neglects to do so, the other party to the contract may refer the dispute to the Piece Goods Sub-Committee, which shall then proceed as in any ordinary arbitration. But in all such cases both parties to the dispute must be resident in Calcutta.

(iii.) The Piece Goods Sub-Committee may, at their discretion, arrange for the survey of goods and the granting of a report in special cases where a member of the Chamber calls for such survey and certifies that the other party concerned is not resident in Calcutta.

6. The Committee of the Chamber of Commerce shall cause to be kept in their office alphabetical lists, approved by the Piece Goods Sub-Committee, of gentlemen, belonging to firms which are members of the Chamber willing to serve as arbitrators and umpires.

7. The approved lists of gentleman, willing to serve as arbitrators or umpires under these Rules, shall be circulated to all members of the Chamber, and shall be supplied to any parties applying for the same.

8. When applications for arbitration are made, the Secretary of the Chamber of Commerce, who shall also be *co-officio* Secretary to the Piece Goods Sub-Committee, shall select in rotation, in such manner as he may be directed by the Piece Goods Sub-Committee from time

to time, from such approved lists, an arbitrator or arbitrators, and also an umpire to act if required

9. The arbitrators and umpire selected, shall, if they are directly or indirectly concerned in the subject-matter of the arbitration, intimate to the Secretary their inability for this reason to act, and the Secretary shall, in such cases forthwith proceed in the manner provided in Rule 8 to the appointment of other arbitrators, or other umpire, as the circumstances of the reference may render necessary.

10. The umpire shall not be called upon to act as a matter of course, but only in cases when the arbitrators shall disagree.

11. The decision of the umpire shall be the decision of the arbitration; such decision need not necessarily coincide with the opinion of either of the arbitrators.

12. All decisions shall be submitted in writing to the Piece Goods Sub-Committee, and the Secretary shall then, without disclosing the names of the arbitrators, communicate the result to the parties concerned.

13. Before any application for arbitration shall be entertained, a deposit of Rs. 48 shall be made with the Secretary, out of which a fee of Rs. 16 shall be paid to each gentleman acting in an arbitration.

Fees not expended will be returned to the depositor.

In cases where neither of the parties to the application shall be members of the Chamber of Commerce, the fees payable shall be double those mentioned in the preceding part of this Rule; and such enhanced fees shall be divided equally between the arbitrators and umpire and the Chamber of Commerce.

14. A record of all arbitrations shall be kept in the office of the Chamber of Commerce, and shall be open at all times to the inspection of members of the Chamber. But such record shall not disclose the names of the parties concerned in such arbitrations.

15. Arbitrators shall have the right to call for such evidence as they may deem necessary, but shall not have the right to take the opinion or assistance of attorneys or counsel.

16. Arbitrators shall, so far as may be possible, support their awards by a statement of the reasons upon which the same may be founded.

17. If the seller shall have offered an allowance equal to, or more than the allowance granted by, the arbitration, then the whole cost of the survey or arbitration shall fall on the buyer. If the buyer have offered to accept an allowance equal to, or less than the allowance decided by the arbitration, then the whole cost of the survey or arbitration shall fall upon the seller.

In all other cases the award shall state which of the parties to the arbitration is liable for the payment of the arbitration fees.

18. An appeal from a decision given shall lie to the Piece Goods Sub-Committee, but no appeal shall be admissible in respect of any award based upon the actual examination of the goods, the subject of the award.

19. The Piece Goods Sub-Committee shall have the right to take such evidence as they may deem necessary, and shall also have power to call for the opinion or assistance of attorneys or counsel, provided that the disputants have previously agreed to this course being followed, and have further agreed to bear the expense thereof.

20. The Piece Goods Sub-Committee shall keep a record of their proceedings.

21. The decisions of the Piece Goods Sub-Committee shall be kept in a separate book, to be open to the inspection of all members of the Chamber of Commerce.

22. All decisions of the Piece Goods Sub-Committee shall be communicated to the parties concerned through the Secretary to the Chamber of Commerce.

23. The decision of the majority of the Sub-Committee shall be final.

14. The fee for an appeal to the Piece Goods Sub-Committee shall be Rs. 64, payable to the Chamber of Commerce by the appellant.

BENGAL CHAMBER OF COMMERCE.

11th December 1891.

PIECE GOODS ARBITRATIONS PROCEDURE.

In supersession of the Piece Goods Arbitration Procedure Rules, dated 5th June 1888, the following amended rules to govern the

Procedure in cases of Arbitrations under the Piece Goods Arbitration Rules of the Chamber of Commerce, having been submitted to the Committee of the Chamber by the Piece Goods Sub-Committee, and having been recommended by the Calcutta Import Trade Association, were this day adopted and passed by the Committee of the Chamber of Commerce, and were ordered to be issued to members, and to come into force on and after 1st of January 1892.

S. E. J. CLARKE,

Secretary.

1. Every application under Rules 5 and 8 of the Piece Goods Arbitration Rules shall state whether the parties concerned desire the appointment of one or two arbitrators, and shall be accompanied by the deposit specified in Rule 13.

2. As soon as possible after applying for arbitration, under the Chamber's Rules, the parties shall separately or jointly submit in writing a signed statement of the matter in dispute.

3. The statement specified in Rule 2 should be accompanied by the original contract for reference.

4. The statements alluded to in Rules 2 and 3 should be supplemented by a list giving the marks and numbers of the bales or packages, and specifying shipments about which the dispute has arisen. The numbers of the bales, or packages, available for survey should also be given.

5. On receiving instructions from the appointed arbitrators, the Secretary will notify to the parties the numbers of the bales or packages the arbitrators have decided to examine.

6. At the time appointed for the arbitration, the parties will have ready at the Rooms of the Chamber of Commerce the sale samples, attested, and the bales or packages selected under Rule 5 representing the goods in dispute.

7. Goods sent to the Rooms of the Chamber of Commerce, under these rules, will be at the sender's risk, and should be accompanied by a sinner in charge. Where original packages are sent, a cooper must be in attendance.

GENERAL ARBITRATION RULES.

THE following rules relating to General Arbitrations were passed at a General Meeting of the Chamber held on the 27th October 1887.

S. E. J. CLARKE,

Secretary.

1. Rule 2 of the Rules and Regulations of the Bengal Chamber of Commerce provides, *inter alia*, that it shall be the business of the Chamber "to receive references from, and to arbitrate between, parties willing to abide by the judgment and decision of the Chamber."

It has, therefore, been decided by the Committee of the Chamber, and the decision has been approved and made operative by a General Meeting of the members, held on 27th October 1887, that the subjoined shall be the Rules to be observed and followed in all cases of disputes when the assistance of the Chamber shall be invoked, except such as relate to Piece Goods which have been separately provided for.

2. For the purpose of giving effect to Rule 1, the Committee of the Chamber of Commerce shall either appoint such arbitrator or arbitrators as they shall think fit, or appoint a Sub-Committee of three persons, one of whom at least shall be a member of the Committee of the Chamber, to consider and decide the reference.

If two arbitrators be appointed, the Committee shall, at the same time, appoint an umpire to act, if required: provided always, that an umpire shall only act when the arbitrators appointed may happen to disagree.

3. The questions to be referred to the Committee of the Chamber of Commerce under these Rules shall be such as relate to mercantile transactions generally, excluding those connected with Piece Goods as noted in Rule 1.

4. The Committee of the Chamber of Commerce, for the purposes contemplated by these Rules, shall keep in their office an approved list of those members of the Chamber willing to serve on arbitrations of general mercantile disputes: such list shall be circulated to the members of the Chamber and to any parties applying for the same.

5. In case of applications to the Committee of the Chamber of Commerce for a decision in any dispute, the Committee shall, from the

list mentioned in Rule 4, and, as far as may be possible in rotation, select gentlemen to deal with and decide the reference.

6. Every application shall state that the parties concerned will accept and abide by the decision of the Chamber.

7. When a gentleman, who may be appointed an arbitrator, is directly or indirectly interested in any matter referred to him by the Chamber, he shall notify his inability to act, and in such case a fresh appointment shall be made forthwith.

8. The decision of the umpire shall be the decision of the arbitration; such decision need not necessarily coincide with the opinion of either of the arbitrators.

9. All decisions by arbitrators, under these Rules, shall be submitted in writing to the Committee of the Chamber of Commerce, who shall cause the same to be communicated to the parties concerned.

Each decision, so far as may be possible, shall be supported by a statement of the reasons upon which it is based.

10. Arbitrators shall have the right to call for such evidence as they may deem necessary, but shall not have the right to take the opinion or assistance of attorneys or counsel.

11. When a matter shall have been referred to a Sub-Committee the decision of the majority of such Committee shall be final.

Such Sub-Committee shall, for the purpose of the reference made to them, be deemed to represent the Committee of the Chamber of Commerce, and to exercise, for such purpose only, the full authority of such Committee.

12. All decisions of Sub-Committees shall be in writing, shall, so far as may be possible, recapitulate the reasons on which they are founded, shall be signed by the Chairman of such Sub-Committee, and shall, under the direction of the Sub-Committee be communicated to the parties by the Secretary to the Chamber of Commerce, who, under these Rules, shall act as Secretary to all arbitration Sub-Committees.

13. Sub-Committees shall have the right to take such evidence as they may deem necessary, and shall also have power to call for the opinion or assistance of attorneys or counsel: provided that the disputants have previously agreed to this course being followed, and have further agreed to bear the expense thereof.

14. Before any application for arbitration shall be entertained both parties shall make such deposit with the Secretary as may be directed by the Committee of the Chamber of Commerce.

15. The arbitrators shall state in their award by whom and in what proportion, if any, the fees and expenses shall be paid.

Deposits not affected by this Rule will be returned.

16. In cases where the parties to the reference shall not be members of the Chamber of Commerce, the fees payable shall be double those payable by members of the Chamber, and such enhanced fees shall be divided equally between the arbitrators and umpire and the Chamber of Commerce.

17. A record of all arbitrations and all decisions by Sub-Committees shall be kept at the office of the Chamber of Commerce, and shall be open at all times to the inspection of the members of the Chamber.

18. Awards of special importance, or affecting any custom of the trade or of the port, shall be kept in a separate book; but the record of all awards shall be so kept as not to disclose the names of the parties to any reference.

19. Arbitrators and Sub-Committees shall, at all times, before making their award, be at liberty to take the opinion of the Committee of the Chamber of Commerce on any point or points which may arise before them.

APPENDICES.

INDEX.

APPENDICES.

	<i>Page</i>
Chamber Rulings (Index)	3
Chamber Rulings Nos. 1 to 51	5
List of Piece Goods Arbitrators	15
Schedule of Commission Charges	16
Conversion of Sterling Freight into Indian Currency	18
Tonnage Schedule and Measurement Rules for the Port of Calcutta	19
Chamber's Forms of Boat Notes	22
Conference Bill of Lading	24
Tonnage Schedules for Indian Ports	26
Notes on above	32
Money, Weights, and Measures	35
Calcutta Port Trust—	
Port Boundaries	48
Port Fees	48
Port Rules	49
Special Rules for regulating the discharge and loading of Gun- powder on Shipboard	55
Rules regulating the importation of Petroleum	57
Port Commissioners' Rates (Schedule A.)	61
" " " (Schedule B.)	69
" " " (Schedule C.)	72
" " " (Schedule D.)	77
" " " (Schedule E.)	87
" " " (Schedule F.)	88
Public Ghâts—Calcutta Side	89
—Howrah Side	90
Inland Wharves—Bye-laws	90
Tea Warehouse	93
Tonnage Scale for Pilots	94
Strength of the Hooghly Pilot Service	94
Pilots Charges, Calcutta Port	95
Commercial Fleet of Calcutta	96
Bengal Opium	97
Exports of Tea from India for 25 years	98a
Consumption of Indian and China Teas	99
Customs Duties on the importation of Tea into European Countries	100
Bombay Cotton Goods Trade	101
Exchange—Mail Quotations, 1891	102
" " " 1892	105

	Page.
Gold—Exchange	108
Silver	109
Coinage of Gold, Silver and Copper at Calcutta and Bombay Mints	110
Foreign Trade of Calcutta—Imports	111
Exports	117
Coasting Trade of Calcutta—Imports—(Foreign Merchandise)	122
Imports—(Indian Produce and Manufactures)	124
Exports—(Foreign Merchandise)	128
Imports—(Indian Produce and Manufactures)	134
Imports—(Country Goods)	143
Exports—(Foreign Goods)	162
Exports—(Country Goods)	172
Internal Trade of Calcutta—Imports	184
Exports	196
The Jute Trade	198
Trade of India	199
Balances of Trade for 20 years (Abstract)	200
(Details)	201
Tabular History of the Trade of India for 20 years.—Imports	210
Exports	246
Indian Government Loans	287
Prices of Rupee Paper during the year 1892	288
Rates of Exchange during the year 1892	290
Price of Wheat	293
Price of Common Rice	295
Price of Salt	297
Wages—Agricultural labourers	299
Wheat and Linseed, 1876-92	300
Railway freight on Wheat and Linseed	308
Rates of Freight to London	309

CHAMBER RULINGS.

INDEX

	No.
Advances on account of ships disbursements	51
Agent—should return discount on insurance to constituents	13
Arrival—limit of time under contract	10
Ballast—paying freight is cargo	22
Bill of Lading—adoption of new form of	26
Brokers—general liability of	49
Cargo—ship in position to give notice of readiness for outward	30
Cargo—lay-days for discharge of	40
Cargo—minimum intake of	43
Cargo—notice to receive	44
Cargo—as to discharge of	31
Chartered vessels—delays in loading owing to accident or to fire	50
Charters—reckoning of lay-days	47
Charters—cancelling of	47
Claim—for leakage of oil on board	5
Claims—settlement for goods delivered in bad order	39
Commission—a "Sole Agent" entitled to	35
Commission—insolvent firm not entitled to	9
Cotton seed—weighment of	36
Demurrage—payment of same in sterling at demand rate	11
Demurrage—matter of arrangement between parties	45
Discount—Agent to return discount on insurance to constituents	13
Freight—objectionable or unobjectionable light	15
Freight—ditto	33
F. O. B.—meaning of	6
Gunnies—as to excess weight of	23
Holidays—as to the fixing of	17
Hospital Port Dues—notice of reduction in	28
Insurance—discount on, to be returned by Agent to constituents	13
Inward Freight—definition of	7
Jute Marks—value of	48

	No.
Lay-days—count under certain conditions while vessel is in stream	8
Lay-days—when to commence	16
Lay-days—computation of	40
Liability (general) of Brokers	49
Loading—President and Secretary of Chamber cannot grant certificate of	30
Loading—under Charter-Party, usual custom with regard to time	41
Loading—under Charter-Party in inclement weather...	41
Loading of Chartered vessels—delays owing to accidents or to fire	50
Measurement—as to ascertaining excess	3
Measurement—as to recovery for excess	4
Measurement—Captain not bound to measure alongside	12
Oil—claim for leakage of, on board	5
Oil (Kerosine)—rule for daily discharge of	84
Oil (Kerosine)—as to discharge from ships in stream	82
Port limits—definition of	27
Running days—definition of	17
Salt—Indian maund used for weighing of	38
Saltpetre—Trade allowance on	29
Shipment—warehousing at jetties does not constitute a	33
Shipments at Diamond Harbour—to be deemed and accepted as	46
Ships disbursements—advances on account of	51
Sunday work—with regard to salt vessels	14
Survey on goods—where to be held	37
Time—as to limit of time for answer to message	12
Time shipment—Bill of Lading not proof of	24
Ventilation—with regard to rice steamers	19
Working days of the Port	17
Working hours of the Port	18

CHAMBER RULINGS.

1.

In cases of dispute as to quality of produce where surveys are necessary to determine the question, the party in fault should pay the survey fees.

(5th June 1872.)

2.

If a ship by her own fault has more cargo to take on board on the last of her lay-days than would constitute a full day's work, and if the shipper sends the whole of the cargo alongside, he is absolved from any claim for demurrage of the ship.

(26th December 1872.)

3.

Excess measurement must be ascertained on the average of the whole cargo in case of a Charter-Party, or in case of a Shipping Order the average of the lot.

(29th January 1873.)

4.

A charters a ship and lets out a portion of the tonnage to B.

The cargo consists entirely of jute and B's portion exceeds 52 cubic feet, whilst A's is less than 52 cubic feet.

Query 1st.—Is A not entitled to recover from B for the excess measurement on his parcel?

Answer 1st.—A is entitled to recover from B.

Query 2nd.—In case of A's recovering, is he bound to pay the amount so recovered to the ship which has not suffered, the contract being between A and the ship for the entire cargo?

Answer 2nd.—The ship is not entitled to recover from A unless she can prove loss.

(29th January 1873.)

5.

Query.—Can a shipper claim from ship for loss by alleged leakage on board of a certain quantity of oil?

Answer.—Though the Bill of Lading does not contain the protecting clause "not responsible for leakage," the vessel is not liable if the casks or cases were landed in good condition outwardly, except the consignee can prove bad or improper stowage. The consignor has his remedy against his underwriters, not against the ship.

(23rd September 1873.)

The sale of goods F.O.B. is understood to mean that the seller after the buyer has satisfied himself as to quality, undertakes to bear the charge of transit to the ship, the goods, however, being at the buyer's risk. When it is specially arranged that delivery is to be on board, the risk of transit belongs to and should be borne by the seller.

(3rd February 1877.)

When two-thirds of a ship's inward freight was payable at home and one-third in Calcutta, it was held that "Inward freight" meant "the freight collected in Calcutta."

(5th April 1877.)

Question.—Whether lay-days can count while a vessel is in the stream or must she get into moorings before they begin to count?

Answer.—There being nothing to the contrary in the Charter-Party, lay-days will count while the vessel is in the stream, provided she is ready and able to discharge and boats can lie alongside and remove cargo in safety.

(9th September 1877.)

When a firm takes over goods from a firm which has become insolvent, the suspended firm is not entitled to commission on the goods taken over, whether they had come under acceptance or not.

(23rd October 1878.)

By a clause in a contract a vessel is guaranteed to arrive between the 10th and 18th. The Committee held that the arrival on the morning of the 18th satisfied the condition in the clause.

(14th July 1879.)

Demurrage which is paid in sterling should be paid in rupees at the rate of the day for demand bills.

(19th July 1879.)

Query.—On Monday A takes a Shipping Order from B "subject to owner's approval by wire," no answer arrives on Tuesday, but on Wednesday B informs A that the offer has been accepted. Is A bound?

Answer.—In the absence of a stipulation as to time within which the reply should be due, A is bound.

(13th April 1880.)

An Agent should return to his constituents any discounts allowed on insurance.

(25th May 1880.)

No Sunday work is allowed on board of salt vessels, unless for the vessel's safety.

(8th August 1881.)

A submitted a Charter-Party which provided *inter alia* that unobjectionable light and ^{and} measurement goods in customary packages may be shipped as the balance of the Charterer's cargo.

A intended to ship 1,000 to 2,000 bags of turmeric, but the Agents for the steamer objected.

Held—the word "unobjectionable" was vague and invited dispute, but usage appeared to sanction the shipment under such a Charter-Party as that referred of a reasonable amount of turmeric, and looking to the size of the steamer, 1,000 to 2,000 bags would not be unreasonable.

(30th December 1881.)

Notice of readiness to discharge before entry of a vessel at the Custom House is not a proper notice.

If a vessel enters at the Customs House before noon, on say 1st of a month, lay-days commence 24 hours after such notice. If she enters at 1 p. m., then lay-days commence on the morning of the 3rd.

(14th February 1882.)

"Running days" means every day without exception or exclusion.

"Working days" exclude Sundays, Christmas Day, Good Friday, and public Gazetted Holidays on which the Custom House and Bank of Bengal are closed.

After a vessel comes on demurrage all days count, that is, the lay-days become "running."

(22nd February 1882.)

[*Note*.—Holidays are now declared in December of each year by the Chamber, under Shipping Orders and Charter-Parties according to the Custom of the Port.]

18.

The working hours of the Port are from 8 A. M. to 5 P. M.; before 8 A. M. and after 5 P.M., counts overtime.
(5th September 1882.)

19.

It is not the practice in this Port for steamers or vessels loaded with full cargoes of rice to be provided with through ventilation or with extra ventilation of any kind.

(25th January 1883.)

20.

The President and Secretary of the Chamber cannot certify that a vessel has been loaded strictly in accordance with the Custom of the Port of Calcutta. That can only be certified to by the Agents themselves and the stevedores who loaded the vessel.

(25th January 1883.)

21.

A Captain is not bound to measure alongside unless such measurement has been specially stipulated for, and then the ton is to be taken at 54 cubic feet per ton of 3 bales.

(8th March 1883.)

22.

Ballast when it pays freight becomes cargo. If Charterers have contracted for the whole ship the Captain cannot take cargo of any description without their consent.

(24th July 1883.)

23.

With reference to the Resolution of the 29th November 1883 it was ruled in the case of Gunnies that any excess weight over 2,240 lb to the ton of 50 cubic feet should be paid for extra, unless the provision of average weight is stipulated for in the Charter-Party.

(2nd October 1885.)

24.

Though Bills of Lading are granted by Agents there is no Custom of the Port making the possession of such documents proof of a time shipment. A time shipment can only be satisfied when the goods are actually on board. The possession of a Bill of Lading constitutes the delivery of the goods in shipment as between the Consignee of the goods and the ship, but not between the Seller here and the Buyer at home unless the Contract bears the condition "Bill of Lading final."

(24th February 1886.)

25.

There is no Custom of the Port which would make warehousing at the Jetties a shipment according to the Custom of the Port.
(19th March 1886.)

26.

Page 163, Report 1886-1887.

The Conference Bill of Lading.—The following Resolution was proposed by the President, the Hon'ble D. Cruickshank, and seconded by Mr. James Stevenson :—

"That the form of Bill of Lading, Calcutta to United Kingdom, agreed on in London on 11th April 1881 by a committee of shipowners and merchants, and a copy of which is lodged with the Secretary of the Bengal Chamber of Commerce, be adopted for all ports whether in the United Kingdom or otherwise." At the suggestion of Mr. W. H. McKewan the following words were added to the Resolution : "as from 1st January 1887."

This resolution came for confirmation before another Special General Meeting, held on 27th November 1886, and was confirmed on the motion of the Vice-President, Mr. W. Bleack, seconded by Mr. George Yule.

(26th May 1886.)

27.

Page 147, Report 1886-1887.

New Rule of Business.—The limits of the Port of Calcutta having been extended by a Notification of the Government of Bengal, dated 24th June 1886, which came into force on the 10th July 1886, so as to include within these limits the new petroleum depot at Budge-Budge, it has become necessary to frame a rule of business which shall meet the special circumstances which have made this extension of the port necessary.

The following rule which has met with almost unanimous support is recommended by the Committee of the Bengal Chamber of Commerce for general adoption :—

"Unless specified in the Charter-Party or Shipping Order, steamers or sailing vessels cannot demand of the consignee to take delivery of, or fill up cargo, except within the limits of the port, as set forth in the Notification of the 18th August 1879 of the Government of Bengal."

(4th August 1886.)

28.

Page 147, Report 1886-1887.

Hospital Port Dues.—The following Notification reached the Committee early in September last.

DARJEELING, 9th September 1886.

Notification.—In supersession of the Notification, dated the 12th September 1881, published in the *Calcutta Gazette*, dated the 14th September 1881, page 830, the Lieutenant-Governor, under the provisions of section 59, Act XII of 1875 (the Indian Ports Act), directs that the rate per ton of Hospital Port Dues levied on ships entering the Port of Calcutta shall be reduced from one anna to nine pies.

2. The Notification will take effect from the 1st October 1886.
(9th September 1886.)

29.

The trade allowance on saltpetre is usually—

If 5% saltpetre, 4 annas for every per cent. up to 7%.	
2 " " "	{ over 7%.
" " " "	{ up to 9%.
If 10% " 1 anna " " "	{ up to 12%.
" " " "	{ over 12%.
" " " "	{ up to 15%.

(24th September 1886.)

30.

So long as a ship is ready to take in the stipulated quantity of cargo continuously, she is in a position to give notice of being ready for outward cargo no matter if she has still a portion of her inward cargo on board.

31.

In the case of a vessel discharging Railway material, the rate of discharge was regulated by the terms of the Charter-Party, and where this was not the case, the only rule was, that the vessel should discharge as fast as she was able.

(17th December 1886.)

32.

There is no rule of the Port which prevents vessels from discharging in the stream when there is no room at the Petroleum Wharf.

(31st December 1886.)

33.

The difficulties of defining "objectionable" and "unobjectionable" light freight being very great, it was thought best to leave the question open and for all disputed articles to be the subject of special arrangements.

(19th July 1887.)

34.

The Port Commissioners' rule for Budge-Budge is,—a discharge of 8,000 cases of oil a day to entitle a vessel to remain at the jetties; a vessel failing to comply with this rule, might, if required, be compelled to leave the wharf.

(24th January 1888.)

35.

Where there is a "Sole Agent" he is entitled to commission on sales.

(20th March 1889.)

36.

Cotton seed is not mentioned in the Chamber's Tonnage Schedule, but a fair basis would be about 16 cwt. to the ton.

(16th September 1889.)

37.

Unless a contract provides otherwise a survey on goods must be held at the place of destination of the goods.

(16th September 1889.)

38.

The Indian maund only is used by the Customs authorities for salt weighments. It weighs 82½ lb.

39.

There is no Custom of the Port to guide settlements on account of goods delivered short out of "bad order" packages landed from ships or steamers, but if the Bill of Lading does not contain the clause "market price less charges saved" such claims are usually settled on the basis of the Invoice value for goods actually missing. It is understood that legally the settlement should be effected on the basis of the market value of missing goods on arrival of the ship or steamer, less freight when the same is payable at destination, or if already paid, including the freight.

(5th August 1890.)

40.

Without any absolute custom prevailing, it is accepted, when a certain number of lay-days are allowed for the discharge of cargoes, that such lay-days are computed on the Bill of Lading quantity or on the inward manifest.

(6th September 1890.)

41.

If under an ordinary Charter-Party with working days as lay-days, the weather is so inclement as to prevent the Charterer from loading off and sending his cargo alongside a Chartered Steamer or Vessel, that is a risk he has to run when Chartering.

On the other hand, however, if cargo is alongside a Chartered Steamer or Vessel, and the weather is too inclement in the Captain's opinion, to take it in that day, and he does not take it in, then the Charterer is entitled not to count that day as a lay-day under the Charter-Party.

(18th October 1890.)

42.

In answer to the question as to what minimum quantity of cargo, according to the Custom of the Port, should be taken in daily by a vessel of 1,420 tons Chartered to have 30 days for loading, it was replied that there was no Custom of the Port fixing the minimum quantity of cargo, but the opinion was expressed that 75 tons daily for the first two, and the same quantity for the last two days and 125 tons daily for the remainder of the working days, would be a reasonable quantity to be taken as a fair minimum for a ship of that size.

(12th January 1891.)

43.

Minimum Intake of Cargo.—The following is a recommendation made by the Committee of the Chamber of Commerce as to what constitutes a fair and reasonable minimum of cargo to be daily taken in by a sailing vessel loading in this port :—

Size of Vessels.		Jute Cargo.	Bag Cargo.
Tons.		Tons.	Tons.
1,000 to 1,500	...	150	200
1,500 to 2,000	...	200	300
Over 2,000	...	250	350

Half the above quantities to be taken in on the two first and two last days of loading.

(29th May 1891.)

44.

Notice to receive Cargo.—The notice a shipper is to receive from a Ship's Agents for cargo to be put alongside, and of the quantity to be placed alongside in one day, is a matter for arrangement between the Shippers and the Ship's Agents.

(10th June 1891.)

45.

Demurrage.—Demurrage appears to be always a matter of arrangement or bargain between the parties, and is not a matter which can be settled by a ruling; but if in any case the parties concerned cannot come to a settlement, the Chamber can arbitrate under the General Arbitration Rules.

(23rd June 1891.)

46.

Shipments at Diamond Harbour.—In cases where, for mutual convenience, arrangements are made to put cargo on board vessels at Diamond Harbour or between Calcutta and Diamond Harbour, shipments so made shall be deemed to be, and shall be accepted, as Calcutta Shipment.

(Calcutta, 12th November 1891.)

[Note.—This rule is not believed to be binding on the other side without an express arrangement to that effect.]

47.

Charters.—The following case was submitted by the Karachi Chamber of Commerce :—

"A Steamer arrives under charter and the following clause is in the Charter-Party. Lay-days are not to commence unless at charterer's option, before the 15th January 1892; and charterers are to have the right to cancel the charter should the vessel not be clear and ready to load in a sea-worthy condition on or before the 15th February.

"The Steamer, we will say, arrives at 5 p. m. on the 15th February in a sea-worthy condition with her holds all clear. At 5 p. m. the offices are all shut and the Captain cannot get his notice in till the morning of the 16th February, although his steamer was all clear and ready to take in cargo seven hours before the 15th day of February expired. Can charterers cancel the Charter?"

The reply sent was, that the Custom of the Port of Calcutta would uphold the cancelling of the charter under the circumstances set out.

(9th January 1892.)

48.

Value of Jute marks.—In a suit (No. 270 of 1892), tried by Mr. Justice Trevelyan on 18th January 1893, for damages on account of the non-acceptance of 1,000 bales Jute, a question of the value of a Jute mark was raised—on this point the Judge said :—

"It was suggested on behalf of the plaintiffs that, if the bales were marked (mark given) and contained Jute Cuttings of any class, they would be sufficient to satisfy the contract.

"This would be true if the expression—"Jute Cuttings marked (mark given)" has no meaning in the market. If, on the other hand, it has any such meaning then the plaintiffs must, under the terms of section 113 of the Indian Contract Act, be taken as guaranteeing that the goods supplied were what is commercially known by that description.

Section 113 of the Indian Contract Act IX of 1872 is as under—

"113.—When goods are sold as being of a certain denomination, there is an implied warranty that they are such goods as are commercially known by that denomination, although the buyer may have bought by sample, or after inspection of the bulk."

Explanation.—But if the contract specifically states that the goods though sold as of a certain denomination, are not warranted to be of that denomination, there is no implied warranty."

The Committee understand as the invariable custom of the Jute Trade, that a certain mark carries with it unless specially contracted for otherwise, a certain guarantee of quality with a reasonable divergence ruled by crop and period of delivery.

(14th April 1893.)

49.

General liability of Brokers.—A reference having been made by the Indian Jute Manufacturers' Association "on the general question of the liability of brokers," the Committee replied,—"In their opinion a broker is liable to his principals for consequences if he does not deliver identical contracts."

(8th February 1893.)

50.

Delays in loading chartered vessels owing to accidents or to fire.—It was represented to the Committee that there was an "apparent necessity existing for a common understanding between Shippers and Ship Agents as to respective liability in cases where the loading of chartered vessels is so seriously delayed by accident or fire as to render completion of loading within chartered lay-days impossible."

The Committee, however, held that every such case should be clearly stated and dealt with upon its merits.

(22nd February 1892.)

51.

Advances on account of ship's disbursements.—"In the absence of a stipulation as to the usance at which the advance was to be calculated, the Committee decided, that in the case of steamers 3 months, and in the case of sailing vessels, 6 months' sight documentary rate of exchange would be a fair usance.

(1st April 1892.)

LIST OF PIECE GOODS ARBITRATORS.

CALCUTTA, 4th April 1893.

List of Arbitrators approved by the Piece Goods Arbitrations Subcommittee, and adopted by the Committee of the Bengal Chamber of Commerce:—

Names.

Firms.

Apostolides, E. C., Esq.	...	Messrs. A. Agelasto & Co.
Cheetham, G. R., Esq.	...	" Kettlewell, Bullen & Co.
Clark, J. H., Esq.	...	" Shaw Wallace & Co.
Farrell, J. P., Esq.	...	" Ker, Dods & Co.
Ferry, J. B., Esq.	...	" Ullmann, Hirschhorn & Co.
Forsyth, A., Esq.	...	" Graham & Co.
Glen, A., Esq.	...	" Horne, Dunlop & Co.
Greenway, C., Esq.	...	" Shaw Wallace & Co.
Haining, R. M., Esq.	...	" Finlay, Muir & Co.
Hasenbalg, C., Esq.	...	" Oldemeyer & Hadenfeldt.
Hewit, J. G., Esq.	...	" Geo. Henderson & Co.
Hovess, H., Esq.	...	" Barlow & Co.
Jenkins, C., Esq.	...	" Hoare, Miller & Co.
Knox Ord, W., Esq.	...	" Ralli Brothers.
McLorran, T., Esq.	...	" Duncan Brothers & Co.
Moll, A., Esq.	...	" Schröder, Smidt & Co.
Noton, T. H., Esq.	...	" Ernsthausen & Co.
Ormerod, F., Esq.	...	" Hoare, Miller & Co.
Petrocchino, M. D., Esq.	...	" Petrocchino Brothers.
Russell, E. C., Esq.	...	" Ralli Brothers.
Starzenegger, P., Esq.	...	" Huber & Co.
Sutcliffe, H. W., Esq.	...	" Barlow & Co.
Taylor, P. C., Esq.	...	" Struthers & Co.
Thomson, W., Esq.	...	" Anderson, Wright & Co.
Vassilopalo, Em., Esq.	...	" A. Agelasto & Co.
Yenro, Ph., Esq.	...	" Petrocchino Brothers.
White, H. G., Esq.	...	" Ralli Brothers.
Yule, W. M., Esq.	...	" Yule, Andrew, & Co.
Zimmermann, E., Esq.	...	" Anderson, Wright & Co.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery ... 2½ "
3. On purchasing ditto when funds are provided by the Agent ... 5 "
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... 5 "
5. On returns for Consignments if made in produce ... 2½ "
6. On returns of Consignments if in Bills, Bullion or Treasure ... 1 "
7. On accepting Bills against Consignments ... 1 "
8. On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ... 2½ "
9. On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee ... ½ com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived ... 2½ "
12. On guaranteeing Bills, Bonds, or other engagements, and on becoming security for administration of Estates, money ... 2½ "
13. On *del-credere*, or guaranteeing the due realisation of sales ... 2½ "
14. On the management of Estates for Executors or Administrators ... 2½ "
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to or ports for loading ... 2½ "
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hands or not ... 2½ "

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... 5 per cent.
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... 5 "
19. On engaging troops for a ship to Great Britain or elsewhere, on the gross amount of passage money for rank and file ... 2½ "
20. On realising inward freight, inward troop, emigrant, or cabin passage money ... 2½ "
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 "
22. If Opium, Indigo, Raw Silk, or Silk Piece Goods ... 1½ to 2½ "
23. If Treasure, Precious Stones or Jewellery ... ½ to 1 "
24. On effecting Insurances, whether on lives or property ... 2½ "
25. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... 2½ "
26. On drawing, purchasing, selling, or negotiating Bills of Exchange ... 1 "
27. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ "
28. Or if recovered by such means ... 5 "
29. On Bills of Exchange returned dishonoured ... 1 "
30. On collecting house-rent ... 2½ "
31. On ship's disbursements ... 2½ "
32. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... 2½ "
33. On granting Letters of Credit ... 1 "
34. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ½ "
35. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ "
36. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged) ... ½ "

Brochage when paid is to be separately charged.

S. E. J. CLARKE,

Secretary.

CONVERSION OF STERLING FREIGHT INTO INDIAN CURRENCY.

The following Resolutions were adopted at a General Meeting of the Chamber, held on the 17th January 1892.

"That the Resolutions adopted, 31st May 1876, respecting conversion into Indian currency of sterling freight and commission thereon, be hereby rescinded, and that the following Resolutions be substituted in their stead with immediate effect, viz.:—

1. "That, in the absence of any stipulation to the contrary, sterling freight payable in Calcutta, including differences of freight adjusted in Calcutta, and all commissions on sterling freight made payable at Calcutta or there brought into account, shall be reduced into Indian money at the rate of exchange for Bank Bills on London on demand which shall have been current on the mail day next preceding the day when the amount to be dealt with shall be ascertained.

2. "That, in the absence of anything to the contrary expressed, the words 'current rate of exchange' shall be held to mean the rate current for Bank Bills on London payable on demand.

3. "That, for the purpose of charging commission or adjusting differences, freight expressed in dollars (American) shall be converted into sterling at a uniform rate of fifty pence per dollar."

H. W. I. WOOD,

Secretary.

Tonnage Schedule and Measurement Rules for the Port of Calcutta.

ARTICLES.	Cwt. per ton Nett.	Cubic feet per ton.
Alces, in bags and boxes	20	50
Alum, in dhols	20	50
Amixed, in bags	8	50
Arrowroot, in cases	20	50
Arsenic, in bags or cases	20	50
Assafetida, in bags and boxes	20	50
Apparel, in boxes	20	50
Bark, in bags	20 gross	50
Best Wax	20	50
Berilla	20	50
Betel-nut	20	50
Books	20	50
Breast	20	50
Brae	14	50
Brimstone	20	50
Bullion	at per cent.	50
Cake-ho, in bags	16	50
Camphor, in cases	8	50
Candamoms, in Robbins	50	50
Cassia, in boxes	12	50
" in bags	12	50
Caster Seed	15	50
Chillies (dry), in bags	8	50
China Root, in bags	11	50
" in boxes	16	50
Chivella, in bales	14	50
Churn	14	50
Cigars	8	50
Cloves, in bags	20	50
" in boxes	20	50
Culch	20	50
Cochineal	18	50
Coffee, in bags	16	50
" in casks	20	50
Coral, rough	12	50
Corn, loose and unscrewed	10	50
Corn, in dhols	14	50
Cupres, or Coconut Kernel	12	50
Coriander Seed	Actual measure-	50
Cotton, in bales	ment at	50
Coveries	20	50
Cummin Seed	8	50
" Black	8	50
Cutch, in bags	18	50
Cutch, in cases	not exceeding 20	50
Dates, wet	20	50
dry	16	50
Flint	20	50
Elephants' Teeth, in bulk	20	50
Furniture	20	50

ARTICLES.	Cwt. per ton Nett.	Cubic feet per ton.
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,100 lb. gross.
Gunjah	.....	52
Henp	5 bales not exceed- ing	50
Hides, Buffalo or Cow, cured	14 gross	.....
Hoofs, Horn Sharings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-Rubber, in bags	16	.....
Indigo " in cases	.....	50
Iron	20	.....
Jute	5 bales not exceed- ing	52
" Cuttings	5 bales not exceed- ing	52
Lac Dye	.....	50
Lard	20 gross	.....
Linseed	20	.....
Place	20	.....
Machinery	20	.....
Metals	20	.....
Mathie Seed	20	.....
Myrabolams	18	.....
Nolasses	16	.....
Mother-o'-Pearl, in bags	2 puncheons or 4 hlds.	.....
" " in chests	20	.....
Morral Flowers	20	.....
" Seed	20 cwt.	.....
Munjeet	20	.....
Mustard or Rape Seed	.....	50
Niger Seed	20	.....
Nutmegs, in cases or casks	20	.....
Nux Vomica	.....	50
Oats	16	.....
Oil, in cases	16	.....
" in casks	.....	50
Seed Cake	.....	4 hlds.
Opium	20	.....
Paddy	.....	per Chuk.
Palmitine, in bags	16	.....
Peas	16	.....
Pepper, Long	20	.....
" Black	12	.....
Plants and Deals	14	.....
Poppy Seed	.....	50
Putchuck	20	.....
Rags	10	.....
Raw Silk, in bales	.....	50
Rataps, for dunnage	10	.....
Red Wood	20	.....

ARTICLES.	Cwt. per ton Nett.	Cubic feet per ton.
Rice	5 bales not exceed- ing	52
Rice	20	.....
Rope, in coils	16	50
" Lines and Twines, in bundles	.....	16
Rum, in casks	2 puncheons or 4 hlds.	52
Safflower	5 bales not exceed- ing	50
Sago, in cases	.....	50
Sd Ammoniac, in bags	20	.....
" " in boxes	20 gross	.....
Saltpetre	20	.....
Salt	20	.....
Sapan Wood, for dunnage	20	.....
Sealing Wax, in cases	20	.....
Seed-luc, in cases	.....	50
" " in bags	16	50
Senna	.....	50
Shells, rough, in bags	.....	50
Shell-luc, in cases	.....	50
" " in bags	16	.....
Silk Chassum	.....	50
" Waste...	.....	50
" Piece Goods	.....	50
Shins	14 gross	50
Soap, country, in cases	.....	50
" " in bags	16	.....
" " in bar	20	.....
Stick-luc, in cases	.....	50
" " in bags	16	.....
Sugar	20	.....
Sulphur, in cases or casks	20 gross	.....
Tale	20	.....
Tamarindia, in cases or casks	20 gross	.....
Tapion	20	50
Tel	.....	50
Tel Seed	20	.....
Timber, round	.....	40
" squared	20	50
Tobacco, in bales	5 bales not exceed- ing	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Henp, Cotton, Safflower and other articles similarly packed are received in bales varying from 300 to 400 lbs.

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet not exceeding 2,240 lb. "gross."

That the term "Dead Weight" shall be understood to mean the following articles "only": Sugar, Saltpetre, Rice, Wheat, Gram, Diol, Peas, and all Metals.

*Form of Boat Note as adopted at a General Meeting of the Chamber of
Commerce on the 17th January 1880.*

No. _____

Calcutta, _____ 18

To

THE COMMANDING OFFICER OF THE
Ship _____

Sir,

Please receive on board the undernoted Goods from

Messrs. _____

and grant a clean receipt for the same.

N. B.—This cargo is only shipped on the special understanding that the Chief Officer will sign for all counter or quality marks and numbers, and the Bales or Packages are not to be taken on board except on these terms, and also when a sircar is in attendance to check the tally.

In case of any dispute, the Shippers request prompt information in writing from one of the Officers of the ship.

Marks and numbers.	Number of packages.	Description of goods.	

Calcutta, _____ 18

Received on board the ship _____
in good order and condition the undermentioned Goods
from Messrs. _____

N. B.—The Chief Officer is requested not to take in any package unless he is prepared to sign for all the qualifying marks and numbers.

All packages in bad order must be returned.

Marks and numbers.	Number of packages.	Description of goods.

Arrived alongside _____

Discharged _____

Returned _____

Remarks _____

(Signature.)

Chief Officer.

Ship _____

Moorings _____

CONFERENCE BILL OF LADING.

[Printed from a signed copy of Bill of Lading, dated 11th April 1881, agreed on in London by a Committee of Shipowners and Merchants, and lodged with the Secretary, Bengal Chamber of Commerce.]

SAILING SHIP BILL OF LADING—CALCUTTA TO UNITED KINGDOM.

Shipped, in good order and condition, by _____

on board the Ship _____ whereof
is Master for this present voyage _____
lying in the Port of _____
and bound for _____

_____ being marked and numbered as per margin, and
to be delivered in the like good order and condition at the afore-
said Port of _____

(The Act of God; the Queen's enemies; loss or damage from fire on board, in bulk or craft, or on shore; any act, neglect or default whatsoever of Pilots, Master or crew in the navigation of the Ship in the ordinary course of the voyage; and all and every the dangers and accidents of the seas and rivers, and of navigation of whatever nature or kind, excepted.)

unto _____
or to his or their Assigns. Freight to be paid for the said goods at the rate of _____

without discount, but otherwise subject to the customary mode of payment. Average as accustomed. In the event of claim for short delivery, price to be the market price of the day at Port of discharge on the day of the Ship's reporting at the Custom House, less charges and brokerage.

Weight, contents, and value unknown.

In witness whereof the Master or Agent of the said Ship has signed _____ Bills of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished, the others to stand void.

Dated at Calcutta, _____ 18

If quality marks are used, they are to be of the same size as the leading marks and contiguous thereto; and if such quality marks are inserted in the Shipping Notes, and the goods are accepted by the Mate, Bills of Lading in conformity therewith shall be signed by the Captain, and the Ship shall be responsible for the correct delivery of the goods.

CONFERENCE BILL OF LADING.

Extract from Proceedings of a Special General Meeting of the Bengal Chamber of Commerce, held on 26th May 1886.

"The Chairman said he would move the following Resolution:—

"That the form of Bill of Lading—Calcutta to United Kingdom—agreed on in London on 11th April 1881, by a Committee of Shipowners and Merchants, and copy of which is lodged with the Secretary of the Bengal Chamber of Commerce, be adopted for all ports, whether in the United Kingdom or otherwise.

"At the suggestion of Mr. W. H. McKewan, the following words were added to the Resolution: 'as from 1st January 1887.'

"Mr. James Stevenson seconded the Resolution.

"It was then, as amended, put to the Meeting and carried."

This Resolution was, on the motion of Mr. W. Bleock, Vice-President, seconded by Mr. George Yule, confirmed at a Special General Meeting of the Chamber of Commerce, held on the 27th November 1886.

S. E. J. CLARKE,

Secretary.

* Pressed Bran to be understood as not less than 5 maunds (of 25 lb.) in a bag of 45½ x 25 inches

ARTICLES.	Colombo.		Bombay and Carwar.		Cochin and Malabar Coast.	Madras and Coromandel Coast.	Kurrachoe.	
	Ship.	Steamer.	Ship.	Steamer.	Ship or Steamer.	Ship or Steamer.	Ship.	Steamer.
	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.
Cape Bark and chips, in bags ..	...	...	50 feet	40 feet	...	50 feet	50 feet	40 feet
Cashew B. in bags ..	800 lb. D	800 lb. D	...	...	...	...	...	...
Cashew B. in bags ..	20 feet S	20 feet S	...	...	10 cwt.	50 feet	...	...
Cassia, in tubes ..	900 lb. D	2,500 lb. S.	6 cwt.	...	800 lb.	...	6 cwt.	...
" " in cases or machine- ry tubes ..	50 feet S	50 feet S	50 feet	40 feet	50 cwt.	...	50 feet	40 feet
Cassia, in bags or unpress- ed ..	1,200 lb. S	800 lbs. D	...	...	...	...	...	...
Cashew B. in bags or Frazeis in cases ..	...	10 cwt.	8 cwt.	...	8 cwt.	10 cwt.	8 cwt.	...
" " in rolling ..	...	10 cwt.	40 feet	...	...	50 feet	10 cwt.	...
Cashew B. in bags ..	18 cwt. D	16 cwt. D	...	...	...	50 feet	...	...
Cashew B. in bags or cashes in cases ..	10 cwt. D	14 cwt. D	12 cwt.	10 cwt.	...	...	12 cwt.	10 cwt.
" " in cases ..	60 feet D	50 feet S	...	...	...	...	...	...
Castor Oil, in casks ..	17 cwt. S	14 cwt. S	...	...	210 lbs. gals. of oil.	...	...	...
Castor Bottle, in drums or broken storage casks (distillate), in cases of bottles, in bags ..	10 cwt. D	10 cwt. D	50 c. feet	...	...	...	16 cwt.	15 cwt.
Cashew B. in rolling ..	...	...	16 cwt.	13 cwt.	14 cwt.	...	...	...
Cashew B. in bags or Frazeis in cases ..	18 cwt. D	16 cwt. D	...	...	16 cwt.	18 cwt.	16 cwt.	12 cwt.
" " in cases ..	16 cwt. D	14 cwt. D	50 feet	40 feet	50 cwt.	17 cwt.	50 feet	40 feet
Cashew B. in casks and rollers in cases ..	50 feet S	50 feet S	50 feet	40 feet	...	50 feet	50 feet	40 feet
" " in bundles or horse ballists, in cases ..	12 cwt. D	6 cwt. D	6 cwt.	5 cwt.	...	8 cwt.	6 cwt.	5 cwt.
" " in bags or rollers ..	12 cwt. D	8 cwt. D	6 cwt.	4 cwt.	16 cwt.	...	...	...
" " in Barrels, screw tubs ..	10 cwt. D	40 feet S	...	...	50 c. feet	50 feet	...	...
" " in bundles, ballists in cases ..	12 cwt. D	6 cwt. D	...	...	8 cwt.	10 cwt.	...	...
" " in drums and cedding 4 lb. ..	...	...	...	...	10 cwt.	...	...	...
" " in drums ..	...	...	...	...	50 c. ft. allowed offshore round.	...	...	...
" " in drums ..	...	...	...	...	12 cwt.	...	...	...
" " in pieces ..	...	...	...	...	...	50 feet	50 feet	40 feet
Cashew B. in bags ..	...	...	50 feet	40 feet	...	50 feet	50 feet	40 feet
Cashew B. in bags ..	...	...	14 cwt.	8 cwt.	...	14 cwt.	12 cwt.	8 cwt.
Cashew B. in bags, cut into two pieces ..	10 cwt. D	12 cwt. S	12 cwt.	...	...	...	12 cwt.	...
" " cut into four pieces ..	...	...	...	...	14 cwt.	...	...	...
" " in bulk ..	12 cwt. D	as agreed	...	...	12 cwt.	...	...	...
Cashew B. in bags ..	50 feet S	50 feet S	...	...	50 c. feet	...	...	...
Cashew B. in bags, cut rough (not specimens), in bags ..	...	...	...	11 cwt.	...	...	...	...
Cashew B. in bags ..	...	...	20 cwt.	16 cwt.	...	...	20 cwt.	16 cwt.
Cashew B. in bags ..	50 feet S	50 feet S	50 feet	40 feet	50 c. feet	50 feet	50 feet	40 feet
Cashew B. in pieces ..	...	...	...	...	...	...	...	...
Cashew B. in bags ..	20 cwt. D	20 cwt. D	20 cwt.	16 cwt.	20 cwt.	20 cwt.	20 cwt.	16 cwt.
Cashew B. in bags ..	20 cwt. D	20 cwt. D	60 feet	40 feet	50 cwt.	...	50 feet	40 feet
Cashew B. in bags ..	16 cwt. S	16 cwt. S	...	...	...	...	...	...
Cashew B. in bags ..	...	...	12 cwt.	10 cwt.	...	...	12 cwt.	10 cwt.
Cashew B. in bags ..	...	...	50 feet	40 feet	...	50 feet	50 feet	40 feet

Chambers of Commerce Tonnage Schedules for Ships and Steamers at Ports in India.—(Contd.)

ARTICLES.	Colombo.		Bombay and Carwar.		Cochin and Malabar Coast.	Madras and Coromandel Coast.	Kurrachee.	
	Ship.	Steamer.	Ship.	Steamer.	Ship or Steamer.	Ship or Steamer.	Ship.	Steamer.
	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.
Cutch or Terra Japonica, in bags or baskets, uncreased...	16 cwt.	13 cwt.	16 cwt.	17 cwt.	16 cwt.	11 cwt.
Cutch, in cases	20 cwt.	16 cwt.	30 c. ft.	...	...	...
Dates, wet	20 cwt.	16 cwt.	16 cwt.	16 cwt.	16 cwt.	11 cwt.
" dry	16 cwt.	13 cwt.	...	16 cwt.	16 cwt.	11 cwt.
Dholi	20 cwt.	...	...	...
" crushed, in bags	17 cwt.	...	20 cwt.	...	...
Dragon's Blood, in cases	20 cwt.	16 cwt.	...	20 cwt.	...	...
Rhony, square and straight	20 cwt. D	20 cwt. D	20 cwt.	16 cwt.	...	20 cwt.	...	...
" oblique	50 cwt. D	50 cwt. D	20 cwt.	16 cwt.	...	20 cwt.	...	...
Elephants' Teeth, in bundles	20 cwt.	16 cwt.	...	20 cwt.	...	...
" in cases	20 cwt.	16 cwt.	18 cwt.	18 cwt.	16 cwt.	11 cwt.
" in loose	18 cwt.	14 cwt.	30 c. ft.	20 cwt.	20 cwt.	16 cwt.
Panel Seed	20 cwt.	16 cwt.	20 cwt.	16 cwt.	20 cwt.	16 cwt.
Pennant or Muttie Seeds	10 cwt.	...	16 cwt.	...	10 cwt.	...
Fish Oil, in casks	17 cwt.	...	16 cwt.	...	...
" in drums	210 in. gals. of	...	...	...
Flour
Furniture	18 cwt.	...	...	...	...
Gallings	50 feet	...	50 feet	18 cwt.	16 cwt.
Galls, in bags	12 cwt.	10 cwt.	...	12 cwt.	10 cwt.
" in cases	16 cwt.	12 cwt.	...	12 cwt.	12 cwt.	10 cwt.
Garlic and Onions	50 feet	40 feet	...	50 feet	20 cwt.	16 cwt.
Ghee, in tubs or casks	12 cwt.	...	16 cwt.	11 cwt.
Gingelly Seed, in bags
" in cases	12 cwt.	10 cwt.	20 cwt.	17 cwt.	16 cwt.	11 cwt.
Ginger, dry, in bags	10 cwt.	8 cwt.	12 cwt.	10 cwt.	12 cwt.	10 cwt.
" in casks	50 feet	40 feet	50 c. ft.	50 feet	20 cwt.	16 cwt.
Gram, in bags	20 cwt.	17 cwt.	...	20 cwt.	...	...
Ground Nuts, in shell	16 cwt.	13 cwt.	...	16 cwt.	...	...
" unshelled	8 cwt.	6 cwt.	...	8 cwt.	...	...
Gums of all kinds, in cases	50 feet	40 feet	50 c. ft.	50 feet	20 cwt.	16 cwt.
" Olibanum, in bags	16 cwt.	12 cwt.	...	16 cwt.	...	...
Gummi bags
" in cases
Hartal, in cases
Heavy, in screwed bales	50 feet	40 feet	...	50 feet	20 cwt.	16 cwt.
" loose or in bundles	50 feet	40 feet	50 c. ft.	50 feet	20 cwt.	16 cwt.
Hides, unsprung	1 cwt.	...	...	1 cwt.	...	...
" green, unsprung
" dry, in bales	12 cwt.	...	...	...
" and skins, in screwed bales	50 feet S	50 feet S	...	...	20 cwt.	...	...	...
" and skins, loose and in small bundles	14 cwt. D	14 cwt. D	50 feet	40 feet	...	50 feet	20 cwt.	16 cwt.
" Buffalo or Cow, cured	12 cwt.	10 cwt.	...	12 cwt.	10 cwt.	...
" Horn, Shavings and Tips	16 cwt.	12 cwt.	...	16 cwt.	12 cwt.	10 cwt.
" Buffalo and Cow, loose	16 cwt. D	16 cwt. D	16 cwt.	12 cwt.	16 cwt.	16 cwt.	16 cwt.	12 cwt.
" in bundles	16 cwt.	12 cwt.	16 cwt.	16 cwt.	16 cwt.	12 cwt.
" Deer, loose	8 cwt.	6 cwt.	...	8 cwt.	...	...
" Horn Tips, of any kind	8 cwt.	6 cwt.	...	8 cwt.	...	...

Chambers of Commerce Tonnage Schedules for Ships and Steamers at Ports in India.—(Contd.)

ARTICLES.	Colombo.		Bombay and Carwar.		Cochin and Malabar Coast.	Madras and Coromandel Coast.	Kurrachee.	
	Ship.	Steamer.	Ship.	Steamer.	Ship or Steamer.	Ship or Steamer.	Ship.	Steamer.
	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.
Indigo, in bags
" in cases	50 feet	40 feet	...	50 feet	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in drums	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in barrels	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	16 cwt.
" in casks	20 cwt.	20 cwt.	...	20 cwt.	20 cwt.	1

	Colombo.		Bombay and Carwar.		Cochin Malabar Coast.	Madras and Coromandel Coast.	Kanich.
ARTICLES.	Ship.	Steamer.	Ship.	Steamer.	Ship or Steamer.	Ship or Steamer.	Ship.
	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.	To the ton.
Falmersa fibre in bundles or rolls	10 cwt. D	10 cwt. D	...	...	...	...	...
Palmarosa, in bags .....	...	...	...	...	...	...	...
Peas .....	...	...	...	...	20 cwt.	...	...
Popper, in bags	16 cwt. D	16 cwt. D	16 cwt.	13 cwt.	16 cwt.	16 cwt.	16 cwt.
" in cobias .....	...	...	...	...	14 cwt.	...	...
" long .....	...	...	...	...	...	...	...
Plaster, in bags .....	...	...	14 cwt.	17 cwt.	...	14 cwt.	17 cwt.
Pinks and Deals, (see Timber)	20 cwt. D	20 cwt. D	20 cwt.	16 cwt.	20 cwt.	...	...
Plumage, in bags or barrels .....	...	...	...	...	50 feet	...	...
Poonce or Oil Cake, in casks, barrels or bags	17 cwt. D	17 cwt. D	...	...	20 cwt.	...	...
Poppy Seed .....	...	...	...	...	20 cwt.	10 cwt.	...
" in bags	15 cwt.	...	17 cwt.	14 cwt.	...	...	...
" in double bags	17 cwt.	...	17 cwt.	13 cwt.	...	17 cwt.	17 cwt.
" in single bags	17 cwt.	...	17 cwt.	14 cwt.	...	17 cwt.	17 cwt.
" in double bags	17 cwt.	...	17 cwt.	14 cwt.	...	17 cwt.	17 cwt.
Patchank .....	...	...	...	...	10 cwt.	...	...
Rags .....	...	...	...	...	...	...	...
Reapers, in bags .....	...	...	16 cwt.	13 cwt.	18 cwt.	16 cwt.	17 cwt.
Rattans, in bundles	10 cwt.	...	16 cwt.	13 cwt.	18 cwt.	16 cwt.	17 cwt.
" ground	16 cwt.	...	16 cwt.	13 cwt.	...	16 cwt.	17 cwt.
" for drumming .....	...	...	...	...	...	...	...
Raw Silk, in bales .....	...	...	16 cwt.	13 cwt.	10 cwt.	16 cwt.	17 cwt.
Red Wood for drumming ribs, in bales	80 feet	...	80 feet	80 feet	20 cwt.	16 cwt.	17 cwt.
Rhubarb, in cases .....	...	...	80 cwt.	40 feet	20 cwt.	50 feet	40 feet
Rice, in bags .....	...	...	80 cwt.	40 feet	20 cwt.	50 feet	40 feet
Roping, in coils .....	...	...	80 feet	80 feet	20 cwt.	20 cwt.	20 cwt.
" Lines and Twines, in bundles .....	...	...	...	...	...	14 cwt.	...
" Coyr, in coils .....	...	...	...	...	...	10 cwt.	...
Rum, in casks	16 cwt.	...	16 cwt.	...	20 cwt.	20 cwt.	20 cwt.
Safflower, in bags	10 cwt.	...	10 cwt.	8 cwt.	20 cwt.	20 cwt.	20 cwt.
" in dried bales .....	...	...	80 feet	40 feet	...	30 feet	30 feet
" in cases .....	...	...	80 feet	40 feet	...	30 feet	30 feet
Sago, in cases .....	...	...	16 cwt.	10 feet	...	30 feet	30 feet
" in cases .....	...	...	16 cwt.	16 cwt.	15 cwt.	18 cwt.	18 cwt.
Salt Arsonate, in bags .....	...	...	28 Indn.	28 Indn.	20 cwt.	28 Indn.	28 Indn.
" in boxes .....	...	...	82½ lbs.	82½ lbs.	...	82½ lbs.	82½ lbs.
Salt Fish .....	...	...	...	...	20 cwt.	20 cwt.	20 cwt.
Saltpetre, in bags .....	...	...	20 cwt.	20 cwt.	20 cwt.	14 cwt.	14 cwt.
Sandal Wood Root, in bags or bundles	10 cwt. D	10 cwt. D	16 cwt.	11 cwt.	20 cwt.	20 cwt.	16 cwt.
Sandal Wood Root, shipped loose .....	...	...	...	...	10 cwt.	...	...
Satin Wood .....	...	...	...	...	16 cwt.	...	...
Sarsaparilla	20 cwt. D	20 cwt. D	...	...	...	50 feet	30 feet
Selling Wax, in cases .....	...	...	80 feet	40 feet	...	50 feet	30 feet

[illegible]

The following are the accepted weights and measurements for the chief articles of export at the **PORT OF RANGOON** :—

Teak-timber ...	...	...	per ton of 50 cubic feet measuring.
Cutch ...	...	...	20 cwt. gross delivered.
India-rubber ...	...	...	16 " net
Rice, white and cargo ...	...	...	20 " "
Meal and bran ...	...	...	20 " "
Hides, buffalo and cow ...	...	...	14 " gross.
Cotton in pressed bales about 365 lb. each ...	...	...	50 cubic feet.

NOTES.

COLOMBO.

The standard ton of Colombo for ships and steamers for measurement of goods is at 50 cubic feet.

In the Colombo Scale D signifies *nett* delivered.
" " S " " shipped.

BOMBAY.

The standard ton of Bombay for ships for measurement of goods is at 50 cubic feet. The freight of oil is paid on the full gauge of the cask, ascertained at the port of discharge; and when freight is payable on weight the same is on the net weight delivered.

The above scale and the accompanying rules regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary :—

1. The Tonnage Scales for steamers are on the basis of 40 cubic feet and 16 cwt. dead-weight to the ton.
2. Hides and skins, whether in bales or bundles, are taken by measurement and not by weight.
3. Oil is taken on the outside measurement of the cask.
4. When freight is payable on weight, it is on the net weight delivered.

The conversion into Indian currency of sterling freight payable in Ships and Steamers. Bombay, made at the rate for Bank Bills on London payable on demand, unless otherwise stipulated, and the rate ruling at the close of the mail is the rate applicable to such purpose during the subsequent week.

KURRACHEE.

The Kurrachee Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

The standard ton at Kurrachee for measurement of goods shall be taken at 50 cubic feet.

The freight on oil to be paid on the full gauge of the cask, ascertained at the port of discharge.

When freight is payable on weight, the same is to be on the net weight delivered.

When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the ship shall be entitled to proportionate extra freight, but in no case shall a ship be compelled to take bales larger than 14 feet.

Note.—The Bombay Scale has now been adopted by the Kurrachee Chamber of Commerce.

FREIGHT INWARDS.

Payable in Kurrachee.

All Inward Freight when stated in sterling, shall, in the absence of special agreement, be paid at the rate of Two Shillings per Rupee.

FREIGHT OUTWARDS.

Payable in Kurrachee.

Resolution passed at a General Meeting of the Chamber on 14th March 1883 :—

That difference of Freight Outward from Kurrachee stated in sterling, payable in Kurrachee (in absence of any stipulation on the Shipping Order or Charter-Party to the contrary), shall be converted into Indian currency at the rate for Bank Bills on London payable on demand; and that the rate ruling at the close of a Mail day, shall be the rate applicable to such purpose during the subsequent week, $\frac{1}{2}$ per cent. as customary in the case of sailing Ships, and $\frac{1}{4}$ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT OUT CARGO.

The Harbour Board ruling in relation to shut out goods is as follows :—

That shut out goods be in future charged half Import and half Export fees under the provisions of Rules 3 and 4 published under the Wharfrage Fees Act III of 1879.

MADRAS & COROMANDEL COAST.

The articles mentioned in the margin are to be measured before shipment at the press, godown, or on the beach at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the calipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other.

Coir in Bales, Cotton, Gunny, Hemp, Jute, Mysore, Sesame, Swine, Wool, Yarn.

Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and in the event of any dispute arising, the bales are to be measured by a Surveyor to be appointed by the Chamber of Commerce. The Surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

When freight is payable on weight, it is on the net weight delivered

Note.—*Ginjelly Seed, Ground Nut Kernels, Castor Seed, &c.*, from the Madras Coast, are taken at the above scale; but if for a Continental or Mediterranean Port, it is usual to stipulate for 20 cwt. to the ton.

COCHIN & MALABAR COAST.

Steamers of the regular coasting lines work on the Bombay Tonnage Scale for steamers.

Cair, junk, horns, oil-breakers, hides (loose), and all packages not exceeding 50 lb. gross to be taken as broken stowage at half freight.

All goods shipped by measurement to be measured before shipment, and the cubic contents entered on the face of the Bill of Lading. In measuring, the calipers are to take in the rope or iron on the outside of the bale, and leave it out on the other, half inch to be given and taken alternately; and that in any cases of dispute as to measurements, the Master Attendant be requested to measure the disputed package, and that his decision shall be considered final. The party found to be in error shall pay a fee of Rs. 15.

MONEY, WEIGHTS, AND MEASURES.

(With their European or Indian Equivalents.)

CEYLON.

The weights and measures of Ceylon are the same as those of the United Kingdom. The money of the country is the rupee of British India, with cents in place of annas and pice; thus Ceylon has a decimal coinage. The exchange value in 1890 was 16-60 pence.

CHINA.

The money, weights, and measures in ordinary use at the treaty ports and in the intercourse with foreigners are as follows:—

MONEY.

The sole official coinage of China is the copper cash, of which about 1,600—1,700 = 1 *haikwan tael*, and about 22 = 1 penny. Large payments are made by weight of silver bullion, the standard being the *Liang* or *tael*. The *haikwan* (or customs) *tael*, being one *tael* weight of pure silver, was equal in 1889 to 4s. 8½d., or 4-23 *haikwan tael* to a pound sterling.

By an Imperial decree, issued during 1890, the silver dollar coined at the new Canton mint is made current all over the Empire. It is of the same value as the Mexican and United States silver dollars, and as the Japanese silver *yen*. Foreign coins are looked upon but as bullion, and usually taken by weight, except at the treaty ports.

WEIGHT.

10 <i>Sze</i>	... = 1 <i>Li</i> .
10 <i>Ha</i>	... = 1 <i>Hao</i> .
10 <i>Ha</i>	... = 1 <i>Li</i> (nominal cash).
10 <i>Li</i>	... = 1 <i>Fun</i> (Candaren).
10 <i>Fun</i>	... = 1 <i>Tsien</i> (Mace).
10 <i>Tsien</i>	... = 1 <i>Liang</i> (Tael) = 1½ oz. avoirdupois by treaty.
16 <i>Liang</i>	... = 1 <i>Kin</i> (Catty) = 1½ lb. " "
100 <i>Kin</i>	... = 1 <i>Tan</i> (Picul) = 133½ lb. " "

CAPACITY.

10 <i>Ko</i>	... = 1 <i>Sheng</i> .
10 <i>Sheng</i>	... = 1 <i>Tou</i> (holding from 6½ to 10 <i>Kin</i> of rice and measuring from 1-13 to 1-63 gallon). Commodities, even liquids, such as oil, spirits, &c., are commonly bought and sold by weight.

LENGTH.

10 <i>Fun</i>	... = 1 <i>Tsun</i> (inch).
10 <i>Tsun</i>	... = 1 <i>Chih</i> (foot) = 14-1 English inches by treaty.
10 <i>Chih</i>	... = 1 <i>Chang</i> = 2 fathoms.
1 <i>Li</i>	... = approximately 3 cables.

In the tariff settled by treaty between Great Britain and China, the *Chih* of 14 $\frac{1}{2}$ English inches has been adopted as the legal standard. The standards of weight and length vary all over the Empire, the *Chih* for example, ranging from 9 to 16 English inches, and the *Chang* (= 10 *Chih*) in proportion; but at the treaty ports the use of the foreign treaty standard of *Chih* and *Chang* is becoming common.

INDIA AND DEPENDENCIES.

The money, weights, and measures of India and the British equivalents, are nominally—

MONEY.

The <i>Pie</i> ...	...	= $\frac{1}{4}$ Farthing.
3 " ... = 1 <i>Pice</i> ...	...	= $\frac{1}{16}$ Farthings.
4 <i>Pice</i> , or 12 <i>Pie</i> = 1 <i>Anna</i> ...	...	= $\frac{1}{16}$ Pence.
16 <i>Annas</i> ... = 1 <i>Rupce</i> ...	...	= 2 Shillings.
16 <i>Rupces</i> ... = 1 <i>Gold Mohur</i> ...	...	= 1 <i>l.</i> 12 <i>s.</i>

The relative value of the money of India and England fluctuates with the price of silver; thus, a rupee has been worth 2*s.* 2*d.*, and for some years was 1*s.* 7*d.*, but for the past three years (December 1890) has averaged 1*s.* 4*d.*. The *anna* is equal to 1*d.* at present.

The sum of 100,000 rupees is called a 'lac', and of 10,000,000 a 'crore' of rupees.

WEIGHTS AND MEASURES.

The <i>Mauud</i> of Bengal of 40 <i>seers</i> ...	...	= 82 lb. avoirdupois.
" " Bombay ...	...	= 28 lb.
" " Madras ...	...	= 25 lb.
" <i>Candy</i> , of 20 <i>maunds</i> ...	...	= 243 bushels.
" <i>Tola</i> ...	...	= 180 grs.
" <i>Guz</i> of Bengal ...	...	= 36 inches.

An Act 'to provide for the ultimate adoption of a uniform system of weights and measures of capacity throughout British India' was passed by the Governor-General of India in Council in 1871. The Act orders: Art. 2.—'The primary standard of weight shall be called a *seer*, and shall be a weight of metal in the possession of the Government of India, equal, when weighed in a vacuum, to the weight known in France as the kilogramme, = 2205 lb. avoirdupois. Art. 3.—'The units of weights and measures of capacity shall be, for weights, the said *seer*; for measures of capacity, a measure containing one such *seer* of water at its maximum density, weighed in a vacuum.' 'Unless it be otherwise ordered, the sub-divisions of all such weights and measures of capacity shall be expressed in decimal parts.'

JAPAN.

The money, weights, and measures in common use throughout Japan, and the British equivalents, are—

MONEY.

The *Yen*, or *Dollar*, of 100 *sen* nominal value 4*s.*; actual value about 3*s.* 4*d.*

The gold *yen* the unit of account, very slightly differs, as to the quantity of gold contained in it, from the quantity of gold contained in the standard gold dollar of the United States.

Much of the internal medium of exchange is paper currency, of which there are various denominations, corresponding to those in coins; it is now at par with silver (September 1889). In the latter part of 1870 the Government established the mint at Osaka, where coins of gold, silver, and copper are manufactured. Gold coins consist of 20, 10, 5, 2, and 1 *yen* pieces; of the silver coinage there are 1 *yen*, 50, 20, 10, and 5 *sen* pieces. The 'trade dollar,' about equal to the Mexican dollar in weight and fineness, is also coined there. The copper coins consist of 2 *sen*s, 1, $\frac{1}{2}$, and $\frac{1}{10}$ (or *rin*) *sen* pieces, the last the smallest coin in use.

WEIGHTS AND MEASURES.

The <i>Kin</i> = 160 <i>monme</i> ...	...	= 1325 lb avoirdupois.
" <i>Kwan</i> = 1,000 " ...	...	= 82 <i>lb.</i> "
" <i>Shaku</i> ...	...	= '994 foot. "
" <i>Sun</i> ...	...	= 1,193 inches.
" <i>Ken</i> = 6 <i>shaku</i> ...	...	= 6 feet 11-930 inches.
" <i>Chō</i> = 60 <i>ken</i> ...	...	= $\frac{1}{2}$ mile 5-4229 chains.
" <i>Ri</i> = 36 <i>chō</i> ...	...	= 244 miles.
" <i>Ri sq.</i> ...	...	= 5,955 sq. miles.
" <i>Chō</i> , land measure ...	...	= 2'45 acres.
" <i>Koku</i> , liquid ...	...	= 39-7033 gallons.
" " dry ...	...	= 4-9629 bushels.
" <i>Tō</i> , liquid ...	...	= 3-9703 gallons.
" " dry ...	...	= 1-9703 peck.

It is stated to be the intention of the Government to introduce into Japan at an early period a new system of weights and measures, based on the metric system.

MAURITIUS.

The standard coin of Mauritius is the Indian rupee, with its sub-divisions. All accounts are kept in rupees.

The metric system decreed by the Government of India in 1871 came into force in Mauritius on May 1, 1878.

NETHERLANDS.

The money, weights, and measures of the Netherlands, and the British equivalents, are—

MONEY.

The 'guilder' (guilder or florin) of 100 cents.	
The 'rijksdaalder' = 2 $\frac{1}{2}$ guilders.	
A gold-piece of ten guilders.	
$\frac{1}{2}$ guilder, $\frac{1}{4}$ guilder, $\frac{1}{8}$ guilder (dubbeltje), $\frac{1}{16}$ guilder (stuiverkje).	
Cut. coins are: 1 cent, $\frac{1}{2}$ cent., and 2 $\frac{1}{2}$ cents.	
1 guilder = 1 sh. 8 <i>d.</i> ; or 12 guilders to £1 sterling.	

WEIGHTS AND MEASURES.

The metric system of weights and measures is adopted in the Netherlands.

The Kilogram ...	... = 2.205 lb. avoirdupois.
" Meter ...	... = 3.281 Imperial feet.
" Kilometer ...	... = 1,093 yards, or nearly 5 furlongs.
" Acre ...	... = 119.6 sq. yards, or 0.246 sq. acre.
" Tichare ...	... = 2.47 acres.
" Stere ...	... = 35.31 cubic feet.
" Liler ...	... = 1.76 Imperial pints.
" Tiekotiler ...	... = 22 Imperial gallons, or 2.75 bushels.

All the other metric denominations are adopted, with trifling changes.

NETHERLANDS, INDIA.

The 'Java Bank,' established in 1828, has a capital of 6,000,000 guilders, and a reserve of 533,061 guilders. The Government has a control over the administration. Two-fifths of the amount of the notes, assignats, and credits must be covered by specie or bullion. In December 1889 the value of the notes in circulation was 50,640,000 guilders, and of the bank operations, 5,190,000. There are other two Dutch Banks, besides branches of British Banks.

In the savings banks in 1888 there were 11,755 depositors, the value of the deposits being 8,378,294 guilders.

WEIGHTS AND MEASURES.

The Amsterdam Pond ...	... = 1.09 lb. avoirdupois.
" Pikol ...	... = 133 "
" Catty ...	... = 1½ "
" Tjengkal ...	... = 4 yards.

The only legal coins, as well as the weights and measures, of Dutch India are those of the Netherlands.

PENANG.

From Acting Secretary, Penang Chamber of Commerce, to the Secretary, Bengal Chamber of Commerce, dated Penang, 8th December 1892.

Your favours of the 10th August and 17th ultimo are duly to hand. Owing to the serious illness of the writer, it has been impossible to reply earlier.

I have now pleasure in handing you the enclosed Tables of Weights and Measures, and I trust that in them you will find the information you require.

STRAITS SETTLEMENTS, &c. MONEY.

Ordinance No. IV. of 1867, (Sections 2, 3 and 4), enacts that from and after the 1st day of April, 1867:—

The Dollar issued from Her Majesty's Mint at Hongkong, the Silver Dollar of Spain, Mexico, Peru, and Bolivia, the American

Trade Dollar, and the Japanese Dollar (or Yen), and any other Silver Dollar to be specified from time to time by the Governor in Council, shall be the only legal tender in payment, or an account of any engagements whatever, except as is hereinafter mentioned, within this Colony and its Dependencies; provided that no dollar shall be a legal tender unless it be of the same fineness and intrinsic value as the Hongkong Dollar, and be of not less than 415 grains Troy Weight and be not injured or defaced.

Such silver coins as may be issued from Her Majesty's Mint, or any branch thereof, representing some fractional part of such Dollar as last hereinbefore provided, shall be legal tender in payment, or on account of any engagements within this Colony and its Dependencies for any sum not exceeding two Dollars.

Such copper or bronze coins as may now be current in this Colony and its Dependencies under Act No. VI. of 1847 of the Indian Legislature, as well as such copper or bronze coins as may be issued from Her Majesty's Mint or any branch thereof representing the cent or one-hundredth part, the half-cent or two-hundredth part, and the quarter-cent or four-hundredth part of the Dollar, shall be legal tender in payment, or on account of any engagements within this Colony and its Dependencies for any sum not exceeding one Dollar.

Silver Coins, Current.	Copper Coins, Current.
50 cent (half-dollar) piece.	1 cent piece.
20 "	½ "
10 "	¼ "
5 "	1/8 "

The rates of Exchange during 1890 for the adjustment of Government accounts between England and the Colony were—for the first six months of the year, 3s. 1½d., for the 3 months from 1st July, 3s. 4d., and for the last three months, 3s. 8d.

Accounts are kept in Dollars and Cents.

WEIGHTS AND MEASURES.

LINEAL MEASURE.

12 Inches ...	=	... 1 Foot.
3 Feet ...	=	... 1 Yard.
5½ Yards ...	=	... 1 Pole or Perch.
40 Poles or Perches ...	=	... 1 Furlong.
8 Furlongs ...	=	... 1 Mile.

SUPERFICIAL MEASURE.

144 Square Inches ...	=	... 1 Square Foot.
9 " Feet ...	=	... 1 Yard.
30½ " Yards ...	=	... 1 Pole or Perch.
40 Poles ...	=	... 1 Rood.
4 Rood (4,840 Sq. Yds.) ...	=	... 1 Acre.

AVOIRDUPOIS WEIGHT.

16 Drains	...	=	...	1 Ounce.
16 Ounces	...	=	...	1 Pound.
14 Pound	...	=	...	1 Stone.
8 Stones	...	=	...	1 Hundredweight.
20 Hundredweights	...	=	...	1 Ton.

MEASURES OF CAPACITY.

Dry Measure.

2 Gills	...	=	...	1 Pau or Quarter Chupak.
2 Paus	...	=	...	1 Pint or Half Chupak.
2 Pints	...	=	...	1 Quart or Chupak.
4 Quarts	...	=	...	1 Gallon or Gantang.
4 Gallons	...	=	...	1 Peck.
4 Pecks	...	=	...	1 Bushel.
8 Bushels	...	=	...	1 Quarter.

Liquid Measures.

2 Gills	...	=	...	1 Pau or Quarter Chupak.
2 Paus	...	=	...	1 Pint or Half Chupak.
2 Pints	...	=	...	1 Quart or Chupak.
4 Quarts	...	=	...	1 Gallon or Gantang.
63 Gallons	...	=	...	1 Hogshead.
2 Hogsheads	...	=	...	1 Pipe.
2 Pipes	...	=	...	1 Ton.

1 Tabil	...	...	...	1½ oz. Avoirdupois.
16 Tahils	=	1 Kati	=	1½ lb.
100 Katis	=	1 Pikul*	=	133½ "
40 Pikuls	=	1 Koyan	=	5,333½ "

OTHER WEIGHTS, S.S.

GOLDSMITH'S WEIGHT.

12 Saga	...	1 Mayan	=	52 grains.
16 Mayan	...	1 Bongkal	=	832 "
12 Bongkal	...	1 Kati	=	2,984 " (Two Spanish Dollars.)
				(1 lb. 8 ozs. 16 dwts.)

OPTUM WEIGHT.

10 Tee	...	=	...	1 Hoon.
10 Hoon	...	=	...	1 Chee.
10 Chee	...	=	...	1 Tabil.

* 3 Pikuls = 1 Bhara = 400 lb.

DELI.

(Sumatra.)

LAND MEASURE.

Land in Deli is measured by the *Bonne* which is equal to 1·75 English Acre.

PERSIA.

MONEY.

The monetary unit is the krân, a silver coin, formerly weighing 28 nakholds (88 grains), then reduced to 26 nakholds (77 grains), now weighing only 24 nakholds (71 grains) or somewhat less. The proportion of pure silver in the new coinage (commenced 1877) 92 to 98 per cent.; it was then for some time 93 per cent., and is now about 89½ per cent. The value of the krân has in consequence much decreased. In 1874 a krân had the value of a franc, 25 being equal to 11; in December 1888 a 12. bill on London was worth 34 krâns. In the month of April 1888 a 12. bill on London was worth 36½ to 37 krâns. In consequence of the price of silver having risen, the value of a krân is at present (August 1890) 7½d., a 12. bill on London being worth 32 krâns.

Coins issued by the Mint.

Values calculated at
32 Krâns = £1.

Copper: - Pal	...	...	...	0·1875d.
Shâhî = 2 Pal	...	...	...	0·375d.
Two Shâhîs = 4 Pal	...	...	...	0·75d.
Four Shâhîs (1 Abbâssi)	...	...	...	1·50d.
Silver: - Five Shâhîs = 10 Pal	...	...	...	1½d.
Ten Shâhîs = ½ Krân	...	...	...	3½d.
One Krân = 20 Shâhîs	...	...	...	7½d.
Two Krâns	...	...	...	1s. 3d.
Five Krâns	...	...	...	3s. 1½d.

Five Shâhî, ten-shâhî, and five-krânî pieces are rarely coined.
Gold: -

½ Toman, ¼ Toman, 1 Toman, 2, 5, and 10 Tomans.

The Toman is nominally worth 10 Krâns; very few gold pieces are in circulation, and a gold Toman is at present worth 12·2 Krâns = 7s. 7½d.

Accounts are reckoned in dinârs, an imaginary coin, the ten-thousandth part of a toman of ten krâns. A krân therefore = 1,000 dinârs; one shâhî = 50 dinârs.

WEIGHTS AND MEASURES.

The unit of weight is the miskâl (71 grains), sub-divided into 24 nakholds (2·96 grains) of 4 gandum (74 grain) each. Sixteen miskâls make a sh, and 5 sh make an abbâssi, also called wakkeh kervânkeh. Most articles

are bought and sold by a weight called batman or man. The mans most frequently in use are—

<i>Man-i-Tabriz</i> = 8 <i>Abbasis</i>	... = 640 <i>Mishkals</i> = 6-49 lb.
<i>Man-i-Noh Abbasis</i> = 9 <i>Abbasis</i>	... = 720 " = 7-30 "
<i>Man-i-Kohak</i> (the old man)	... = 1,000 " = 10-14 "
<i>Man-i-Shah</i> = 2 <i>Tabriz Mans</i>	... = 1,280 " = 12-98 "
<i>Man-i-Key</i> = 4	... = 2,560 " = 25-96 "
<i>Man-i-Bender Abbasis</i>	... = 860 " = 8-59 "
<i>Man-i-Hashemi</i> = 16 <i>Mans</i> of	... 720 " = 116-80 "

Corn, straw, coal, &c., are sold by *Kharur* = 100 *Tabriz Mans* = 649 "

The unit of measure is the zar or gez; of this standard several are in use. The most common is the one of 40-95 inches; another, used in Azerbaijan, equals 44-09 inches. A farsakh theoretically = 6,000 zar of 40-95 inches = 3-87 miles. Some calculate the farsakh at 6,000 zar of 44-09 inches = 4-17 miles.

The measure of surface is jerib = 1,000 to 1,066 square zar of 40-95 inches = 1,294 to 1,379 square yards.

RANGOON.

From Secretary, Rangoon Chamber of Commerce, to Secretary, Bengal Chamber of Commerce, dated Rangoon, 23rd August 1892.

I beg to acknowledge receipt of your favour of 10th instant, asking for information regarding the weights and measures current in Rangoon. The measure of weight is the viss which equals 3-65 lb. One-hundredth part of a viss is a tical.

The measure of capacity is the basket. This varies very much in different parts of the country, but in the Rangoon Municipal Bazaar the standard bushel basket is enforced. Elsewhere a basket is an indefinite and fluctuating measure.

SIAM.

The money, weights, and measures of Siam, and the British equivalents are—

MONEY.

The <i>Tical</i> , or <i>Dat</i>	... = 64 <i>Atts</i> , or 60 cents of a Mexican dollar;
4 <i>Ticals</i>	... = 1 <i>Tanling</i> , average rate of exchange, 2s.
80 <i>Ticals</i>	... = 1 <i>Catty</i> ; these two last are moneys of account.

The legal money of Siam is the tical, a silver coin, with the device of the king's head impressed, weighing 236 grains troy. Dollars are accepted in payment at the rate of 3 dollars for 5 ticals. In 1875 the Government ordered a large quantity of bronze coinage from England which has come into extensive use among the people, in the place of the Chinese gambling tokens previously used.

WEIGHTS AND MEASURES.

1 *Chang* = 23 lb. avoirdupois; 50 *Chang* = 1 *happ*, or 133½ lb.; 1 *Niu* = 1-66 English inch; 1 *Keup* = 12 *Niu*; 1 *Sok* = 2 *Keup*; 1 *Wa* = 2 *Sok*; 1 *Sen* = 20 *Wa*; 1 *Wa* = 80 English inches; 1 *Yat* = 400 *Sen*.

SINGAPORE.

From Secretary, Singapore Chamber of Commerce, to Secretary, Bengal Chamber of Commerce, dated Singapore, 1st September 1892.

I have to acknowledge receipt of your letter of 10th ultimo, and, as requested, beg to enclose pages 168-168 of Singapore and Straits Directory of 1892, giving tables of weights and measures here current with European or Indian equivalents.

STRAITS SETTLEMENTS, &c.

MONEY.

The following is the Order in Council, dated October 21st, 1890, which regulates our coinage:—

WHEREAS by virtue of the Act passed in the Session of the twenty-sixth and thirtieth years of Our reign, chapter one hundred and fifteen, entitled: "An Act to provide for the Government of the Straits Settlements," and of other powers enabling Us in that behalf, We have power to make laws for the peace, order, and good Government of Our Colony of the Straits Settlements;

And whereas by virtue of the laws repealed by this Order certain silver dollars and other silver coins, and copper and bronze coins, are legal tender in Our said Colony;

And whereas it appears to Us, by the advice of Our Privy Council, that it is expedient to repeal the said laws, and to make a law respecting the coins which are to be the subject of contract and to constitute legal tender in Our said Colony;

Now, therefore, We, by and with the advice of Our Privy Council, and by virtue of all powers vested in Us in that behalf, do hereby ordain that the law hereinafter mentioned shall take effect in Our said Colony;

And the Lords Commissioners of Our Treasury, and the Right Honourable Lord Knutsford, one of Our Principal Secretaries of State, are to give the requisite directions for causing proclamations of the said law to be made in Our said Colony.

- 1.—(1) The silver Mexican dollar of the standard weight and millennial fineness specified in Part I of the First Schedule to this Order shall be the standard coin of Our Colony of the Straits Settlements in this Order referred to as the Colony.
- (2) Every contract, sale, payment, bill, note, instrument, and security of money, and every transaction, dealing, matter and thing whatever relating to money, or involving the payment of or the liability to pay any money, shall, in the absence of express agreement to the contrary, be held to be made, executed, entered into, done, and had in the Colony, according to the standard coin of the Colony.
- (3) The coins mentioned in Part II of the First Schedule to this Order shall bear such ratio to the standard coin as is mentioned in the first column of that Schedule.

2.—The tender of payment of money in the Colony, if made in the standard coin or in any coins specified in Part II of the First Schedule to this Order, shall, if such coins have not become diminished in weight by wear or otherwise, so as to be of less weight than the minimum weight mentioned in the said Schedule, be a legal tender—

(a) in the case of dollars, and of half-dollars which have the same millesimal fineness as dollars, for the payment of any amount;

(b) in the case of the other silver coins, for the payment of an amount not exceeding two dollars, but for no greater amount;

(c) in the case of coins of copper or mixed metal, for the payment of an amount not exceeding one dollar, but for no greater amount:

Provided that each coin other than the standard coin, shall be a legal tender only for payment of such amount as accords with its ratio to the standard coin.

3.—On the commencement of this Order the laws and regulations specified in the Second Schedule to this Order; and all other laws regulating legal tender in the Colony shall cease to be in force.

4.—Nothing in this Order, nor any repeal of laws by this Order, shall affect any liability incurred, contract made, or other thing done before the commencement of the Order.

5.—In this Order—

The expression "Governor" means the Governor of the Colony, and includes the officer for the time being administering the Government of the Colony.

Words in the singular include the plural, and words in the plural include the singular.

6.—This Order shall come into operation on the first day of January 1891, or any earlier day at which it is proclaimed in the Colony by the Governor, and that day is in this Order referred to as the commencement of the Order.

FIRST SCHEDULE.

PART ONE. Standard Coin.

Coin.	Metal.	Millesimal Fineness.	STANDARD WEIGHT.		MINIMUM WEIGHT.	
			Grains.	Grammes.	Grains.	Grammes.
Mexican Dollar.	Silver ...	902.7	417.74	27.070	418.563	26.799

PART TWO. Other Coins.

Ratio to Standard Coin.	Coin.	Metal.	Millesimal Fineness.	STANDARD WEIGHT.		MINIMUM WEIGHT.		Limit of Tender.
				Grains.	Grammes.	Grains.	Grammes.	
1	American Trade Dollar.	Silver.	900	420.00	27.215	415.800	26.948	None.
1	Japanese Dollar or Yen.	"	900	416.00	26.967	411.840	26.688	"
1	Hongkong Dollar, 1st Issue ...	"	900	419.052	27.150	414.862	26.879	"
1	Hongkong Dollar, 2nd Issue ...	"	900	416.00	26.927	411.940	26.688	"
50	Hongkong Half-Dollar, 1st Issue ...	"	900	209.50	13.575	207.465	13.440	"
50	Hongkong Half-Dollar, 2nd Issue ...	"	900	208.00	13.478	205.920	13.344	"
50	S. Settlements Half-Dollar ...	"	800	209.32	13.570	199.044	12.896	3 Dirr.
20	Do. Twenty Cent Piece.	"	800	83.81	5.439	70.620	5.169	"
10	Do. Ten Cent Piece ...	"	801	41.90	2.715	39.805	2.580	"
5	Do. Five Cent Piece ...	"	800	20.95	1.357	19.903	1.290	"
1	Do. One Cent Piece ...	Copper or mixed metal.	...	144.00	9.331	...	...	1 Dirr.
100	Do. Half Cent Piece ...	"	...	72.00	4.665	...	...	"
1000	Do. Quarter Cent Piece.	"	...	36.00	2.333	...	...	"

SECOND SCHEDULE.

LAWS REPEALED.

1st April, 1867	...	Act Number 4 of 1867 of the Legislature of the Straits Settlements.
17th May, 1867	...	Order in Council and Proclamation.
26th June, 1867	...	Order in Council and Proclamation.
10th January, 1874	...	Order of the Governor of the Straits Settlements in Council, made in pursuance of Act Number 4 of 1867.

The rates of Exchange during 1890 for the adjustment of Government accounts between England and the Colony were—for the first six months of the year, 3s. 1½d., for the 3 months from 1st July, 3s. 4d., and for the last three months, 3s. 5d.

Accounts are kept in Dollars and Cents.

WEIGHTS AND MEASURES.

LINEAL MEASURE.

12 Inches	...	=	...	1 Foot.
3 Feet	...	=	...	1 Yard.
5½ Yards	...	=	...	1 Pole or Perch.
40 Poles or Perches	...	=	...	1 Furlong.
8 Furlongs	...	=	...	1 Mile.

LONG MEASURES (MALAY).

4 Polempap	...	...	1 Jengkal.
2 Jengkal	...	...	1 Hasta.
4 Hasta	...	...	1 Depa = 1 fathom = 6 feet.
2 Depa	...	...	1 Jemba.
20 Jemba	...	...	1 Orlong.

SUPERFICIAL MEASURE.

144 Square Inches	...	...	1 Square Foot.
9 " Feet	...	...	1 " Yard.
304 " Yards	...	...	1 Pole or Perch.
40 Poles	...	...	1 Rood.
4 Rood (4,840 Sq. Yds.)	...	...	1 Acre.

AVOIRDUPOIS WEIGHT.

16 Drams	...	...	1 Ounce.
16 Ounces	...	...	1 Pound.
14 Pounds	...	...	1 Stone.
8 Stones	...	...	1 Hundredweight.
20 Hundredweight	...	...	1 Ton.

MEASURES OF CAPACITY.

Dry Measure.

2 Gills	...	...	1 Pan or Quarter Chupak
2 Pan	...	...	1 Pint or Half Chupak.
2 Pints or 4 Pan	...	...	1 Quart or Chupak.
4 Quarts or Chupak	...	...	1 Gallon or Gantang.
10 Gantang	...	...	1 Para
800 Gantang	...	...	1 Koyan
2 Gallons	...	...	1 Peck.
4 Pecks	...	...	1 Bushel.
8 Bushels	...	...	1 Quarter.

Liquid Measure.

2 Gills	...	...	1 Pan or Quarter Chupak
2 Pan	...	...	1 Pint or Half Chupak.
2 Pints or 4 Pan	...	...	1 Quart or Chupak.
4 Quarts or Chupak	...	...	1 Gallon or Gantang.
10 Gantang	...	...	1 Para.
800 Gantang	...	...	1 Koyan.
63 Gallons	...	...	1 Hogshead.
2 Hogsheads	...	...	1 Pipe.
2 Pipes	...	...	1 Ton.

1 Tahil	...	...	1½ oz. Avoirdupois.
16 Tahil	...	...	1 Kati = 1½ lb. "
100 Kati	...	...	1 Pikul* = 133½ " "
40 Pikul	...	...	1 Koyan = 533½ " "

* 3 Pikul = 1 Bhara = 400 lb.

OTHER WEIGHTS, S.S.

GOLDSMITH'S WEIGHT.

12 Sage	...	1 Mayam	= 52 grains.
16 Mayam	...	1 Bongkal	= 832 " (Two Spanish Dollars.)
12 Bongkal	...	1 Kati	= 9,984 " (1 lb. 8 ozs. 16 dwts.)

OPIUM WEIGHT.

10 Tee	...	=	1 Hoon.
10 Hoon	...	=	1 Chee.
10 Chee	...	=	1 Tahil.

DE LI.

(Sumatra.)

LAND MEASURE.

Land in Deli is measured by the *Boue* which is equal to 1.75 English Acres.

INDIAN.

MONEY.

Approximate value in Straits Currency taking exchange at 22½ as a basis.

		1 Pie	=	cts.
3 Pies	=	1 Paisa or ¼ anna	=	—002
12 Pies	=	1 Anna	=	—07
16 Annas	=	1 Rupee	=	—28
15 Rupees	=	1 Gold Rupee	=	—44
16 Rupees	=	1 Gold Mohur	=	8 60
100,000 Rupees	=	1 Lakh	=	44,444.44
100 Lakhs	=	1 Crore	=	4,444,444.44
100 Crores	=	1 Mas	=	444,444,444.44

WEIGHTS.

BRITISH INDIAN.

(Bengal.)

The Unit of the British Ponderary System is called the *Tola*. It weighs 180 grains English Troy Weight. From it, upwards, are derived the heavy weights, viz., *Chittack*, *Seer* and *Mauud*; and by its sub-division, the small and jeweller's weights called *Mashas*, *Ratties* and *Dhans*.

CALCUTTA PORT TRUST.

[See "Calcutta Gazette," Part I, 5th April 1893, page 235.]

The 4th April 1893.

PORT BOUNDARIES.

No. 27 Marine.—In accordance with section 5 of the Indian Ports Act (X of 1859), and with the previous sanction of the Governor-General in Council, the Lieutenant-Governor of Bengal is pleased to alter the limits of the Port of Calcutta, and to declare that the precise extent of the limits of the said port, and of the navigable river and channels in which the said Act is in force leading to the said port, shall in future be as follow:—

The Port of Calcutta.

On the North.—A line drawn from the boundary pillar at the Cossepor Gun Foundry Ghât to a point on the opposite side at Ghoseery.

On the South.—A line drawn from a masonry pillar placed at the mouth of the Budge-Budge khall to a pillar on the 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 (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 for the purposes of such docks; (c) that portion of Tolly's Nullah which lies between Hastings Bridge and the entrance to the Kidderpore Dock Canal; and (d) so much of Tolly's Nullah as lies to the west of a line drawn across the Nullah, 25 feet to the west of Hastings Bridge.

The Navigable River and Channels leading to the Port of Calcutta.

On the North.—The Port of Calcutta as above defined.

On the South.—A line drawn east and west from the Eastern Channels 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 high-water mark at spring tides.

2. Notification No. 71 (Marine), dated the 2nd August 1892, is hereby cancelled.

N. B.—Within the above limits the Port and the Navigable River and Channels leading to the Port are subject to the jurisdiction of the Commissioners for the Port of Calcutta, under the powers conferred upon them by the Lieutenant-Governor of Bengal by an order published in the Calcutta Gazette of the 5th April 1875, which vested them with the powers of Conservators of the Port, and by an order dated the 20th November 1881, which vested them with the powers of Conservators of the Navigable River and Channels leading to the Port.

C. W. ODLING,

Secy. to the Govt. of Bengal, Marine Dept.

PORT FEES.

Under the provisions of section 98 of Act V (B.C.) of 1870, all the port-dues and fees payable under the provisions of Chapter VI of

Act XII of 1875 (the Indian Ports Act) shall, with the exception of hospital port-dues and pilotage fees, be received by the said Commissioners with effect from the 1st November 1881.

PORT RULES.

(For the Port of Calcutta within the jurisdiction of the Port Commissioners.)

Under the provisions of Act XII of 1875, the Lieutenant-Governor is pleased to sanction the following revised rules to be observed within the Port of Calcutta with effect from the 10th July 1886:—

1. In those rules the word "daybreak" shall be held to mean half an hour before sunrise, and the word "dark" to mean half an hour after sunset.

2. No vessel of the burthen of 200 tons or upwards coming into the port shall proceed above the house of the Supers intendent of the Government Botanical Garden (hereinafter called Garden House), or move from

one place to another within the port above the ^{the Pillar at Chandpal Ghât} ^{Garden House} between sunset and daybreak without the special permission of the Commissioners, provided that a vessel which has arrived above Garden House before sunset may at once proceed to a safe anchorage at any part of the port between Tolly's Nullah and Prinsep's Ghât.

3. Steam tugs having no vessel in tow shall be permitted to enter the port after sunset at their own risk, but they shall not proceed above Chandpal Ghât. Steam tugs shall be held liable for any damage which they may cause by moving at night.

4. No vessel of the burthen of 200 tons or upwards shall steam sail or be towed upon the flood or down on the ebb within the port above Garden House, without the special permission of the Commissioners; and in cases where such permission is granted, the officers in charge shall be held strictly responsible for accidents which may occur in consequence of their taking the vessels up or down at a greater speed than is absolutely necessary in order to keep them under command; and in every case where such permission is granted, the speed of the vessel shall not exceed four miles an hour through the water.

5. No vessel shall steam, sail or be towed upon the ebb or down on the flood, within the port above Garden House, at a speed greater than four miles an hour over the ground.

6. Vessels may at all times drop up or down the port above Garden House with their anchors on the ground. Vessels using their own steam power when dropping with the tide shall in no case proceed at a greater speed than is absolutely necessary in order to keep them under command.

* With reference to Port Rule No. 4, the following instruction for the guidance of Assistant Harbour Masters is published for general information: Assistant Harbour Masters are forbidden, without special order from the Harbour Master's Office, to turn outward-bound vessels until they are below the Lower College Sand Bury.

7. Vessels entering the port at neap tides during the freshets are permitted to proceed above Garden House at slack water at a speed not exceeding four miles an hour over the ground.

Vessels entering the port at neap tide.

8. River steamers and tug steamers having no vessels in tow are permitted to move up on the flood or down on the ebb at their own risk and at a speed sufficient to keep them under command, but in no case shall the speed within the port above Garden House exceed four miles an hour through the water.

9. All steam launches, steam cargo boats, steam ferry boats, and all other small vessels propelled by steam, plying within the limits of the port, shall have their steering gear so placed that the man steering can have a clear look-out ahead.

Steering gear of steam launches.

10. No steam vessel of the character described in the preceding rule shall proceed at a greater rate of speed than four miles an hour when inside the moorings, and no such steam vessel shall proceed at a greater rate of speed than four miles an hour anywhere within the port above Garden House after dark. Without the special permission of the Commissioners, no steamers carrying passengers shall be under weigh after dark between the limits of the landing stages at Hastings on the south and Ahercetollah on the north.

11. Special permission may be given by the Commissioners to ferry steamers to move in the port otherwise than is prescribed in these rules, due limitation being laid down as to place and hours of plying and speed in each case.

Ferry steamers may be exempted.

12. No vessel shall have on board, within the limits of the port, more than 25 lb of gunpowder, as defined in the Act, of which not more than 15 lb shall be common gunpowder, with 12 rockets and 12 blue lights. All powder and combustible ammunition which vessels are by this rule permitted to keep on board shall be stored in a copper magazine out of risk of fire and explosion.

Vessels having powder in excess of the authorized quantity to be kept outside the port.

Note.—In these rules—

"Petroleum declared dangerous" means petroleum which the master of a ship has declared under Rule 12 to be dangerous petroleum.

"Certificated petroleum" means petroleum secured by a certificate granted at the port of shipment of such description as the Local Government may from time to time, by written order prescribe, and to the effect that the petroleum is not dangerous petroleum.

"Uncertificated petroleum" means petroleum which the master of the ship has not declared under Rule 12 to be dangerous petroleum, and which is not covered by certificate as aforesaid.

"Petroleum reported dangerous" means petroleum stated in a report, signed by the Chemical Examiner to Government and deposited in the office of the Port Commissioners, to be dangerous petroleum.

"Petroleum reported not dangerous" means petroleum stated in a report, as aforesaid, not to be dangerous petroleum.

[Note.—Rules 13 to 22 have been omitted, being superseded by Government of Bengal, Public Works Department (Marine) Notification No. 178, dated 19th November 1889, for which see end of Rules.]

23. The Harbour Master and his assistants shall not be interfered with in the execution of their duty. After a vessel is moored, she shall not be moved without the permission of the Harbour Master.

Harbour Master's assistants not to be interfered with.

24. All vessels within the port shall take up such berths as may be appointed for them by the Commissioners or the Harbour Master, and shall move from one berth to another when ordered to do so; but this rule shall not apply to vessels when moving within the port between Budge-Budge and Garden House in charge of a pilot.

Vessels to be berthed and moved at the direction of the Commissioners.

25. Vessels arriving in port with coal or other cargo likely to cause nuisance shall not proceed above Garden Reach moorings without special orders, and shall discharge their cargo from whichever side the Harbour Master may direct, and shall also adopt such measures as he may order for the abatement of the nuisance arising from the discharge.

Ships with coal cargoes.

26. All vessels moored in the stream shall keep a clear hawser.

Vessel in the stream to keep a clear hawser.

27. No vessel shall use any of the moorings whether fixed or swinging without the permission of the Commissioners.

Moorings not to be occupied without Commissioners' permission.

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

Vessels at swinging moorings how to be fastened.

29. 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 will, as far as possible, be complied with in order according to date of receipt.

Applications for Assistance Harbour Masters to be made to the Deputy Conservator.

30. All vessels on arrival in the port shall rig in their jib and driver booms, and shall keep them so rigged in until the pilot takes charge of the vessel for the purpose of taking her to sea. They shall also strike their yards and masts when ordered by the Commissioners. Vessels proceeding to the jetties shall remove all boats and other projections likely to damage the jetties and cranes.

Vessels arriving in the port to rig in the jib and driver boom.

31. From the first day of May until the 30th day of June, and from the first day of October to the 15th day of November, all vessels in the port shall have their royal and top-gallant yards on deck and mast-ropes rove in readiness to send the top-gallant masts down at short notice when required; that is, when the storm warning signal (ball) is displayed; and shall send down their top-sail yards and house top-masts when the storm signal (drum) is hoisted, or when ordered to do so by the Commissioners. Vessels about to leave the port may send their top-gallant yards aloft 24 hours before leaving the mooring. Vessels entering the port between the above dates having top-gallant masts and

Rules for regulating striking-off yards and masts.

yards aloft may be placed in moorings, and the top-gallant yards of such vessels shall be sent down within 24 hours after they are moored.

32. On the occurrence of signs of an approaching cyclone, a black drum will be hoisted during daylight from the flag-staff on the roof of the Port Commissioners' Office, Kollah Ghât; another from the flagstaff opposite the Government Dockyard, Kidderpore; and another at the Petroleum Wharf at Budge-Budge. During the night, under similar circumstances, two bright lights in a vertical line will be exhibited from the same flagstaffs. When these signals are displayed, masters of vessels shall immediately take every additional precaution in their power to make the vessels snug and secure; they shall stow their top-gallant masts on deck below the rails, and shall have awnings furled, and the lower and top-sail yards counterbraced or pointed to the wind, if not struck. The cables shall be bent to both bower anchors when possible.

STORM SIGNALS.

	Day.	Night.
This signal means cyclone probable, look out, send down royal and top-gallant yards, hoist main-ropes, furl awnings. This signal means cyclone approaching, carry out the instructions laid down in Port Rule No. 31.	... A black ball	... Three lights in a vertical line.
	... A black drum	... Two lights in a vertical line.

33. A free channel of not less than 200 yards in width shall be kept for ships moving up or down the river in the port, and also free passages to piers, jetties, landing places, wharves, quays, dock and moorings, and all vessels shall move when ordered to clear such channels or passages.

34. The river between the Lower Buoy of the College Sand and Mattiabrooj Ghât shall be kept clear for turning inward or outward-bound vessels, and no vessels shall anchor within these limits. Between the College Sand and Tolly's Nullah vessels cannot anchor without infringing Part Rule 33. All vessels intending to anchor in Garden Reach shall be moored below Mattiabrooj Ghât moorings in a clear swinging berth as close to the south bank as the length and draught of the vessels will admit. Inward-bound vessels proceeding above Mattiabrooj Ghât shall moor in the stream between Princep's Ghât and Tolly's Nullah, leaving the clear channel of 200 yards prescribed by Part Rule 33.

35. From Garden House to Fultah Reach on the River Hooghly, a deep navigable channel, not less than 200 yards in width, shall always be left clear for the passage of sea-going vessels, and between the hours from daylight to dark no fisherman shall obstruct the same by mooring or casting a stake-net therein. At Sankrit, Peer Sarang, and below Budge-Budge, where the deep water channel lies close to the shore, land marks have been erected to define the channel to be left clear; and no fishing boats shall be moored, nor nets of any description cast, between the line indicated by these marks and the shore. Between the hours from daylight to dark no stake-net nor drift-net shall be cast by fisherman in any part of Garden Reach within port limits.

36. Vessels lying in the stream, or at the moorings shall, at all times, have at least one anchor at the bow, with a cable bent and ranged ready to let go.

37. All vessels placed in the moorings on the ebb-tide shall, during spring tides, when bores are expected, have their best hawsers passed from each quarter pier about the main mast and made fast to the stern moorings, if possible, otherwise to their own chains close to the moorings, and have taut with sufficient strain to relieve the jerk on the chains and bits when the bore comes up.

38. No vessel within the port above Garden House shall have any anchor or spar, or other substance likely to cause damage, projecting from her side.

39. All vessels anchored in the stream within the port shall exhibit between sunset and sunrise, when it can best be seen, but at a height not exceeding 20 feet above the hull of the vessel, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile. Vessels under weigh at night shall show the lights prescribed by the Board of Trades' Regulations.

40. All coasting vessels, cargo boats, blurs, budgerows, up-country boats and passenger boats, when under weigh on the river after dark within the limits of the port, shall carry a white light in a lantern in the forepart of the vessel, where it can be distinctly seen; and all steam vessels shall show, when under weigh, the lights prescribed by the Board of Trades' Regulations.

41. Steam vessels occupying moorings shall not turn their screws or paddles without giving sufficient warning of their intention to do so to boats in the vicinity; they shall not put full power on when trying their engines in the moorings; nor shall any trial under steam be permitted so long as a vessel is lying at the jetties.

42. No person shall smoke or use naked lights of any description in the hold or between-decks of any vessel lying in the port, or in any dock within the port. Closed lanterns, burning candles or vegetable oil lights, secured by lock and key, and in charge of an officer of the vessel, shall alone be taken between-decks or into the hold.

43. Fires shall be permitted only in galleys or fireplaces regularly constructed for the purpose; such fires to be kept alight only between daybreak and 9 P.M. Cooking fires shall not be allowed on board of vessels in dock.

44. All gunpowder shall be landed before a vessel is put into dock.

45. The proprietor of every dock shall keep on the premises a good fire-engine, with serviceable hose and fire-buckets ready for immediate use, with a supply of water at hand.

46. With a view to the extinction of fires, all vessels in port shall be provided with three buckets for every hundred tons of registered measurement up to 600 tons, and two additional buckets for every hundred tons above 600 : provided that the total number of buckets shall not be required to exceed 50 in any vessel. One-half of the number of such buckets shall be left constantly hanging up on the quarter-deck or other convenient place.

47. When fire has broken out in any vessel the officers in charge of all vessels in neighbouring moorings or anchorage shall furl their awnings, get their force-pumps ready for use, and prepare for slipping their cables and chains, seeing especially that the pins of the shackles can be immediately knocked out.

48. The river bank being a place of public resort, masters of vessels in moorings shall have the forecastles and heads of their vessels screened in so as to avoid indecent exposure.

49. No vessels shall lie at single anchor in the port unless a Pilot or Assistant Harbour Master is on board.

50. All vessels about to leave the port shall hoist the blue-peter at the fore at least 24 hours before leaving the moorings, and shall keep it hoisted until the pilot takes charge of the vessel to take her to sea.

51. With the exceptions hereinafter noted, no vessel of or exceeding 200 tons burthen shall, without the special sanction of the Commissioners, move up or down the port through the ship opening of the Hooghly Bridge, except such vessel is propelled or towed by steam against the tide, and then only at such rate of speed, not exceeding four miles an hour over the ground, as is absolutely necessary to keep good steerage way. No river steamer shall pass through the opening with more than two vessels in tow.

Exceptions.—Tug and river steamers, when not towing or propelling other vessels, may drop through the bridge opening, under steam, head to tide.

River flats may be dropped or warped at slack water through the ship opening or through the 60 feet opening.

* For the better security of vessels against damage or loss by fire, a steam floating fire-engine has been provided, and is always kept under steam, ready to proceed at once to any vessel in moored, and where a bell-out is kept day and night. In case fire breaks out on board a vessel, notice should at once be sent to the fire-engine station.

Vessels not to pass each other in the opening.

Not more than two cargo boats to be towed through the opening.

Steamers to sound whistle when passing.

55. Any person committing an infringement of any of the foregoing Port Rules shall be liable to the penalties prescribed by the Act.

Special Rules for regulating the discharge and loading of Gunpowder on shipboard.

56. All inward-bound vessels carrying gunpowder, the total quantity of which is in excess of 25 lb., of which not more than 15 lb. shall be common gunpowder, with twelve rockets and twelve blue lights, are prohibited from proceeding above Budge-Budge, and the master of any vessel lying within the port, or in the river above Budge-Budge, which shall have on board any gunpowder in excess of 15 lb., shall be liable to the penalty provided in section 34 of the said Act XII of 1873 : provided that boats will be permitted to bring as far as Neemuck Mehal Ghat, under cover of a pass to be granted by the Commissioners, 50 lb. of gunpowder, the property of dealers and consignees.

57. All such gunpowder in excess of the prescribed quantity must be landed and deposited in the magazine at Moyapore.

58. The magazine-keeper will take charge of the gunpowder immediately on its being conveyed to the shore at Moyapore, and will deposit it in the magazine.

59. For the convenience of vessels having gunpowder on board, a properly-constructed powder boat will be always in attendance off the magazine for landing and shipping powder. No charge will be made for the use of the boat for landing ship's powder ; but the responsibility of the keeper in respect of the powder will not commence until it is landed on the bank, and will cease as soon as it is shipped on board the boat. Every precaution will be taken to ensure the safety of the powder while in the boat, but the landing and shipping is at the risk of the vessel.

60. Vessels bringing consignments of trade or Government powder will be liable to pay landing charges for the use of the boat if the magazine boat is used ; and should passing vessels require the use of the boat to put out or receive ship's powder, such vessels must be accommodated before

Boats provided for landing powder.

Charge made for landing trade powder.

the boat can be used to discharge powder or ammunition brought as cargo.

61. In order to avoid unnecessary detention, masters of vessels requiring the use of the powder boat are required to hoist a flag at the foretop-mast head on coming in sight of the magazine as a signal to the keeper to have boat and coolies in attendance.

62. Masters of vessels are required to mark the names of their respective vessels on the barrels and packages of gunpowder previously to their being landed, and, if not marked, they will

63. Gunpowder shall not be landed or received into the magazine when artificial lights are required to be used.

64. The magazine keeper shall give to the master, or other person making the deposit, a receipt for the number of packages, and he shall be accountable to such master or other person for the re-delivery of such packages.

65. A native clerk will be always in attendance in the powder boat, and will receive from the master the declaration required by section 30 of the Act, and grant the receipt specified in the foregoing rule.

66. If any vessel shall be prevented, by stress of weather, or by being in distress, from landing or depositing such gunpowder in excess of the quantity allowed as aforesaid, such vessel may be permitted to come up to the lower limits of the port, but shall not proceed above Mathiabroo Ghât, and the master of such vessel shall forthwith give notice to the Harbour Master of his having such gunpowder on board, and shall obey his directions relating to the same.

67. Masters of vessels outward-bound, who may require gunpowder for their outward voyage, shall not take gunpowder on board in any part of the river above Budge-Budge, with the exception of a quantity not exceeding 25 lb., of which not more than 15 lb. shall be common gunpowder, with twelve rockets and twelve blue lights.

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

69. Delivery of powder into boats at the magazine for conveyance to Calcutta will only be granted upon orders issued from the office of the Port Commissioners.

70. No boat containing powder shall be allowed to proceed above Neemuck Melah Ghât. All powder shall be landed at Neemuck Melah Ghât, and no powder shall be landed at any other ghât, except with the special permission of the Commissioners.

71. The two foregoing rules shall not apply to Government powder boats, which will be allowed to enter the port and discharge their powder under the rules laid down by the Inspector-General of Ordnance.

72. No smoking and no fire or light of any description shall be permitted on board of any boat having gunpowder or combustible ammunition on board.

73. No powder shall be landed within the port at any time when artificial light is required to be used.

SPECIAL RULE.

74. The provisions of sections 38, 39, 40 and 41 of the Indian Ports Act XII of 1875, have been specially extended to the Port of Calcutta and the approaches thereto, under the provisions of section 3 of the Act.

(The following takes the place of the old Rules, Nos. 15 to 22, omitted : See Note after Rule No. 12.)

PUBLIC WORKS DEPARTMENT,—(MARINE).

NOTIFICATION No. 178—MARINE.

The 19th November 1889.—In exercise of the powers conferred by section 8 of the Petroleum Act, XII of 1886, and in supersession of the rules framed under section 7 of the Petroleum Act, 1881, and published under the notification of the 19th July 1882, and subsequent amendments in them, the Lieutenant-Governor of Bengal is pleased, with the previous sanction of the Governor-General in Council, to make the following rules to regulate the importation of petroleum by sea into the Lower Provinces of Bengal.

PRELIMINARY.

1. (i) All words and expressions used in these rules, and defined in the Act, shall in these rules have the meanings respectively assigned to them by the Act.

(ii) In these rules—

"Certificated petroleum" means petroleum covered by a certificate granted in the port of shipment of such description as the

Local Government may, from time to time, by written order, prescribe, and to the effect that the petroleum is not dangerous petroleum.

"Uncertificated petroleum" means petroleum which the master of the ship has not declared under Rule 2 to be dangerous petroleum, and which is not covered by a certificate as aforesaid.

IMPORTATION AT CALCUTTA.

2. The master of every ship bound for Calcutta and carrying petroleum shall, before reaching Budge-Budge, declare in writing to the pilot* if there is one on board—

- (a) what quantity of petroleum the ship is carrying;
- (b) whether any, and, if so, what part of the petroleum is dangerous petroleum;
- (c) whether any, and, if so, what part of the petroleum is certificated petroleum.

If there is no pilot on board, the master of such ship shall, before reaching Budge-Budge, despatch a similar declaration to the address of the Vice-Chairman of the Port Commissioners.

When the master declares that any petroleum is certificated petroleum, he shall produce to the pilot the certificate covering the same.

3. A ship having petroleum on board may proceed to any mooring in the port and there discharge the petroleum—

- (a) if the petroleum has come from a port in British India as part of a general cargo, and has been certified not to be dangerous under section 9 of the Act, and does not exceed five thousand gallons in quantity; or
- (b) if the petroleum is certificated petroleum not exceeding five thousand gallons in quantity and the master produces the certificate to the pilot; or
- (c) if the petroleum is dangerous or uncertificated petroleum not exceeding forty gallons in quantity; or
- (d) if the petroleum is petroleum which is ordinarily used for lubricating or jute-batching purposes, and which has a flashing-point above 150° of Fahrenheit's thermometer.

Provided that the Commissioner of Police shall be entitled at any time to obtain a sample of any petroleum referred to in clause (a) (b) or (d) for the purpose of having it tested.

4. Every other ship having petroleum on board shall not proceed upwards further than Budge-Budge, and such petroleum, whether landed at the petroleum wharf or otherwise discharged, shall be detained there pending the grant of an import license under section 5 of the Act, or the issue of a certificate under section 9 of the Act, or the issue by the Local Government of directions regarding it.

5. (1) When a ship is stopped at Budge-Budge under Rule 4, the Superintendent of the Petroleum Wharf shall, as soon as possible,

* The pilot should deliver this declaration to the Harbour Master or his Assistant when the latter comes on board for transmission to the Vice-Chairman of the Port Commissioners.

not exceeding forty-eight hours from the time of the petroleum being landed or discharged into boats, obtain samples of all the petroleum landed or discharged, or intended to be landed or discharged. The master shall deliver to the Superintendent, without charge, such samples as he shall take.

(2) Every different quality of petroleum shall be separately sampled, and when petroleum is represented to be of uniform quality, a sample shall be taken from one case in every ten thousand cases.

(3) The Superintendent shall forthwith seal the receptacles containing the samples, and having labelled them with the name of the ship, the name of the consignee, and such other distinguishing marks as may be necessary, shall forward them to the Testing Officer appointed under section 9 of the Act for report.

6. The Testing Officer shall, as soon as practicable, and ordinarily within twenty-four hours after the receipt of the samples, sign a report certifying that they are, or are not, dangerous petroleum (as the case may be), and shall forward such report to the office of the Port Commissioners, sending also a copy of the same to the Commissioner of Police.

7. Unless with the written permission of the Port Commissioners no petroleum shall be discharged or landed within the Port of Calcutta, except between daylight and dark, and at the wharves expressly set apart for the landing of petroleum.

8. No smoking fire or light of any description shall be allowed in any shed reserved for the storage of petroleum at the Budge-Budge wharf, or used by the Port Commissioners for the temporary storage of petroleum brought into the port under Rule 3, and no receptacle containing petroleum shall be opened, or the contents drawn off, within the embankments enclosing the sheds constructed for the storage of petroleum, except in such special place or places in the depot as may be set apart by the Port Commissioners for that purpose.

IMPORTATION AT OTHER PORTS.

9. The master of every ship carrying petroleum shall, on entering a port in the Lower Provinces of Bengal, other than the Port of Calcutta, give information of the quantity and description of the petroleum to the District Magistrate, and shall not allow any dangerous petroleum to be removed from the ship for delivery to any one person, except—

- (a) if the petroleum exceeds forty gallons in quantity, upon the production by the consignee or his agent of a license under section 5 of the Act for the importation of the same; or
- (b) if the petroleum does not exceed forty gallons in quantity, upon the production by the consignee or his agent of a license under section 6 for the transport or possession of the same; or

- (c) if the petroleum does not exceed 3 gallons in quantity in accordance with the conditions of the proviso to section 6 of the Act as to the vessels in which petroleum of that quantity when kept or transported without a license must be contained.

GENERAL.

10. The fee for sampling and testing petroleum shall be five rupees for each sample tested.

11. When the results of the testing of samples raise a doubt as to the uniformity of the quality of the petroleum in any consignment stated to be of one uniform quality, the Testing Officer, if he thinks, further test necessary to satisfy him that none of the petroleum is dangerous petroleum, shall inform the Superintendent of the Petroleum Wharf, or, in places other than Calcutta, the District Magistrate.

The District Magistrate, or, in Calcutta, the Superintendent of the Petroleum Wharf, or any police officer of, or above the rank of Head Constable appointed by him in writing for the purpose, shall thereupon cause the petroleum in question to be landed and stacked in lots of one hundred cases each, or to be discharged into boats each containing five hundred cases; and he shall select and deliver to the Testing Officer one sample from each lot. The result of the testing of each of these samples shall determine the quality of the lot which such sample represents.

If the petroleum has been already landed and stored, it shall be divided into lots, and samples of each lot shall be selected as already stated.

12. Nothing in the foregoing rules applies to petroleum other than dangerous petroleum comprised in a ship's stores, and manifested as such, provided it is not of unreasonably large amount. If any question arises as to whether any petroleum, manifested as ship's stores, is of an unreasonably large amount, the decision thereon of the Port Commissioners in Calcutta, and of the District Magistrate elsewhere, shall be final.

C. W. I. HARRISON, *Lieut.-Col., R. E.,*
Off. Joint-Secy. to the Govt. of Bengal,
P. W. Department.

COMMISSIONERS FOR MAKING IMPROVEMENTS
IN THE PORT OF CALCUTTA.

NOTICE.

The following revision of the scale of charges on goods landed at the Jetties having been approved by His Honor the Lieutenant-Governor of Bengal is now published for general information, in accordance with the provisions of section 65, Act V (B. C.) of 1870, and will come into force from the first day of October 1881.

By order of the Commissioners,

G. H. SIMMONS,

Secretary.

1st October 1881.

SCHEDULE A.*

Revised rate of Charges and Rent to be paid by Owners, Importers, or Consignees for Goods landed at the Jetties, and for their removal, when not cleared within forty-eight hours, to the Custom House or Commissioners' Import Warehouse.

No.	DESCRIPTION.	Landing charges at the Jetties.			For removal of goods, not cleared within 48 hours, to the Custom House or Commissioners' Import Warehouse.	Rent per month for goods landed at the Jetties, and for their removal, when not cleared within 48 hours.
		Rs. As. P.	Rs. As. P.	Rs. As. P.		
1	Akhir, per cwt.	0 1 6	0 0 9	0 8 0		
2	Accoutrements, military					
3	Acids					
4	Agarwood	0 0 5	0 0 6	0 6 0		
5	Agarwood, per dozen quarts	0 2 0	0 1 0	0 8 0		
6	Agricultural & Horticultural machines, per cwt.	0 1 6	0 0 9	0 6 0		
7	Almonds, per cwt.	0 1 6	0 0 9	0 6 0		
8	Alpines	0 1 6	0 0 9	0 6 0		
9	Alta	0 1 0	0 0 6	0 4 0		
10	Alum	0 1 0	0 0 6	0 4 0		
11	Aniseed, in bags of two lazar maunds, per bag.	See charges by weight.				
12	Antimony, per cwt.	0 1 0	0 0 6	0 8 0		
13	Arms, fire	0 3 0	0 1 6	0 8 0		
14	Arrowroot					
15	Asbestos, per cwt.	0 4 0	0 2 0	0 8 0		
16	Asphalt	0 1 6	0 0 9	0 4 0		
17	Asphaltida "	0 1 6	0 0 9	0 10 0		
18	Asax, loose "	0 2 0	0 1 0	0 6 0		
19	Baggage, passenger's, per package	0 4 0	0 2 0	1 6 0		
20	Bahut, per cwt.	0 0 4	0 0 3	0 2 0		
21	Bale, in bags, per cwt.	0 1 6	0 0 9	0 10 0		

* Several of the items in this schedule have been notified subsequent to the notification of July 1875, but the schedule, as here printed, contains all additions and corrections up to the 20th September 1881.

No.	DESCRIPTION.	Landing charges at the jetties.			For removal of goods, not claimed within 48 hours or Import Warehouse.	For removal of goods, not claimed within 48 hours or Import Warehouse.	For removal of goods, not claimed within 48 hours or Import Warehouse.
		Rs.	As.	P.	Rs.	As.	P.
22	Barley, in bags of 14 bazar maunds, per bag	0	1	0	0	0	0
23	Beans, in casks	Measurement rates.			0	8	0
24	Bath-bricks	Ditto.			0	0	0
25	Bedsteads, per cwt.	0	0	0	0	1	0
26	Beer and Porter, in wood, per Imperial gallon	0	0	0	0	1	0
27	" bottled, per dozen quarts	0	0	0	0	0	0
28	Bellows, per package	0	0	0	0	2	0
29	Betel-nuts, per cwt.	0	1	0	0	0	0
30	Billicent reptiles	Measurement rates.			0	8	0
31	" slates, per ton	Measurement rates.			4	0	0
32	Bluefish, in cases or casks	Measurement rates.			4	0	0
33	Blacking	Ditto.			0	0	0
34	Black-seed, in bags of 2 bazar maunds, per bag	0	1	0	0	0	0
35	Bobbins, wooden, in cases	Measurement rates.			0	0	0
36	Bones and bone-dust, in bags, per cwt.	0	1	0	0	0	0
37	Boots and shoes, in cases	Measurement rates.			0	4	0
38	Borax, per cwt.	Measurement rates.			0	2	0
39	Bottles, empty, per dozen	0	2	0	0	1	0
40	Bran, in bags of 14 bazar maunds, per bag	0	0	0	0	0	0
41	Brass, of sorts, per cwt.	0	1	0	0	0	0
42	Bristlestone or sulphur, per barrel	0	1	0	0	0	0
43	Buckets, iron, per dozen	0	4	0	0	2	0
44	Butter, in kegs or casks, per cwt.	0	1	0	0	1	0
45	Cables and chains, per cwt.	0	1	0	0	0	0
46	Campbell, in cases	0	4	0	0	0	0
47	Campbell wood	0	2	0	0	1	0
48	Candles, per box of 50 lb.	0	2	0	0	0	0
49	Canvas, in bales, per bale	0	0	0	0	0	0
50	" counter, per bundle of two bolts	0	1	0	0	0	0
51	Carettes and stone jars	0	1	0	0	0	0
52	Cardamoms, per cwt.	Measurement rates.			0	4	0
53	Carrots	Measurement rates.			0	0	0
54	Carriages on four wheels, each	Measurement rates.			0	0	0
55	" on two wheels	0	0	0	0	0	0
56	" in cases	0	0	0	0	0	0
57	Carts, each	Measurement rates.			12	0	0
58	Casterolls, per bag of 2 bazar maunds	0	0	0	0	0	0
59	Castor, in barrels, per cwt.	0	1	0	0	0	0
60	Chain, China, deck, &c.	0	0	0	0	0	0
61	Chairs, per cwt.	0	0	0	0	0	0
62	Chalks, in bags, per cwt.	0	0	0	0	0	0
63	Chemicals, photographic	0	1	0	0	0	0
64	Chillies, per cwt.	Measurement rates.			0	10	0
65	China preserves, in cases	0	1	0	0	0	0
66	" roots, per cwt.	0	1	0	0	0	0
67	Chinetta, per cwt.	0	1	0	0	0	0
68	Chinensis, in screwed bales, per bale	0	0	0	0	0	0
69	Cider, per dozen quarts	0	3	0	0	1	0
70	Cigars, in cases	0	0	0	0	0	0
71	Cinnamon or cassia, per cwt.	Measurement rates.			0	0	0
72	Cloves, in bags, per cwt.	0	3	0	0	1	0
73	Coal or coke, per cwt.	0	0	0	0	0	0
74	Coin, copper, in bags, per cwt.	0	0	0	0	0	0
75	Cookhouse, per cwt.	0	0	0	0	0	0
76	Cookhouse, per 100	0	4	0	0	0	0
77	Coffee, per cwt.	0	0	0	0	0	0
78	Coffin-matting, per roll	0	2	0	0	0	0
79	Coffin-matting, per roll	0	2	0	0	0	0

No.	DESCRIPTION.	Landing charges at the jetties.			For removal of goods, not claimed within 48 hours or Import Warehouse.	For removal of goods, not claimed within 48 hours or Import Warehouse.	For removal of goods, not claimed within 48 hours or Import Warehouse.
		Rs.	As.	P.	Rs.	As.	P.
80	Coir-yarn, per cwt.	0	1	0	0	0	0
81	Copra and cocoanut shells, per cwt.	0	1	0	0	0	0
82	Copper, per cwt.	0	4	0	0	1	0
83	Copperas, per cwt.	0	1	0	0	0	0
84	Corn, in cases	0	3	0	0	1	0
85	Cordage, per cwt.	Measurement rates.			0	2	0
86	Corns	Measurement rates.			0	1	0
87	Cotton, per bale	0	1	0	0	0	0
88	Courtes, per cwt.	Double measurement rates.			0	0	0
89	Crookers (China flowerpots)	0	0	0	0	0	0
90	Crowds, per gallon	0	0	0	0	0	0
91	Crocery	Measurement rates.			0	0	0
92	Cullets	0	2	0	0	1	0
93	Cumin Seeds, per bag of 2 bazar maunds	0	2	0	0	1	0
94	Cutch or gambier, per cwt.	0	2	0	0	1	0
95	Cutlery, in cases	Measurement rates.			0	1	0
96	Dammer, per cwt.	0	1	0	0	0	0
97	Dates, per cwt.	0	1	0	0	0	0
98	Dial, per bag of 2 bazar maunds	0	1	0	0	0	0
99	Diapers, per bag of 14 bazar maunds	0	1	0	0	0	0
100	Disinfecting pipes, per cwt.	0	1	0	0	0	0
101	Drugs	Measurement rates.			0	1	0
102	Dry-woods, per cwt.	0	1	0	0	0	0
103	Earth, Fuller's, per cwt.	0	1	0	0	0	0
104	Earthenware	Measurement rates.			0	1	0
105	Earth oil, in casks, per bazar maund	0	4	0	0	2	0
106	Elephants' teeth and trunks, per cwt.	0	4	0	0	2	0
107	False pearls	Measurement rates.			0	4	0
108	Felt	Ditto.			0	1	0
109	Felt	Ditto.			0	1	0
110	Fire-bricks, per cwt.	0	2	0	0	1	0
111	Fire-bricks, per 1,000	0	1	0	0	0	0
112	Fire-bricks, per cwt.	0	1	0	0	0	0
113	Fish-dried and salted, in bags	0	3	0	0	1	0
114	Fishing poles, per bundle	0	1	0	0	0	0
115	Flax	0	1	0	0	0	0
116	Flour, in barrels, per barrel	0	4	0	0	2	0
117	" in bags, per cwt.	0	2	0	0	1	0
118	Flower-pots, per dozen	0	2	0	0	0	0
119	Forks, digging, per dozen	0	2	0	0	1	0
120	Fruit, dried, per cwt.	0	2	0	0	1	0
121	Furniture	Measurement rates.			0	1	0
122	Galangal, per cwt.	0	1	0	0	0	0
123	Gall-nuts, per cwt.	0	1	0	0	0	0
124	Gamboge	Measurement rates.			0	1	0
125	Gamboge, per cwt.	0	1	0	0	0	0
126	Gamboge, per bazar maund	0	1	0	0	0	0
127	Gamboge, per bazar maund	0	4	0	0	2	0
128	Ginger, per cwt.	0	4	0	0	2	0
129	Ginger, per cwt.	0	1	0	0	0	0
130	Glassware (including sheet and plate glass)	Measurement rates.			0	2	0
131	Glass, window, per case	0	4	0	0	0	0
132	Gold, bar, bull, &c., per box	0	1	0	0	0	0
133	Gum, per bag of 2 bazar maunds	0	1	0	0	0	0
134	Guns, per cwt.	0	2	0	0	0	0
135	Gum, in cases	Measurement rates.			3	8	0
136	Gunny pieces, in screwed bales, per bale	3	8	0	0	4	0

No.	Description.	Landing charges at the jeties.			Per removal of goods, not claimed within 48 hours, to the Custom House or to the Warehouse or to the Import Warehouse.			Rent per month to be charged at the Import Warehouse, or at a jetty shed, or within 48 hours, claimed		
		Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
137	Gunny cloth, in sewered bales, per bale of 12 pieces	0	0	0	0	0	0	0	0	0
138	Gunny bags, in sewered bales, per bale	0	4	0	0	0	0	2	8	0
139	Gunny, loose, bundles of 40 pieces, per bundle	0	0	0	0	0	0	2	8	0
140	Gunno, per cwt.	0	0	0	0	0	0	1	0	0
141	Guttapercha, per cwt.	0	0	0	0	0	0	0	0	0
142	Hair, of sorts, per cwt.	0	1	6	0	0	0	0	0	0
143	Hams, in cases, each	0	2	0	0	0	0	0	0	0
144	" in cases	0	1	0	0	0	0	0	0	0
145	Hardware	Measurement rates.								
146	Harpans	Ditto.								
147	Hats and Caps	Ditto.								
148	Hemp, in bales of 300 to 400 lb., per bale	0	2	0	0	1	0	2	0	0
149	Herts, per cwt.	0	0	0	0	1	0	0	0	0
150	Hides, buffalo, per 100	0	2	0	0	1	0	0	0	0
151	Hoy, low, per 100	0	0	0	0	0	0	4	0	0
152	Hoy's hind, per cwt.	0	8	0	0	0	0	0	0	0
153	Honey, per cwt.	0	4	0	0	2	0	0	10	0
154	Horn, per bale or case	0	5	0	0	0	0	0	6	0
155	Horns, per cwt.	0	5	0	0	4	0	0	2	0
156	Honey	Measurement rates.								
157	Horses or cows, each	2	0	0	0	0	0	0	0	0
158	India-rubber, per cwt.	0	1	6	0	0	0	0	0	0
159	Indigo, per chest	0	1	6	0	0	0	0	0	0
160	Instruments, musical, mathematical, philosophical, surgical, &c.	0	5	0	0	2	6	0	0	0
161	Iron, in plates, bars, rods, hoops, pig, angle, nail, rails, sleepers, &c., per ton	1	0	0	0	0	0	0	3	0
162	Iron castings, or iron-ware, per cwt.	0	1	0	0	0	0	0	0	0
163	" galvanised, per cwt.	0	1	6	0	0	0	0	4	0
164	" girders, columns, railings, bridgework, tanks, posts, &c., per ton	1	4	0	0	0	0	0	8	0
165	Iron girders, columns, railings, bridgework, tanks, posts, &c., over two tons	Charges by weight.								
166	Iron safes, per cwt.	0	2	0	0	1	0	0	8	0
167	Ironplugs	Measurement rates.								
168	Ivory, per cwt.	0	4	0	0	0	0	1	0	0
169	Jewellery, per box	0	4	0	0	0	0	1	0	0
170	Jute and Jute Cuttings, in bales of 300 to 400 lb., per bale	0	1	0	0	0	0	0	0	0
171	Kalapaity oil	0	2	0	0	1	0	2	0	0
172	Lac-dye, per chest	0	3	0	0	0	0	1	6	0
173	Lac, stick, per cwt.	0	3	0	0	0	0	1	6	0
174	Lanterns	Measurement rates.								
175	Lamps	Ditto.								
176	Lampbrush, per cwt.	0	3	0	0	1	0	0	8	0
177	Lead, in rolls, tubes, sheets, &c., per cwt.	1	1	6	0	0	0	0	4	0
178	Leather	Measurement rates.								
179	Linen	Ditto.								
180	Lined, per bag of 2 bazar maunds	0	1	0	0	0	0	0	8	0
181	Log wood, per cwt.	0	3	0	0	0	0	0	6	0
182	Mace, per cwt.	0	3	0	0	0	0	0	6	0
183	Machinery, in pieces or cases	0	3	0	0	0	0	0	6	0
184	Mahogany, per ton of 50 cubic feet	2	0	0	0	0	0	0	0	0
185	Malacca canes, per bundle	0	3	0	0	0	0	0	0	0
186	Mars, China or other	Measurement rates.								
187	Marble, in cubes, per chest	0	2	0	0	1	0	0	3	0
188	Marble tiles, in cases, per cwt.	0	2	0	0	1	0	0	3	0
189	" not exceeding two feet square per 100"	0	2	0	0	1	6	0	3	0
190	"	4	0	0	4	0	0	5	0	0

No.	Description.	Landing charges at the jeties.			Per removal of goods, not claimed within 48 hours, to the Custom House or to the Warehouse or to the Import Warehouse.			Rent per month to be charged at the Import Warehouse, or at a jetty shed, or within 48 hours, claimed		
		Rs.	As.	P.	Rs.	As.	P.	Rs.	As.	P.
190	Matches	Double measurement rates.								
191	Mathic-seed, per bag of 2 bazar maunds	0	1	0	0	0	0	0	8	0
192	Medicines	Measurement rates.								
193	Millinery and haberdashery	Ditto.								
194	Mirrors	Ditto.								
195	Molasses, in casks, per cwt.	0	1	0	0	0	0	0	10	0
196	Mother-o-Pearl, per cwt.	0	1	0	0	0	0	0	0	0
197	Musket, per cwt.	0	1	0	0	0	0	0	0	0
198	Natural-seed, per bag of 2 bazar maunds	0	1	0	0	0	0	0	0	0
199	Nyrsollans, per cwt.	0	1	0	0	0	0	0	0	0
200	Nids, in bags, per cwt.	0	2	0	0	0	0	0	0	0
201	Nupidia, per gallon	0	0	4	0	0	0	0	0	0
202	Needles, per cwt.	0	4	0	0	0	0	0	0	0
203	Nutmegs, per cwt.	0	3	0	0	1	0	0	0	0
204	Ons, per dozen	1	0	0	0	8	0	2	0	0
205	Opium, per bag of 12 bazar maunds	0	1	0	0	0	0	0	8	0
206	Osary, yellow, per cwt.	0	3	0	0	1	6	0	8	0
207	Oil cake, per cwt.	0	1	0	0	0	0	0	8	0
208	" essential	Measurement rates.								
209	" karesing, in cases of two tins, per case	0	2	6	0	2	0	1	0	0
210	" mixed and other vegetable oils in drums, per Imperial gallon	0	0	4	0	0	2	0	2	0
211	Oil, mixed and other vegetable oils in casks, per Imperial gallon	0	0	3	0	0	2	0	2	0
212	Oilman's stores	Measurement rates.								
213	Onions, per maund	0	0	9	0	0	0	6	0	0
214	Opium, per chest	0	4	0	0	0	0	0	0	0
215	Paddy, per bag of 12 bazar maunds	0	1	0	0	0	0	0	8	0
216	Paints, in kegs of 28 to 56 lb., per cwt.	0	3	0	0	0	0	0	0	0
217	" in casks, per cwt.	0	2	0	0	1	6	0	0	0
218	Perfumery	Measurement rates.								
219	Pess of all sorts, per bag of 2 bazar maunds	0	2	0	0	0	0	0	0	0
220	Pepper, black and long, per cwt.	0	2	0	0	1	0	0	8	0
221	Pitchbush, per cwt.	0	2	0	0	1	0	0	10	0
222	Phosphorus	Double measurement rates.								
223	Piece goods, per bale or case, not exceeding 20 cubic feet	0	4	0	0	3	0	2	0	0
224	Piece goods, in bales or cases, exceeding 20 cubic feet	Measurement rates.								
225	Pish and tar, per barrel	0	4	0	0	2	0	2	0	0
226	" per hoghead	0	8	0	0	4	0	4	0	0
227	" per butt or puncheon	0	32	0	0	0	0	6	0	0
228	Plants, in packages, per package	0	6	0	0	2	0	0	0	0
229	Platoframe, in cases	Measurement rates.								
230	Polish, French, per gallon	0	0	1	0	0	0	0	4	0
231	Poppeds, per bag of 2 bazar maunds	0	1	0	0	0	0	0	6	0
232	Preseers, per case	1	0	0	0	8	0	0	0	0
233	Prisces, China, and other	Measurement rates.								
234	Provisions (salt), in cases, per cask	0	12	0	0	0	0	0	0	0
235	Pumice stones, per cask	0	4	0	0	2	0	0	0	0
236	Putch leaves, per cwt.	0	2	0	0	0	0	0	0	0
237	Quailers, per cwt.	0	4	0	0	2	0	0	8	0
238	Quills or reeds	Measurement rates.								
239	Quinine	Ditto.								
240	Raboned, per bag of 2 bazar maunds	0	1	0	0	0	0	0	8	0
241	Rafans, per cwt.	0	1	0	0	0	0	0	4	0
242	Rice, per bag of 2 bazar maunds	0	1	0	0	0	0	0	2	8

Consignees to load
carts.

1. Consignees must provide coolies for loading carts.

2. On all packages exceeding four tons in weight the removal charge will, under all circumstances, have to be paid if consignees do not take delivery at the jetty head.

3. The rate for unloading into boats will be one-third of the landing charges. No cargo will be allowed to be put into boats if it is to be landed on the Calcutta bank of the river, between the northern boundary of the port and Kidderpore Dockyard. For rails and iron sleepers the charge will be one-fifth of the landing charges; but vessels discharging into boats under this rule may, after 36 hours' notice in writing, be required to haul out to moorings in the stream if the Commissioners require this jetty.

Charges to vessels
for use of jetty.

4. Every ship unloading at the jetties will be charged Rs. 55 per diem.

5. No charge for wharf-rent will be made until the third day after landing, *e. g.*, goods landed on Monday will not be liable to wharf-rent if removed before Wednesday evening, and no charge for wharf-rent will be made for holidays when, owing to the Custom House being shut, consignees are unable, without any fault on their part, to clear their goods.

6. Damaged goods, for which a claim is brought against the ship, will not be charged wharf-rent until the fourth day after landing, provided notice of survey is given to the Jetty Superintendent within 48 hours after the goods have been received from the ship.

7. With the sanction of Government, No. 13, dated 23rd January 1880, a hoisting charge, equivalent to one-third of the landing charges, will be levied for the use of the handcranes by consignees of goods for loading carts at the jetties.

Scale of Charges for use of 30-ton Floating Cranes.

	Per cwt.
	Rs. As. P.
For each lift not exceeding 2 tons ...	0 1 6
For each lift exceeding 2 tons but not exceeding 4 tons ...	0 2 0
For each lift exceeding 4 tons but not exceeding 10 tons ...	0 4 0
For each lift exceeding 10 tons ...	0 8 0

Charges for use of
floating crane.

By order of the Commissioners,

W. D. BRUCE,

Vice-Chairman.

SCHEDULE B.

Scale of Charges and Wharf Rent to be paid by Exporters for Shipping Cargo at the Jetties.

No.	DESCRIPTION.	Shipping charges.	Wharf rent per month.
		Rs. As. P.	Rs. As. P.
1	Aniseed, in bags of 2 b. maunds ... per bag	0 0 6	0 8 0
2	Assafetida, in cases ... per cwt.	0 1 0	0 10 0
3	Arrowroot ...	Measurement rates.	
4	Bark, in bags ... per cwt.	0 1 0	0 10 0
5	Barley, in bags of 1½ b. maunds ... per bag	0 0 6	0 8 0
6	Betelnut, in bags of 2 b. maunds ...	0 0 9	0 8 0
7	Biscuits ... per cwt.	0 1 0	0 10 0
8	Blackseed, in bags of 2 b. maunds ... per bag	0 0 6	0 8 0
9	Borax, in cases ... per cwt.	0 1 0	0 10 0
10	Bran, in bags of 1½ b. maunds ... per bag	0 0 9	0 8 0
11	Camphor, in cases ... per cwt.	0 1 0	0 10 0
12	Candles, in boxes ...	Measurement rates.	
13	Canvas, country, per bundle of two bolts ...	0 1 0	0 10 0
14	Cardamoms, in cases ...	Measurement rates.	
15	Cassia, in cases ...	Ditto.	
16	Caster seed, in bags of 2 b. maunds ... per bag	0 0 6	0 8 0
17	Chussum, in screwed bales ... per bale	0 2 0	2 0 0
18	Cigars, in cases ...	Measurement rates.	
19	Coffee ... per cwt.	0 1 0	0 10 0
20	Coral, in cases ...	Measurement rates.	
21	Cordage ... per cwt.	0 1 0	0 10 0
22	Cot matting or yarn ...	0 1 3	0 12 0
23	Cotton ... per bale	0 1 3	2 0 0
24	Cotton piece goods of European or country manufacture, in cases or bales ... per case or bale	0 4 0	2 0 0
25	Cumin seed, in bags of 2 b. maunds ... per bag	0 0 9	0 8 0
26	Cutch ... per cwt.	0 1 0	0 10 0
27	Dhal, in bags of 2 b. maunds ... per bag	0 0 3	0 8 0
28	Fishing poles, in bundles ... per bundle	0 2 0	1 8 0
29	Flour in barrels ... per cwt.	0 1 0	0 10 0
30	Ghee, packed in tin with wood cases ... per b. md.	0 1 0	0 10 0
31	Ginger ... per cwt.	0 0 3	0 10 0
32	Gram, in bags of 2 b. maunds ... per bag	0 0 3	0 8 0
33	Gums, in cases ...	Measurement rates.	
34	Gunny pieces, in screwed bales for Bombay ... per bale	0 7 0	5 0 0
35	Gunny bags, in screwed bales ...	0 3 0	2 8 0
36	Gunny cloth, in screwed bales ... per bale of 12 pieces	0 5 0	3 8 0
37	Gunny, in loose bundles of 60 pieces ... per bundle	0 1 0	1 0 0
38	Hemp, in bales of 300 to 400lb. ... per bale	0 1 0	1 2 0

No.	DESCRIPTION.	Shipping charges.		Wharf rent per month.	
		Rs.	As. P.	Rs.	As. P.
39	Hydes, buffalo, in screwed				
40	Hydes, cow, in screwed				
41	Hog's lard, packed in tin with				
42	wood cases				
43	Horns				
44	Indigo				
45	Iron, galvanized				
46	Iron, in plates, bar, rod, hoop, pig,				
47	angle, rail, rails, sleepers, &c.				
48	Iron girders, columns, railings,				
49	bridge work, tanks, &c.				
50	Iron scrap, of which any single				
51	piece does not exceed 5 cwt.				
52	Jute and jute cuttings, in bales of				
53	300 to 400 lb.				
54	Laundry				
55	Linseed, in bags of 2 b. maunds				
56	Machinery, if in pieces or cases				
57	over 2 tons				
58	Machinery, if in pieces or cases				
59	under 2 tons				
60	Mathie-seed, in bags of 2 b. maunds				
61	Molasses, in casks				
62	Mustard				
63	Mustard-seed, in bags of 2 b.				
64	maunds				
65	Myrabolans				
66	Oats, in bags of 1½ b. maunds				
67	Oil, packed in tin with wood				
68	cases				
69	Oil, in casks				
70	Opium				
71	Paddy, in bags of 1½ b. maunds				
72	Patchouli				
73	Peas of all sorts, in bags of 2 b.				
74	maunds				
75	Pepper, long and black				
76	Poppyseed, in bags of 2 b. maunds				
77	Preserves, in cases, China and				
78	others				
79	Provisions (all)				
80	Rags, in screwed bales of 300 lb.				
81	Rapeseed, in bags of 2 b. maunds				
82	Rafans				
83	Rice, in bags of 2 b. maunds				
84	Rum				
85	Safflower, in bales				
86	Sago, in cases				
87	Salt-petre, in bags				
88	Seeds of all other kinds not included in				
89	schedule, in bags of 2 maunds				

See charges by weight.

Measurement rates.

0 1 0 0 10 0

0 1 6 2 0 0

0 0 6 0 8 0

0 1 0 0 10 0

0 0 6 0 8 0

0 0 2 0 1 4

0 2 0 2 0 0

Measurement rates.

0 0 4 0 6 0

0 0 6 0 8 0

No.	DESCRIPTION.	Shipping charges.		Wharf rent per month.	
		Rs.	As. P.	Rs.	As. P.
79	Shawls, Cashmere and others				
80	Shellac or sealine				
81	Silk piece goods, in cases				
82	Silk, raw, in bales				
83	Skin, goat and sheep, in screwed bales				
84	Soap, in cases				
85	Sugar				
86	Sugar and khaur, in bags or hogsheds				
87	Tallow, in cases				
88	Tamarinds				
89	Tallow in chests				
90	in half chests				
91	Tea, in bags of 2 b. maunds				
92	Tin				
93	Tobacco, leaf and prepared				
94	Tracle, in cases				
95	Turner				
96	Twine and lines				
97	Twist, in bales				
98	Wax, in cases				
99	Wood, sandal, red and sapan				
100	Woolen piece goods of country or Euro-				
101	pean manufacture, in cases or bales, per case or bale				
	Wheat, in bags of 2 b. maunds				

CHARGES BY MEASUREMENT.

On all goods not enumerated if in cases, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rate will be—

102	If under 3 cubic feet	0 1 0	0 8 0
103	Over 3 cubic feet and under 5 cubic feet per package	0 2 0	1 0 0
104	Do. 5 do. do. 10 do. do.	0 3 0	1 8 0
105	Do. 10 do. do. 15 do. do.	0 4 0	2 0 0
106	Do. 15 do. do. 20 do. do.	0 5 0	2 8 0
107	Do. 20 do. do. 30 do. do.	0 8 0	4 0 0
108	Do. 30 do. do. 40 do. do.	0 12 0	6 0 0
109	Do. 40 do. do. 50 do. do.	1 0 0	8 0 0
110	Do. 50 do. do. ... do. do.	2 8 0	12 0 0

CHARGES BY WEIGHT.

111	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons	0 1 6	0 8 0
112	On all goods exceeding 2 tons and not exceeding 4 tons	0 2 0	0 8 0
113	Exceeding 4 tons and not exceeding 8 tons	0 4 0	0 8 0
114	On all weights over 8 tons	0 7 0	0 8 0

1. Exporters must provide coolies for discharging carts.

2. On all cargo shut out from the vessel for which it has been sent to the jetties for shipment, wharf-rent is charged after 24 hours have elapsed from the time such cargo was shut out until documents for shipment on board another

vessel loading at the jetties have been received, or the cargo is removed from the jetty. The vessel which shuts out the cargo incurs the wharf-rent charge.

3. The following goods will not be received in the sheds in course of shipment, viz., assafetida, catch, safflower, camphor, turmeric, aniseed, hog's lard and ghee, all oils, India-rubber, molasses, myrabolans, treacle, silk, silk piece goods, indigo and opium must be sent direct on board the vessel.

By order of the Commissioners,

W. D. BRUCE,

Vice-Chairman.

SCHEDULE C.

SCHEDULE OF RATES AND CHARGES ON THE INLAND VESSELS' WHARVES.

NOTIFICATION.

The following revised schedule of rates and charges on goods passing over the inland vessels' wharves, having been approved by His Honor the Lieutenant-Governor of Bengal, is published, under the provisions of section 65 of Act V (B.O.) of 1870, for general information.

By order of the Commissioners,

G. H. SIMMONS,

Secretary, Port Commissioners.

The 23rd June 1880.

A rate of two annas per ton will be levied on all goods landed from, or shipped on, vessels, not being son-going vessels, using the above wharves.

In addition to the foregoing charge on all goods landed on Sundays and authorized holidays, an extra fee, amounting to 25 per cent. of the ordinary charge, will be levied.

For work done before 6 A.M. or after 6 P.M., a charge of one rupee per hour will be made in addition to the tonnage rate.

As regards the following classes of goods, the ton shall be reckoned at the respective weights and measurements hereunder appended to each class of goods, that is to say:—

ARTICLES.	Rate.	ARTICLES.	Rate.
Arated water—		Chinaware, in cases—	
Cans under 3 dozens ...	8 cases per ton.	Under 3 dozens ...	8 cases per ton.
Do over 3 and under 6 dozens ...	4 " "	Over 3 " to 6 dozens ...	4 " "
Cans over 6 and under 12 dozens ...	2 " "	" 6 " to 12 " "	2 " "
Cans over 12 dozens ...	1 case " "	" 12 " to 12 " "	1 case " "
Loose ...	20 dozens " "	Chinaware, screwed ...	2 bales " "
Alum, in casks ...	6 casks " "	Cigars, in cases of various sizes ...	5 maunds " "
Almonds ...	8 cwt. " "	Cigars, in boxes containing not more than 600 ...	1 case " "
Amoroso, in bags ...	20 " "	Cinnamon ...	20 boxes " "
Ditto, in cases ...	5 cases " "	Gloves, in bags ...	8 cwt. " "
Arabic, in do. ...	4 " "	Cocoanuts, in bags or loose ...	8 " "
Ditto, in bags ...	20 cwt. " "	Cocoanut-shells, in bags ...	500 " "
Asaphot, in barrels ...	6 barrels " "	Cocoons ...	2 bales " "
Assafetida, in cases ...	4 cases " "	Ditto, loose ...	5 maunds " "
Ditto, in bags ...	20 cwt. " "	Coffee, in Robbins and cans ...	10 cwt. " "
Bamboo ...	100 to the ton.	Coffee, in bags ...	18 " "
Bar, in bags ...	8 cwt. per ton.	Cotton, in bales ...	5 bales " "
Barley ...	16 " "	Do, in bundles ...	10 bundles " "
Berries, empty ...	14 to the ton.	Do, matting ...	5 rolls " "
Bay leaves ...	10 cwt. per ton.	Do, yarn ...	25 bundles " "
Best wax, in cases ...	6 cases " "	Do, in skeins ...	200 skeins " "
Ditto, in bags ...	20 cwt. " "	Cook, in bags ...	8 cwt. " "
Bellows ...	20 " "	Copper, in do. ...	20 " "
Bleach, in barrels ...	7 barrels " "	Ditto coin, in cases ...	4 cases " "
Ditto, in bags ...	14 bags " "	Ditto, in bags ...	8 bags " "
Blackens and other woaden goods, in bales ...	2 bales " "	Ditto tiles ...	20 cwt. " "
Bollocks ...	20 cwt. " "	Copra (cocoanut kernel) ...	5 Robbins to the ton.
Reeds ...	750 to the ton.	Ditto (do. do.) ...	15 bags to the ton.
Bullocks of fishing poles ...	Each as one ton.	Ditto, in half Robbins ...	10 Robbins to the ton.
Bundles of fishing poles ...	1 to the ton.	Coriander seed ...	20 cwt. per ton.
Butter-fat, in cases ...	5 cases per ton.	Cork, in cases ...	8 cases " "
Cake-lard, in bags ...	16 cwt. " "	Cotton, jute and hemp, in screwed bales ...	5 bales " "
Camphor ...	3 cases " "	Cotton, jute and hemp, in loose bales or bags ...	10 bales or bags per ton.
Ditto, in bags ...	6 bags " "	Cumin seed ...	20 cwt. per ton.
Ditto, in tubs ...	8 tubs " "	Cutlery ...	20 " "
Candles, in boxes ...	40 boxes " "	Do, in cases ...	15 cases " "
Children, empty ...	100 to the ton.	Coveries, in bags ...	134 bags " "
Canna, in rolls ...	10 rolls per ton.	Dhall, loose ...	20 cwt. " "
Cash, in and stationery, in cases ...	4 packages " "	Dates, dry ...	4 bags to the ton.
Crabons of 4 wheels ...	8 cwt. " "	Do., wet, ditto ...	10 bags to the ton.
Ditto of 2 do. ...	1 as one ton.	Do., in small mat bags ...	20 cwt. per ton.
Cashew seeds ...	20 cwt. per ton.	Dates, in jars ...	40 jars " "
Chalk ...	2 dozens " "	Do., in cases ...	4 cases " "
Chalk, in bags ...	20 cwt. " "	Drums and buckets, empty ...	60 to the ton.
Charcoal, in cases ...	6 cwt. " "	Dry fish, in bags ...	134 bags per ton.
Charcoal, coal, and coke ...	20 cwt. " "		
Chenop ...	8 " "		
Chin or country canvas ...	10 rolls " "		
Clippers, in bags ...	10 cwt. " "		
Ditto, in bales ...	5 bales " "		
China preserves ...	5 cases " "		
" Ditto, root, in bags ...	11 cwt. " "		

ARTICLES.	Rate.	ARTICLES.	Rate.
Dry goods, not enumerated, in cases—		Hides (buffalo), cured ...	1 bale per ton.
Of 1 to 2 dozens ...	20 cases to the ton.	Do., (cow) ...	110 pieces "
Of 2 to 4 " ...	7 " "	Do., loose, Buffalo ...	150 " "
Of 4 to 6 " ...	4 " "	Do., loose, cow ...	110 " "
Of over 6 " ...	2 " "	Do., cuttings ...	4 bales "
Domage wood ...	200 pieces "	Do., silk ...	20 cwts. "
Durum mals ...	200 " "	Hogiah mat ...	1,600 pieces "
Earthenware pots and jars, in binslots ...	20 cwts. "	Hog's lard, in cases ...	20 cwts. "
Empty bottles, in cases ...	4 cases per ton.	Do., 6 cases ...	6 cases "
Ditto ditto, in crates ...	2 crates "	Ditto, in hogsheds ...	2 bags, heads "
Ditto ditto, loose ...	200 to the ton.	Ditto, in tiers ...	3 tiers "
Fire bricks ...	200 " "	Ditto, in small tiers ...	4 " "
Fire clay, in cases ...	6 cases per ton.	Do., tips ...	100 pieces "
Ditto, in bags ...	20 cwts. "	Horns ...	16 cwts. "
Flour in barrels ...	7 barrels to the ton.	Horse boxes ...	Each as one ton.
Ditto, in bags ...	20 cwts. per ton.	Ice ...	1 box per ton.
Fowl and other poultry ...	100 to the ton.	India-rubber, in bags of ...	15 bags "
Furniture ...	8 eodles loads or 4 packages per ton.	Indigo ...	1 chest "
Gambier, in barrels ...	10 cwts. per ton.	Do., in bags ...	5 bags "
Gangia, in bags ...	5 bags "	Do., seed, in bags or chests ...	20 cwts. "
Ditto, in boxes ...	2 boxes "	Iron ...	20 " "
Garlic and onion ...	12 cwts. "	Do., chests ...	2 to the ton.
Ghee ...	10 " "	Do., tanks, empty ...	2 tanks per ton.
Ginger ...	12 " "	Ivory ...	1 cwt. "
Ditto, in boxes ...	12 " "	Jute cuttings, in bags ...	10 bags "
Ditto, in bags ...	6 boxes "	Do., in bales ...	6 bales "
Ditto, in pockets ...	10 bags "	Do., in drums ...	20 drums "
Glass and earthenware—	50 pockets "	Do., rejections, in bags and bundles ...	10 bags or bales per ton.
Glass under 5 dozens ...	8 cases "	Kerosine oil, in cases of 4 tins ...	5 cases "
Do., over 5 dozens to 6 dozens ...	4 " "	Kerosine oil, in cases of 2 tins ...	10 cases "
Cases over 6 dozens to 12 dozens ...	1 case "	Kilns or cylindrical tiles ...	2,000 pieces "
Cases over 12 dozens ...	1 case "	Latex ...	20 c. ft. "
Casks, large ...	1 cask "	Lauood and other seeds ...	20 cwts. "
Do., small ...	1 crate "	Ditto ditto oil-cakes ...	20 " "
Gold, in cases ...	1 case "	Ditto loose ...	20 " "
Gum, large ...	10 cwts. "	Ditto pockets of half pound each ...	55 pockets "
Ditto, in bags ...	10 bags "	Marble tiles ...	20 tiles "
Gunny bags, in bales ...	5 bales of 250 each per ton.	Ditto blocks ...	15 c. ft. "
		Do., in bundles ...	20 cwts. "
		Medical stores in cases—	
Ditto, loose, in bundles of 10 or 20 pieces ...	600 bags to the ton.	1 to 2 dozens ...	20 cases "
Ditto, pockets ...	1 bale of 1,000 pieces per ton.	2 to 4 " ...	7 " "
Ditto, cloth ...	2 bales "	4 to 6 " ...	4 " "
Ditto (woolpacks) ...	4 bales of 50 pieces per ton.	Over 6 " ...	2 " "
Hams, in cases or carvans ...	8 cwt. "	Military, in cases—	
Hardware, in cases, large ...	2 cases "	1 to 2 dozens ...	20 " "
Ditto, in cases, 1 to 4 dozens ...	18 cases "	2 to 4 " ...	7 " "
Hardware, in cases, 5 to 4 dozens ...	6 cases "	Over 6 " ...	4 " "
Hardware, in cases, 5 to 4 dozens ...	6 cases "	Molasses, in cases ...	2 " "
Hardware, in cases, 7 to 12 dozens and upwards ...	3 " "	Ditto, in earthen pots ...	20 cwts. "
Hay, in bales (Australian) ...	5 bales "	Monjeet ...	6 bales "
Do., in bundles ...	4,000 bundles "	Ditto, in bags ...	10 bags "
		Mutka and Grecian tiles ...	600 pieces "
		Nyrahollans ...	16 cwts. "
		Ditto, in pockets ...	16 " "
		Nuts, Kops, 28 lb. ...	80 bags "
		Do., do., 50 " ...	40 " "

ARTICLES.	Rate.	ARTICLES.	Rate.
Nuts, Kops, 112 lb. ...	20 bags to the ton.	Safflower ...	2 bales per ton.
Do., do., 124 " ...	10 " "	Do., in bags ...	8 bags "
Nux Vomica ...	16 cwts. "	Sal leaves ...	16 cwts. "
Oakum, in bales ...	5 bales "	Sal roots, large ...	4 to the ton.
Ditto, in drums ...	10 drums "	Ditto, small ...	8 " "
Oats ...	66 cwts. "	Sand ...	11 bags per ton.
Oil of olive ...	10 " "	Sand ...	60 c. ft. "
Oil of olive ...	10 " "	Sand ...	10 cwts. "
Olives stored, in cases—		Sapan-wood ...	10 " "
1 to 2 dozens ...	20 cases to the ton.	Ditto, in cases ...	2 cases "
1 to 4 " ...	7 " "	Seed-lie, in bags ...	16 cwts. "
1 to 6 " ...	4 " "	Ditto, in chests ...	5 chests "
Over 6 " ...	1 chest "	Shellac, ditto ...	8 " "
Opium ...	16 cwts. "	Sleep and goats ...	4 to the ton.
Paddy ...	60 bags "	Shorols, in bundles ...	12 bundles per ton.
Palm, Kops, 28 lb. ...	40 " "	Silk, in bales ...	1 bale per ton.
Do., do., 55 " ...	20 " "	Do., piece-goods, in cases ...	1 case "
Do., do., 112 " ...	10 " "	Silver, in cases ...	4 cases "
Do., do., 214 " ...	10 " "	Skim, in bales ...	2 bales "
Palmes ...	1 hog "	Do., loose, sheep and goat ...	300 to the ton.
Paper, in mass, loose ...	4 cwts. "	Slate, in cases ...	5 cases per ton.
Purbeck ...	10 " "	Soap (country), in bags ...	15 cwts. "
Paper, long ...	12 " "	Storkoy ...	10 c. ft. "
Do., black ...	14 " "	Spelter ...	20 cwts. "
Perfumery, in cases ...	4 cases per ton.	Spices ...	8 " "
Rice goods and twills, in bales and cases ...	4 bales or cases per ton.	Stick-lie, in bags ...	20 " "
Rapeseed ...	20 cwts. per ton.	Stone ...	15 c. ft. "
Resin ...	6 barrels "	Straw ...	3 kahans "
Rice, in hogsheds ...	4 hogsheds "	Suparandy ...	18 cwts. "
Pongranates ...	20 cwts. "	Ditto, in koonas ...	55 koonas "
Poppo seeds ...	20 " "	Sulphate of iron ...	6 barrels "
Portland Cement ...	6 barrels "	Sulphur, in bags ...	20 cwts. "
Ditto, in bags ...	20 cwts. "	Do., in cases ...	6 cases "
Putanes ...	20 " "	Sulphuric acid, in cases—	
Peonians, salted (bags, heads and barrels) ...	6 hogsheds or barrels per ton.	1 to 2 dozens ...	30 cases to the ton.
		2 to 4 " ...	4 " "
		5 to 6 " ...	4 " "
		Over 6 " ...	2 " "
Ditto, ditto, in cases ...	4 cases per ton.	Sandries ...	70 " per ton.
Picks, leaf, in bales ...	5 bales "	" " 3 to 4 " ...	7 " "
Quarter cases ...	4 packages "		
Quicksilver ...	1 cwt. "	Do., seed, in chests ...	10 chests per ton.
Rags ...	6 bales "	Ditto, in bags ...	8 cwts. "
Bags, in bundles or bags ...	10 bundles 1 per. or bags 1 ton.	Telegraph wire, in bundles ...	10 bundles to the ton.
Rapeseed ...	20 cwts. per ton.	Timber ...	40 c. ft. per ton.
Ratan, in bundles ...	20 " "	Tin, in slabs ...	20 cwts. "
Ref earth, in bags ...	10 bags "	Do., plates, in boxes ...	20 packages "
Ditto, in Robbins ...	10 Robbins "	Tiles, flat ...	200 to the ton.
Red wood, in pieces ...	100 pieces or 15 bales per ton.	Tobacco, in bales or bundles ...	16 cwts. per ton.
Rice, loose, in cases ...	2 cases "	Turneric ...	16 " "
Ditto, in bags ...	151 bags of 8 mds. each per ton.	Do., in pockets ...	15 pockets "
Rice, loose, in bags ...	20 cwts. "	Do., in single bundles ...	70 bundles "
Rice, Kops, in cases ...	5 cwt. "	Ditto, in double bundles ...	4 bags "
Rice, 4 barrels ...	6 barrels "		
Do., in bags ...	16 cwts. "		
Rum ...	6 puncheons, 6 barrels or 4 hogsheds per ton.		
Sage, in bags of 1 cwt. each ...	14 bales to the ton.		
Saximaty, in bags ...	151 bags per ton.		

ARTICLES.	Rate.	ARTICLES.	Rate.
Twist, hales and cases ...	4 hales or cases per ton.	Wines, beer, and spirits—Bottled beer, casks, 3 dozs	8 casks per ton.
Umbrella, cotton, in cases—1 to 2 dozens	20 cases to the ton	Ditto ditto 4 "	7 "
3 to 4 "	7 "	Batts or pipes	2 to the ton.
5 to 6 "	4 "	Cases, 2 dozens and under	20 "
Over 6 "	2 "	Do., 4 "	7 "
Vernish, in tugs	3 packages	Hogheads	1 hoghead.
Wild animals	2 to the ton.	Quarter casks	7 qr. casks
Window glass, in boxes	25 packages per ton.	Wooden chests and cases, empty	20 "
		Zinc	20 cwts.

N. B.—For all other goods the ton shall be reckoned at 20 cwt.

I. Goods left in the export shed on the inland vessels' wharves in course of landing or shipping will incur no charge for wharf-rent during the first 36 hours.

II. Goods left beyond the 36 hours shall incur a wharf-rent charge of four annas per package per day for the first week, eight annas per package per day for the second week, and one rupee per package for every succeeding day without reference to the size of the package.

III. The Commissioners accept no responsibility in reference to goods left in the sheds.

IV. Passes granted for landing or shipping of goods shall be in force only for three clear days in addition to the day on which the pass is issued.

SCHEDULE D.

Rates of Charges and Rent to be paid by Owners, Importers, or Consignees for Goods landed at the Docks, and for their removal, when not cleared within forty-eight hours, to the Custom-house or Commissioners' Import Warehouse.

No.	DESCRIPTION.	Landing charges at the Docks.	For removal of goods, not to the Custom-house or Import Warehouse.	For removal of goods, not cleared at the Import Warehouse, to the Custom-house or Import Warehouse, not cleared within 48 hours.
		Rs. A. P.	Rs. A. P.	Rs. A. P.
1	Abbar, per cwt.	0 1 6	0 0 9	0 8 0
2	Accoutrements, military	Measurement rates.		
3	Acids	Double Measurement rates.		
4	Exated waters, per dozen quarts	0 0 9	0 0 6	0 6 0
5	Agricultural and horticultural machines, per cwt.	0 2 0	0 1 0	0 6 0
6	Almonds, per cwt.	0 1 6	0 0 9	0 6 0
7	Aloes	0 1 6	0 0 9	0 6 0
8	Alta	0 3 0	0 1 6	0 6 0
9	Alum	0 1 0	0 0 6	0 4 0
10	Anchor	See charges by weight.		
11	Anised, in bags of two bazar maunds, per bag	0 1 0	0 6 6	0 8 0
12	Antimony, per cwt.	0 3 0	0 1 6	0 8 0
13	Arms, fire	Measurement rates.		
14	Arrowroot	Ditto.		
15	Arsenic, per cwt.	0 4 0	0 2 0	0 8 0
16	Asphalte	0 1 6	0 0 9	0 4 0
17	Assafetida	0 1 6	0 0 9	0 10 0
18	Axies, loose, per cwt.	0 2 0	0 1 0	0 6 0
19	Baggage, passenger's, per package	0 4 0	0 2 0	1 8 0
20	Ballast, per cwt.	0 0 4	0 0 3	0 2 0
21	Bark, in bags, per cwt.	0 1 6	0 0 9	0 10 0
22	Barley, in bags of 1½ bazar maunds, per bag	0 1 0	0 0 6	0 8 0
23	Beads, in cases	Measurement rates.		
24	Bath-bricks	Ditto.		
25	Belauna, per cwt.	0 2 0	0 1 0	0 8 0
26	Beer and porter, in wood, per imperial gallon	0 0 2	0 0 1	0 1 0
27	Beer and porter, bottled, per dozen quarts	0 0 9	0 0 6	0 6 0
28	Beliera, per package	0 5 0	0 2 6	1 0 0
29	Belaunta, per cwt.	0 1 0	0 0 6	0 8 0
30	Billiard requisites	Measurement rates.		
31	Ditto slates, per ton	4 0 0	2 0 0	4 0 0
32	Biscuits, in cases or casks	Measurement rates.		
33	Bucking	Ditto.		

No.	Description.	Landing charges at the docks.	For amount of goods not claimed within 48 hours, at Wharf where landed, at 1000 lbs. per ton, or 1000 cwt. per hundred weight.		For amount of goods not claimed within 48 hours, at Wharf where landed, at 1000 lbs. per ton, or 1000 cwt. per hundred weight.	
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
34	Black-seed, in bags of two bazar maunds, per bag	0 1 0	0 0 6	0 8 0		
35	Bobbins, woolen, in cases	Measurement rates.				
36	Bones and bone-dust, in bags, per cwt.	0 1 0	0 0 6	0 4 0		
37	Boots and Shoes, in cases	Measurement rates.				
38	Borax, per cwt.	0 2 0	0 1 0	0 10 0		
39	Bottles, empty, per dozen	0 0 6	0 0 3	0 3 0		
40	Brass, in bags of 1½ bazar maunds, per bag	0 1 0	0 0 6	0 8 0		
41	Brass of sorts, per cwt.	0 1 6	0 1 0	0 4 0		
42	Brimstone or sulphur, per barrel	0 4 0	0 2 0	2 0 0		
43	Buckets, Iron, per dozen	0 1 0	0 1 0	0 4 0		
44	Butter, in kegs or casks, per cwt.	0 4 0	0 2 0	0 10 0		
45	Cables and chains, per cwt.	0 1 6	0 0 9	0 4 0		
46	Camphor, in cases	0 2 0	0 1 0	0 4 0		
47	Camphor-wood	0 1 6	0 0 9	0 8 0		
48	Candles, per box of 25 lb.	0 0 9	0 0 6	0 2 0		
49	Canvas, in bales, per bale	0 6 0	0 4 0	2 0 0		
50	Ditto, country, per bundle of two bolts	0 1 6	0 0 9	1 0 0		
51	Caskets and stone jars	Measurement rates.				
52	Caricatures, per cwt.	0 4 0	0 2 0	0 8 0		
53	Carpets	Measurement rates.				
54	Carrriages on four wheels, each	6 0 0	3 0 0	30 0 0		
55	Ditto two wheels	3 0 0	1 8 0	20 0 0		
56	Carriages in cases	Measurement rates.				
57	Carta, each	2 0 0	1 0 0	12 0 0		
58	Castor Seeds, per bag of two bazar maunds	0 0 6	0 0 6	0 8 0		
59	Cement, in barrels, per cwt.	0 1 0	0 0 6	0 2 0		
60	Chairs, China, desk, &c.	0 2 0	0 1 0	1 0 0		
61	Chalk, per cwt.	0 0 6	0 0 6	0 2 0		
62	Chandeliers, in bags, per cwt.	0 1 6	0 0 9	0 8 0		
63	Chemicals, photographic	Measurement rates.				
64	Chillies, per cwt.	0 1 6	0 0 9	0 10 0		
65	China preserves, in cases	Measurement rates.				
66	Ditto roots, per cwt.	0 1 6	0 0 9	0 4 0		
67	Chiretta, per cwt.	0 1 6	0 0 9	0 4 0		
68	Chussum, in sewed bales, per bale	0 3 0	0 1 6	2 0 0		
69	Cider, per dozen quarts	0 0 9	0 0 6	0 6 0		
70	Cigars, in cases	Measurement rates.				
71	Cinnamon or cassia, per cwt.	0 3 0	0 1 6	0 8 0		
72	Clocks, in cases	Measurement rates.				
73	Gloves, in bags, per cwt.	0 2 0	0 1 0	0 8 0		
74	Coal or coke, per cwt.	0 0 6	0 0 6	0 2 0		
75	Coin, copper, in bags, per cwt.	0 2 0	0 1 0	0 6 0		
76	Cochineal, per cwt.	0 4 0	0 2 0	0 8 0		
77	Cocoanuts, per 100	0 1 0	0 0 6	0 2 0		
78	Coffee, per cwt.	0 2 0	0 1 0	0 8 0		
79	Coir-matting, per roll	0 2 0	0 1 0	0 4 0		

No.	Description.	Landing charges at the docks.	For amount of goods not claimed within 48 hours, at Wharf where landed, at 1000 lbs. per ton, or 1000 cwt. per hundred weight.		For amount of goods not claimed within 48 hours, at Wharf where landed, at 1000 lbs. per ton, or 1000 cwt. per hundred weight.	
			Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
80	Coir-yarn, per cwt.	0 1 6	0 0 9	0 6 0		
81	Coprah and coconut shells, per cwt.	0 1 0	0 0 6	0 2 0		
82	Copper, per cwt.	0 1 6	0 1 0	0 4 0		
83	Coppers, per cwt.	0 1 0	0 0 6	0 4 0		
84	Coral, in cases	Measurement rates.				
85	Coverings, per cwt.	0 3 0	0 1 6	0 6 0		
86	Corks	Measurement rates.				
87	Cotton, per bale	0 2 0	0 1 6	2 0 0		
88	Cowries, per cwt.	0 1 0	0 0 6	0 4 0		
89	Crafters (China fireworks)	Double measurement rates.				
90	Cressets, per gallon	0 0 3	0 0 2	0 2 0		
91	Crockery	Measurement rates.				
92	Cubobs, per cwt.	0 1 6	0 0 9	0 8 0		
93	Cumin seeds, per bag of two bazar maunds	0 2 0	0 1 0	0 8 0		
94	Cutch or gambier, per cwt.	0 2 0	0 1 0	0 10 0		
95	Cutlery, in cases	Measurement rates.				
96	Deans, per cwt.	0 1 6	0 0 9	0 4 0		
97	Dates, per cwt.	0 1 6	0 0 9	0 4 0		
98	Dal, per bag of two bazar maunds	0 1 0	0 0 6	0 8 0		
99	Blonnes, per bag of 14 bazar maunds	0 1 0	0 0 6	0 8 0		
100	Drainage pipes, per cwt.	0 3 0	0 1 6	0 4 0		
101	Drugs	Measurement rates.				
102	Dye-woods, per cwt.	0 1 0	0 0 6	0 4 0		
103	Earth, Fuller's, per cwt.	0 1 0	0 0 6	0 4 0		
104	Bathhouse	Measurement rates.				
105	Earth or lubricating oil, in casks, per bazar maund	0 1 6	0 0 6	0 12 0		
106	Elephant's teeth and tusks, per cwt.	0 4 0	0 2 0	1 0 0		
106A	Elephants at owner's risk, who will provide slings, each	10 0 0	...	...
107	False pearls	Measurement rates.				
108	Feathers	Ditto.				
109	Felt	Ditto.				
110	Fire-blocks, per cwt.	0 1 0	0 0 6	0 3 0		
111	Fire-bricks, per 1,000	2 0 0	1 8 0	4 0 0		
112	Fireclay, per cwt.	0 1 6	0 0 9	0 3 0		
113	Fish, dried and salted, in kegs	0 3 0	0 1 6	0 8 0		
114	Fishing poles, per bundle	0 3 0	0 1 6	1 8 0		
115	Flax	0 1 6	0 0 9	0 8 0		
116	Flour in barrels, per barrel	0 4 0	0 2 0	1 0 0		
117	Do, in bags, per cwt.	0 2 0	0 1 0	0 4 0		
118	Flower-pots, per dozen	0 4 0	0 2 0	0 6 0		
119	Forks, digging, per dozen	0 2 6	0 1 3	0 8 0		
120	Fruits, dried, per cwt.	0 2 0	0 1 0	0 8 0		
121	Furniture	Measurement rates.				
122	Galangal, per cwt.	0 1 6	0 0 9	0 6 0		
123	Gall-nuts, per cwt.	0 1 6	0 0 9	0 6 0		

No.	DESCRIPTION.	Landing charges at the docks.	For removal of goods, not claimed within 48 hours, to Custom-house or Inland Warehouse.	For removal of goods, not claimed within 48 hours, to Custom-house or Inland Warehouse.
		Rs. A. P.	Rs. A. P.	Rs. A. P.
124	Gamboge ...	Measurement rates.		
125	Gauzaban, per cwt. ...	0 1 6	0 0 9	0 6 0
126	Garlic, per bazar maund ...	0 1 6	0 0 9	0 8 0
127	Gauji, per bazar maund ...	0 4 0	0 2 0	1 0 0
128	Ghee, per cwt. ...	0 4 0	0 2 0	0 10 0
129	Ginger, per cwt. ...	0 1 6	0 0 9	0 10 0
130	Glass-ware (including sheet and plate Glass) ...	Measurement rates.		
131	Glass, window, per case ...	0 2 0	0 1 0	0 4 0
132	Gold, bar, leaf, &c., per box ...	0 4 0	...	...
133	Gram, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
134	Grease, per cwt. ...	0 4 0	0 2 0	0 8 0
135	Gum, in cases ...	Measurement rates.		
136	Gunny-pieces, in screwed bales, per bale of 12 pcs. ...	0 8 0	0 4 0	3 0 0
137	Gunny-cloth, in screwed bales, per bale of 12 pcs. ...	0 6 0	0 3 0	2 8 0
138	Gunny-loose, bundles of 50 pieces, per bundle ...	0 4 0	0 2 0	2 8 0
139	Gunny bags, in screwed bales, per bundle ...	0 1 6	0 0 9	1 0 0
140	Guttapercha, per cwt. ...	0 3 0	0 1 6	0 6 0
141	Hair of sorts, per cwt. ...	0 1 6	0 0 9	0 6 0
142	Henn, in causts, each ...	0 2 0	0 1 0	0 8 0
143	Ditto, in cases ...	0 1 0	0 0 6	0 2 0
144	Hardware ...	Measurement rates.		
145	Harness ...	Ditto.		
146	Hats and caps ...	Ditto.		
147	Hemp in bales of 300 to 400 lbs., per bale ...	Ditto.		
148	Herbs, per cwt. ...	0 2 0	0 1 0	2 0 0
149	Hides, buffalo, per 100 ...	0 2 0	0 1 0	0 6 0
150	Do., cow, per 100 ...	1 0 0	0 8 0	4 0 0
151	Hog's lard, per cwt. ...	0 8 0	0 4 0	3 0 0
152	Honey, per cwt. ...	0 4 0	0 2 0	0 10 0
153	Hops, per bale or case ...	0 2 0	0 1 0	0 6 0
154	Horns, per cwt. ...	0 8 0	0 4 0	2 8 0
155	Hosiery ...	0 1 6	0 0 9	0 6 0
156	Horses ...	Measurement rates.		
157	Horses, Mules, Donkeys, Camels, Oxen, and Cows, at owner's risk, who will provide slings, each ...	2 0 0	...	...
158	Ditto, if loaded by staging, each ...	1 0 0	...	...
159	Indigo, per chest ...	0 1 6	0 0 9	0 6 0
160	Instruments, musical, mathematical, philosophical, surgical, &c. ...	0 5 0	0 2 6	...
161	Iron, in plates, bars, rods, hoops, pig, angle, nail, rails, sleepers, &c., per ton ...	Measurement rates.		
		1 0 0	0 0 9	per cwt. 0 3 0

No.	DESCRIPTION.	Landing charges at the docks.	For removal of goods, not claimed within 48 hours, to Custom-house or Inland Warehouse.	For removal of goods, not claimed within 48 hours, to Custom-house or Inland Warehouse.
		Rs. A. P.	Rs. A. P.	Rs. A. P.
162	Iron castings, or hollow-ware, per cwt. ...	0 1 0	0 1 0	0 8 0
163	Do. galvanized, per cwt. ...	0 1 0	0 0 9	0 4 0
164	Do. girders, columns, railings, bridge-work, tanks, posts, &c., per ton ...	1 4 0	0 0 9	0 8 0
165	Do. girders, columns, railings, bridge-work, tanks, posts, &c., over two tons ...	Charges by weight.		
166	Iron safes, per cwt. ...	0 3 0	0 1 0	0 8 0
167	Isinglass ...	Measurement rates.		
168	Ivory, per cwt. ...	0 4 0	0 2 0	1 0 0
169	Jewellery, per box ...	1 0 0	...	...
170	Jute and Jute-cuttings, in bales of 300 to 400lb., per bale ...	0 2 0	0 1 0	2 0 0
171	Kajaputy oil ...	Double Measurement rates.		
172	Lac-dye, per chest ...	0 3 0	0 1 6	2 0 0
173	Lac, stick, per cwt. ...	0 1 0	0 0 6	0 4 0
174	Lanetta ...	Measurement rates.		
175	Lamps ...	Ditto.		
176	Lamp-black, per cwt. ...	0 3 0	0 1 6	0 8 0
177	Lead, in rolls, ingots, shots, &c., per cwt. ...	0 1 6	0 1 0	0 4 0
178	Leather ...	Measurement rates.		
179	Linen ...	Ditto.		
180	Licensed, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
181	Logwood, per cwt. ...	0 1 0	0 0 6	0 4 0
182	Maize, per cwt. ...	0 3 0	0 1 6	0 8 0
183	Machinery, in pieces or cases ...	See charges by weight.		
184	Mahogany, per ton of 50 cubic feet ...	2 0 0	1 0 0	4 0 0
185	Mallaca canes, per bundle ...	0 3 0	0 1 6	0 8 0
186	Mats, China or other ...	Measurement rates.		
187	Marble, in slabs, per cwt. ...	0 2 0	0 1 6	0 3 0
188	Marble tiles, in cases, per cwt. ...	0 2 0	0 1 6	0 3 0
189	Marble tiles, not exceeding two feet square, per 100 ...	4 0 0	4 0 0	5 0 0
190	Matches ...	Double measurement rates.		
191	Matese-seed, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
192	Melasses ...	Measurement rates.		
193	Milinery and haberdashery ...	Ditto.		
194	Mirrors ...	0 1 0	0 0 6	0 10 0
195	Molasses, in casks, per cwt. ...	0 1 6	0 0 9	0 6 0
196	Mother-of-pearl, per cwt. ...	0 1 0	0 0 6	0 6 0
197	Musket, per cwt. ...	...	...	...
198	Mustard-seed, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
199	Myrabollans, per cwt. ...	0 1 0	0 0 6	0 6 0
200	Nails, in kegs, per cwt. ...	0 2 0	0 1 0	0 4 0
201	Naphtha, per gallon ...	0 0 4	0 0 2	0 2 0
202	Needles, per cwt. ...	0 4 0	0 2 0	0 4 0

No.	Description.	Landing charges at the docks.	For removal of goods, not claimed within 48 hours, to the warehouse.	To be changed at the warehouse at the expiration of 48 hours.
		Rs. A. P.	Rs. A. P.	Rs. A. P.
203	Nutmegs, per cwt. ...	0 3 0	0 1 6	0 8 0
204	Oars, per dozen ...	1 0 0	0 8 0	2 0 0
205	Oats, per bag of 14 bazar maunds ...	0 1 0	0 0 6	0 8 0
206	Onion, yellow, per cwt. ...	0 3 0	0 1 6	0 8 0
207	Oil-cakes, per cwt. ...	0 1 0	0 0 6	0 8 0
208	Oil, essential ...	Measurement rates.		
209	Oil, Kerosine, in case of two tins, per case ...	0 2 6	0 2 0	1 0 0
210	Oil, linseed and other vegetable oils in drums, per Imperial gallon ...	0 0 4	0 2 0	0 2 0
211	Oil, linseed and other vegetable oils in casks, per Imperial gallon ...	0 0 3	0 2 0	0 2 0
212	Oilman's stores ...	Measurement rates.		
213	Onions, per maund ...	0 0 9	0 0 6	0 6 0
214	Opium, per chest ...	0 4 0	0 2 0	...
215	Paddy, per bag of 14 bazar maunds ...	0 1 0	0 0 6	0 8 0
216	Paints, in kegs of 25 to 50lb, per cwt. ...	0 3 0	0 2 0	0 8 0
217	Paints, in casks, per cwt. ...	0 2 0	0 1 6	0 8 0
218	Perfumery ...	Measurement rates.		
219	Pearl, of all sorts, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
220	Pepper, black and long, per cwt. ...	0 2 0	0 1 0	0 8 0
221	Pitch, per cwt. ...	0 2 0	0 1 0	0 8 0
222	Phosphorus ...	Double measurement rates.		
223	Piece-goods, per bale or case not exceeding 20 cubic feet ...	0 4 0	0 3 0	2 0 0
224	Pitch and tar, per barrel ...	Measurement rates.		
225	Pitch and tar, per hoghead ...	0 4 0	0 2 0	2 0 0
226	Pitch and tar, per butt or panchen ...	0 8 0	0 4 0	4 0 0
227	Plants, in package, per package ...	0 12 0	0 6 0	6 0 0
228	Plated-ware, in cases ...	0 6 0	0 3 0	2 0 0
229	Polish, French, per gallon ...	Measurement rates.		
230	Poppy-seed, per bag of two bazar maunds ...	0 1 0	0 0 6	0 4 0
231	Precious stones, per case ...	0 1 0	0 0 6	0 8 0
232	Preserves, China and other ...	1 0 0	0 8 0	...
233	Provisions (all), in casks, per cask ...	Measurement rates.		
234	Pumice stones, per cask ...	0 12 0	0 6 0	3 0 0
235	Punch leaves, per cwt. ...	0 4 0	0 2 0	1 0 8
236	Quicksilver, per cwt. ...	0 1 6	0 0 9	0 8 0
237	Quills or reeds ...	0 4 0	0 2 0	0 8 0
238	Quinine ...	Measurement rates.		
239	Rapeseed, per bag of two bazar maunds ...	Ditto.		
240	Rice, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
241	Rice, per bag of two bazar maunds ...	0 1 0	0 0 6	0 4 0
242	Rice-bowls, in casks ...	0 1 0	0 0 6	0 8 0
243	...	Measurement rates.		

No.	Description.	Landing charges at the docks.	For removal of goods, not claimed within 48 hours, to the warehouse.	To be changed at the warehouse at the expiration of 48 hours.
		Rs. A. P.	Rs. A. P.	Rs. A. P.
244	Rose leaves, per cwt. ...	0 2 0	0 1 0	0 6 0
245	Rosin, per cwt. ...	0 1 6	0 0 9	0 4 0
246	Safflower, in screwed bales, per pale ...	0 4 0	0 2 0	2 0 0
247	Sago, in cases or bags, per cwt. ...	0 1 6	0 0 9	0 6 0
248	Saltpetre, in bags, per cwt. ...	0 1 0	0 0 6	0 6 0
249	Samples, per parcel ...	0 1 0	0 0 6	0 2 0
250	School slates ...	Ditto.		
251	Screw, jack, per cwt. ...	0 2 0	0 1 0	0 8 0
252	Seeds of all other kinds not mentioned in the schedules, per bag of two bazar maunds ...	0 1 0	0 0 6	0 8 0
253	Senna leaves, per cwt. ...	0 1 6	0 0 9	0 6 0
254	Shawls, Cashmere, or other ...	Measurement rates.		
255	Shellac or seedlac, per chest ...	0 3 0	0 1 6	2 0 0
256	Shovels, per dozen ...	0 2 6	0 1 3	0 8 0
257	Slaves, tea, per dozen ...	1 0 0	0 8 0	4 0 0
258	Silk piece-goods, in cases ...	Double measurement rates.		
259	Silver, per box ...	0 6 0	0 3 0	2 0 0
260	Skins, calf, per 100 ...	0 6 0	0 3 0	2 0 0
261	Soda, per cwt. ...	0 1 6	0 0 9	0 6 0
262	Soap ...	Measurement rates.		
263	Spices (not in schedule), per cwt. ...	0 3 0	0 1 6	0 8 0
264	Spelter and solder, per cwt. ...	0 1 6	0 0 9	0 4 0
265	Spirits, in wood, per Imperial gallon ...	0 0 3	0 0 2	0 2 0
266	Stamps or stamp paper ...	0 1 6	0 1 0	0 8 0
267	Stationery, paper, books, card, and paste board ...	Measurement rates.		
268	Steel, per cwt. ...	Ditto.		
269	Stones, in blocks, per cwt. ...	0 1 0	0 0 6	0 2 0
270	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
271	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
272	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
273	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
274	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
275	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
276	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
277	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
278	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
279	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
280	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
281	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
282	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
283	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
284	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
285	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
286	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
287	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
288	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
289	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
290	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
291	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
292	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
293	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
294	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
295	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
296	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
297	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
298	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
299	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
300	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
301	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
302	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
303	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
304	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
305	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
306	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
307	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
308	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
309	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
310	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
311	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
312	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
313	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
314	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
315	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
316	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
317	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
318	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
319	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
320	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
321	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
322	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
323	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
324	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
325	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
326	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
327	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
328	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
329	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
330	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
331	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
332	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
333	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
334	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
335	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
336	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
337	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
338	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
339	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
340	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
341	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
342	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
343	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
344	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
345	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
346	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
347	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
348	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
349	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
350	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
351	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
352	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
353	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
354	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
355	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
356	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
357	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
358	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
359	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
360	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
361	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
362	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
363	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
364	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
365	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
366	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
367	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
368	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
369	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
370	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
371	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
372	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
373	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
374	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
375	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
376	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
377	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
378	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
379	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
380	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
381	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
382	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
383	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
384	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
385	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
386	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
387	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
388	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
389	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
390	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
391	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
392	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
393	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
394	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
395	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
396	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
397	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
398	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
399	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0
400	Stones, in blocks, per cwt. ...	0 1 6	0 1 0	0 4 0

No.	Description.	Landing charges at the Dock.			Pay on account of goods not claimed within 48 hours or Import Warehouse.	Goods not removed from the Import Warehouse at the expiration of 48 hours.	
		Rs.	A.	P.			
287	Sulphate of copper, per cwt.	0	3	0	0	1	6
288	Talc, per cwt.	0	2	0	0	1	0
289	Tallow, per cwt.	0	4	0	0	2	0
290	Tamarind, per cwt.	0	1	6	0	0	0
291	Tea, in chests, each	0	2	0	0	2	0
292	Iditto, in $\frac{1}{2}$ or $\frac{3}{4}$ chests, each	0	1	3	0	1	0
293	Teel-seeds, per bag of two bazar maunds	1	8	0	1	0	0
294	Timber, squared, per ton of 50 c. ft.	1	8	0	1	0	0
295	Iditto, scantling and planks, per ton	1	8	0	1	0	0
296	Tin plates, in boxes, per box	0	1	6	0	1	0
297	Tin blocks, per cwt.	0	1	3	0	1	0
298	Tinical, per cwt.	0	1	0	0	0	6
299	Tobacco, manufactured	Measurement rates.					
300	Tobacco-leaf, per cwt.	0	1	0	0	0	6
301	Trombic, in casks, per cwt.	0	1	0	0	0	6
302	Turmeric, per cwt.	0	1	0	0	0	6
303	Turpentine, in drums, per imperial gallon	0	0	4	0	0	2
304	Iditto, in casks, per Imperial gallon	0	0	3	0	0	2
305	Twine and lines, per bale,	0	8	0	0	4	0
306	Twist and yarn, coloured or plain, of sorts, per bale, not exceeding 20 cubic feet	0	4	0	0	3	0
307	Twist and yarn, in bales exceeding 20 cubic feet	0	4	0	0	3	0
308	Twist and yarn of sorts, in cases not exceeding 20 feet, per case	Measurement rates.					
309	Twist and yarn of sorts, in cases exceeding 20 cubic feet	0	4	0	0	3	0
310	Types, per cwt.	Measurement rates.					
311	Umbrellas, per cwt.	0	2	0	0	1	0
312	Varnish, per cwt.	0	4	0	0	2	0
313	Varnish, copal, per gallon	0	1	0	0	0	6
314	Verdigris, per cwt.	0	3	0	0	0	6
315	Vermillion, per box	0	2	0	0	1	0
316	Vitriol, oil of, per jar	0	8	0	0	4	0
317	Watches, per box	1	0	0	0	8	0
318	Wax, in casks	Measurement rates.					
319	Whiting, per cwt.	0	0	9	1	0	6
320	Wine	See Spirits.					
321	Wire, galvanised telegraph, &c., per cwt.	2	0	1	0	1	0
322	Wool, red and safran, per cwt.	0	1	0	0	0	6
323	Iditto, in packages	0	2	0	0	1	0
324	Wood-rollers or boxes, bundle	0	2	0	0	1	0
325	Woolen piece-goods of country or European manufacture	0	2	0	0	0	6
326	Whoot, per bag of two bazar maunds	Measurement rates.					
327	Whoot, per bag of two bazar maunds	0	1	0	0	0	6

No.	DESCRIPTION.	Landing charges at the Dock.		For removal of goods, not claimed within 48 hours or Import Warehouse.	For removal of goods, not claimed within 48 hours or Import Warehouse.
		Rs.	A. P.		
CHARGES BY MEASUREMENT.					
On all goods not enumerated, if in case, bales, crates, or casks, and on all goods specified to be charged for by measurement, the rate will be—					
328	If under 3 cubic feet	0	2	0	0
329	If over 3 do. and under 5 cubic feet	0	3	0	0
330	Do. 5 do. do. 10 do.	0	4	0	0
331	Do. 10 do. do. 15 do.	0	6	0	0
332	Do. 15 do. do. 20 do.	0	7	0	0
333	Do. 20 do. do. 30 do.	0	12	0	0
334	Do. 30 do. do. 40 do.	1	4	0	0
335	Do. 40 do. do. 50 do.	2	0	0	0
336	Do. 50 do. do. 60 do.	3	0	0	0
337	Do. 60 do. do.	4	0	0	0
CHARGES BY WEIGHT.					
338	On all goods not enumerated, chargeable by weight, and not exceeding 2 tons, per cwt.	0	1	6	0
339	On all goods exceeding 2 tons, and not exceeding 4 tons, per cwt.	0	2	0	0
340	On all goods exceeding 4 tons, and not exceeding 10 tons, per cwt.	0	4	0	0
341	On all goods exceeding 10 tons, per cwt.	0	8	0	0

1. On all packages exceeding four tons in weight, the removal charge will, under all circumstances, have to be paid if consignees do not take delivery at the quay.

2. The rate for unloading into boats will be one-third of the landing charges. No cargo will be allowed to be put into boats if it is to be landed on the Calcutta bank of the river between the Northern boundary of the port and Kidderpore Dockyard. For rails and iron sleepers, the charge will be one-fifth of the landing charges.

3. No charge for wharf-rent will be made until the third day after landing, *e.g.*, goods landed on Monday will be liable to wharf-rent if removed before Wednesday evening, and no charge for wharf-rent will be made for holidays when, owing to the Custom-house being shut, consignees are unable, without any fault on their part, to clear their goods.

4. Damaged goods, for which a claim is brought against the ship, will not be charged wharf-rent until the fourth day after landing; provided notice of survey is given to the Dock Superintendent within 48 hours after the goods have been received from the ship.

5. Goods will be delivered, if desired by consignees, by cart outside their godowns in Calcutta, at a charge equal to 70 per cent. of the landing charge, with a guarantee against loss or damage during transit.

Scales of Charges for use of 30-ton Floating Cranes or 100-ton sheds.

	Per cart.	Rs. A. P.
For each lift not exceeding 2 tons	...	0 1 6
For each lift exceeding 2 tons, but not exceeding 4 tons	...	0 2 0
Charges for use of floating cranes.		
10 tons	...	0 4 0
For each lift exceeding 10 tons	...	0 8 0

NOTE.—If goods are taken delivery of through the Commissioners' Carriage Contractors, they will be considered as cleared when the shipping documents complete have been lodged in the Commissioners' Head Office.

SCHEDULE E.

Scale of charges and shed rent to be paid by exporters for shipping cargo at the docks.

	Shipping charges.	Shed rent per mensem.
	Per ton of 27 mds. Rs. A. P.	Per ton of 27 mds. Rs. A. P.
(1) Rice, raw jute, raw cotton, saltpetre, and all other country produce (not otherwise specified) in bags	0 12 0	4 0 0
(2) Wheat, pulses and seeds	0 8 0	4 0 0
(3) Tea	1 4 0	6 0 0
(4) Hides, skins and horns	1 8 0	8 0 0
(5) Lac, indigo and silk	2 8 0	10 0 0
(6) Goods (not otherwise specified) in boxes, chests, barrels, bales, crates, cases or casks	At measurement rates as below.	Per ton of 50 c. ft. 5 0 0

CHARGES BY MEASUREMENT.

	Shipping charges.
	Rs. A. P.
If under 3 cubic feet	0 1 0
Over 3 cubic feet and under 5 cubic feet per package	0 2 0
Do. 5 ditto do. 10 do. do.	0 3 0
Do. 10 ditto do. 15 do. do.	0 4 0
Do. 15 ditto do. 20 do. do.	0 5 0
Do. 30 ditto do. 30 do. do.	0 8 0
Do. 30 ditto do. 40 do. do.	0 12 0
Do. 40 ditto do. 50 do. do.	1 0 0
Do. 50 ditto do.	2 8 0

(1) Goods will be allowed 14 days' shed accommodation, rent-free, counting from midnight of the date of arrival in sheds until shipped; after the 14 days they will be liable to shed rent.

(2) The following goods will not be received in the sheds in course of shipment, except under special arrangement, viz., assafoetida, catch, safflower, camphor, turmeric, aniseed, hog's lard, ghee, all oils, Indian rubber, molasses, myrabollams, treacle, which must be sent direct on board the vessel.

SCHEDULE F.

Dock Dues.

1. All vessels entering the Kidderpore Docks will be charged a due of four annas per net registered ton. This charge will be made irrespective of the time that the vessel may remain in the docks.

2. At any time a vessel may, subject to 36 hours' notice, be removed from a berth alongside the quay-wall to an outer berth.

3. After a vessel has been in the docks for 14 days she may, subject to 36 hours' notice, be removed to moorings in the river.

The Local Government hereby signifies its approval of the above Schedules.

GOVERNMENT OF BENGAL :
MARINE DEPARTMENT,
The 20th December 1892.

K. H. STEPHEN,
Under-Secy. to the Govt. of Bengal.

PUBLISHED under the provisions of section 107, Act III (B.C.) of 1890.

The 17th January 1893.

By order of the Commissioners,
R. A. DONNITHORNE,
Secretary.

NOTIFICATION.

The 9th October 1880.—The following revised lists of landing and public landing and bathing ghâts, reserved by the Commissioners for making improvements in the Port of Calcutta for the use of the public, having been approved by the Lieutenant-Governor under the provisions of sections 54 and 55 of Act V (B.C.) of 1870, are published for general information in supersession of all lists previously notified:—

Ghâts on the Calcutta bank of the River.

Landing or Passenger Ghâts.	Bathing Ghâts.
1. Burra Sahib's Hât Ghât.	1. Burra Sahib's Hât Ghât.
2. Matiabrooj Ghât.	2. Matiabrooj Ghât.
3. Alli Nuckhee Khan's Ghât	3. Alli Nuckhee Khan's Ghât.
4. Nimuck Melah Ghât.	4. Nimuck Melah Ghât.
5. Watgunge Ghât.	5. Watgunge Ghât.
6. Baloo or Hastings' Ghât.	6. Prinsep's Ghât.
7. Prinsep's Ghât.	7. Baboo Ghât.
8. Paney Ghât.	8. Police Ghât.
9. Outram Road Ghât.	9. Hera Lall Seal's, or the Ghât north of No. 1 Jetty.
10. Baboo Ghât.	10. Mullick's Ghât.
11. Chandpaul Ghât.	11. Chuttoo Lall's Ghât.
12. Colvin's Ghât.	12. Meerbolur or Burra Bazar Ghât
13. Police Ghât.	13. Nawab or Juggurnath Ghât.
14. Armenian Ghât.	14. Prosono Coomar Tagore's Ghât.
15. Mullick's or Durmahatta Ghât.	15. Nimtollah Ghât.
16. Meerbolur or Burra Bazar Ghât.	16. Manick Bose's Ghât.
17. Nawab or Juggurnath Ghât.	17. Aheerctollah Ghât.
18. Golab Ghât.	18. Mountaney's Ghât.
19. Prosono Coomar Tagore's Ghât.	19. Ruth Ghât.
20. Nimtollah Ghât.	20. Champatollah Ghât.
21. Aheerctollah Ghât.	21. Coomertooly Ghât.
22. Burtollah Ghât.	22. Rajah's Ghât.
23. Baugh Bazar Ghât.	23. Kassy Mitter's Ghât.
	24. Thakoor Baree Ghât.
	25. Russick Newgy's Ghât.
	26. Baugh Bazar Ghât.
	27. Doorga Churn Mookerjee's Ghât.
	28. Davee Roy's Ghât.
	29. Chitpore Ghât.

Ghats on the Howrah bank of the River.

Public Landing Ghats.	Public Landing Ghats.
1. Botanical Garden Ghat.	1. Botanical Garden Ghat.
2. Bhurparrah Ghat.	2. Bhurparrah Ghat.
3. Seebpore Ghat.	3. Seebpore Ghat.
4. Kowraparrah Ghat.	4. Kowraparrah Ghat.
5. Banstolah Ghat.	5. Banstolah Ghat.
6. Ramkistopore Ghat.	6. Ramkistopore Ghat.
7. Telkul Ghat.	7. Telkul Ghat.
8. Chandmaree Ghat.	8. Chandmaree Ghat.
9. Golabaree Ghat.	9. Golabaree Ghat.
10. Chowla Putty Ghat.	10. Chowla Putty Ghat.
11. Moody's Ghat.	11. Moody's Ghat.
12. Banda Ghat.	12. Banda Ghat.
13. Banerjee's Ghat.	13. Banerjee's Ghat.
14. Bhote Bagan Ghat.	14. Bhote Bagan Ghat.
	15. Juggut Banerjee's Ghat.
	16. Cowie's Ghat.
	17. Mullick's Ghat.
	18. Salt Golah Ghat.
	19. Koyal's Ghat.
	20. Chattoo Baboo's Ghat.
	21. Moroprah Ghat.
	22. Baxee Jamadar's Ghat.

A. MACKENZIE,

Secretary to the Government of Bengal.

NOTIFICATION.

The 22nd July 1872.—In supersession of the Notification of the 25th April 1872, published for the third time in the *Calcutta Gazette* of the 15th May 1872, under the provisions of section 83 of Act V (B.C) of 1870 (an Act to appoint Commissioners for making Improvements in the Port of Calcutta), the following bye-laws for landing and shipping on inland wharves, and for landing and bathing ghats, as proposed by the Commissioners, and other documents connected therewith, are published for general information.

Landing and Shipping on Inland Wharves.

BYE-LAWS.

1. With the exceptions hereinafter noted, no vessels, not being sea-going vessels, shall land or ship any goods at any wharf on the east bank of the River Hooghly, between the northern boundary of the port and the Government Dockyard at Kidderpore, except at the wharves duly notified by the Commissioners under section 64 of Act V of 1870.

2. The foregoing rule shall not apply to inland steamers or flats, or to boats laden with vegetables, fruits, meat, and market produce; such goods can be landed at the public ghats under any rules or restrictions at present or hereafter in force thereat.

Exceptions.

3. By the term "market produce" shall be meant such perishable commodities as are imported for the bazars for immediate and daily consumption, but on such vegetables as potatoes, red gourd, or pumpkins, and the like, which are imported and stored, the toll shall be levied.

4. No goods, liable under Schedule B for payment of toll, on which toll has not been paid, shall be either landed from, or shipped into, boats or vessels using the inland vessels' wharves.

5. Goods landed from, or shipped into, boats or vessels without payment of the toll, shall be detained by the Commissioners, at the risk and expense of the consignees, until the toll has been paid.

6. If goods shipped have to be re-landed, or goods landed have to be re-shipped, such goods, having already paid toll for shipping or landing, shall be exempted from further payment for re-landing or re-shipping, provided such re-landing or re-shipping takes place on the same day as the landing or shipping.

7. Persons in charge of steam-ferries or passenger-boats, plying from any public ghat, shall not permit the landing or shipping from, or upon, their vessels of any goods liable under Schedule B for payment of toll unless such goods are protected by passes.

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

9. 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 Superintendents of the wharves or their subordinates.

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

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

12. No person shall float timber, rafts, or any obstructive articles in the stream within 150 feet of the bank, so as to impede the movement of boats and vessels at the inland vessels' wharves.

13. No persons shall prevent the Superintendents of the wharves, or other persons deputed by them, from boarding any boat or vessel within 150 feet of the wharves, for the purpose of examining or ascertaining the quantities of the goods in them, or of

detaining them for payment of tolls or other charges, or of giving effect to any of the bye-laws and rules passed by the Commissioners.

14. The hours for landing and shipping goods at the inland vessels' wharves shall be from G.A.M. to G.P.M. on all days, except Sundays and holidays authorized 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 authorized holidays, except on payment of overtime or extra fees respectively.

15. 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.

16. Any person committing an infringement of any of the foregoing bye-laws shall be liable for the first offence to a fine not exceeding Rs. 100, and for a continuance of that offence, after notice shall have been given him by the Commissioners of his having committed the offence, to a further fine of Rs. 50 per diem.

Penalty for non-observance of bye-laws.

TEA WAREHOUSE.

NOTICE.

From and after the 1st July 1887, the warehouse situated at Armenian Ghât, between the Hooghly Floding Bridge Road and No. 1 Jetty, will be open for receiving and storing teas intended either for direct shipment or for sale in Calcutta.

The warehouse has storage accommodation for about 150,000 chests of tea, is fitted with hydraulic elevators, and is in direct communication by railway with the Port Commissioners' jetties and wharves, the Eastern Bengal State Railway, and the East Indian Railway.

The wharf and shed abreast of the warehouse will be available for the landing of consignments of tea from inland steamers and flats, and teas landed at the wharves above bridge can be conveyed in the Commissioners' tramway wagons from such wharves to the Tea Warehouse. Teas brought down by the Eastern Bengal and East Indian Railways may be unloaded at a covered platform on the east side of the warehouse specially provided for railway traffic, and those intended for shipment will be loaded up at this platform and taken in covered wagons to the jetty sheds. The proximity of the warehouse to the wharves, the railways, and the jetty sheds, will secure for teas using the warehouse special immunity from risk of damage in handling or from wet.

The Commissioners will undertake to receive from railway wagons, store and pile all tea brought by railway. They will also receive tea from steamers or flats brought alongside the landing-stage at Armenian Ghât, and store it in the warehouse, granting receipts for the marks and quantity landed and stored. In the case of tea sold in Calcutta, the Commissioners will provide labour, under European supervision, for opening, closing, re-soldering, laying down, re-opening, &c. Tea to be opened, closing, re-soldering, laying down, re-opening, &c. Tea to be shipped on board of vessels at the jetties will be taken by wagons direct to the vessels, and the Commissioners will grant jetty receipts for such tea at the Tea Warehouse on the production of delivery orders and shipping documents.

The charges for the use of the warehouse will be as follows:—

	Rs.	As.	P.
(1) Receiving from railway wagon, steamer or boat, including, in the case of tea brought by railway, all tramway charges, and if brought by steamer or flat, all ghât or wharf charges, per chest	...	0	0 6
(2) Opening, closing, re-soldering, laying down, and storing, re-opening, delivering for examination, including cutting lead across, and re-soldering the chest with storage for one month	...	0	2 0
(3) Warehouse rent on teas for shipment—	...	0	1 0
(a) For any period not exceeding 15 days	...	0	1 0
(b) Exceeding fifteen days per week or part of a week	...	0	6 0

- Rs. As. P.
- (4) Delivering from warehouse and shipping on board of vessels at the jetties ... 0 1 0
- (5) Delivering from warehouse tea not intended for shipment at the jetties ... 0 6 6

By order of the Commissioners,

W. D. BRUCE,

Vice-Chairman.

TONNAGE SCALE FOR PILOTS.

The following scale came into force on the 29th of August 1891, under the orders of Government No. 2174 (Marine), giving cover to a Resolution of the Lieutenant-Governor, dated Calcutta, 28th August 1891:—

Branch Pilots	... ..	above 2,800 tons.
Senior Master Pilots	... ..	from 1,501 to 2,800 tons.
Junior Master Pilots	... ..	from 1,501 to 2,150 tons.
Mate Pilots	... ..	up to 1,500 tons.

STRENGTH OF THE HOOGLHY PILOT SERVICE.

By the Resolution of the 4th July 1888, the strength of the Hooghly Pilot Service was fixed as under:—

Branch Pilots	... ..	12
Master Pilots	... ..	36
Mate Pilots	... ..	12
Total	... ..	60

PILOTAGE CHARGES FOR CALCUTTA.

REVISED SCALE OF PILOTAGE FEES PAYABLE ON SHIPS VISITING THE PORT OF CALCUTTA.

Resolution of Government of Bengal of 10th July 1881.
Steamers or Sailing Vessels taking steam from any part of the distance are entitled to a reduction of one-fourth from the charges for such portion of the distance.

DRAUGHT.	Full draught. Interst.	INTERMEDIATE OR BROKEN PILOTAGE.										
		1	2	3	4	5	6	7	8	9	10	11
		12	12	12	12	12	12	12	12	12	12	12
Not exceeding 8 feet	54	5	9	14	18	23	27	31	36	40	45	49
8 feet and not exceeding 9 feet	85	8	15	22	29	36	43	50	57	64	71	78
9 ditto ditto 10	117	10	20	30	39	49	59	69	79	89	99	108
10 ditto ditto 11	139	12	24	35	47	58	70	81	93	104	116	127
11 ditto ditto 12	159	14	27	40	54	67	80	93	107	120	133	147
12 ditto ditto 13	181	16	31	45	61	76	91	106	121	136	151	166
13 ditto ditto 14	212	18	36	52	69	86	103	120	137	154	171	188
14 ditto ditto 15	245	21	41	62	82	102	122	143	163	184	204	225
15 ditto ditto 16	287	24	45	72	96	120	144	168	192	216	240	263
16 ditto ditto 17	340	28	53	82	108	136	164	192	220	248	276	304
17 ditto ditto 18	393	32	60	92	120	150	180	210	240	270	300	330
18 ditto ditto 19	447	38	70	112	144	180	216	252	288	324	360	400
19 ditto ditto 20	510	43	82	128	170	210	255	295	335	380	425	468
20 ditto ditto 21	574	48	96	144	192	240	288	336	384	432	480	528
21 ditto ditto 22	637	53	105	160	210	260	310	360	410	460	510	560
22 ditto ditto 23	699	57	114	171	222	274	325	376	427	478	529	580
23 ditto ditto 24	744	62	121	180	234	288	342	396	450	504	558	612
24 ditto ditto 25	800	71	147	213	284	353	425	496	567	638	709	780
25 ditto ditto 26	1,001	84	181	264	351	438	525	612	699	786	873	960
26 ditto ditto 27	1,170	98	196	294	392	490	588	686	784	882	980	1,078

DRAUGHT.	Full draught. Interst.	INTERMEDIATE OR BROKEN PILOTAGE.										
		1	2	3	4	5	6	7	8	9	10	11
		12	12	12	12	12	12	12	12	12	12	12
Not exceeding 8 feet	54	5	9	14	18	23	27	31	36	40	45	49
8 feet and not exceeding 9 feet	85	8	15	22	29	36	43	50	57	64	71	78
9 ditto ditto 10	117	10	20	30	39	49	59	69	79	89	99	108
10 ditto ditto 11	140	12	24	35	47	58	70	81	93	104	116	127
11 ditto ditto 12	170	15	30	45	61	76	91	106	121	136	151	166
12 ditto ditto 13	196	16	32	48	66	80	96	112	128	144	160	176
13 ditto ditto 14	224	19	38	56	75	92	110	128	146	164	182	200
14 ditto ditto 15	255	22	42	64	86	107	129	150	172	193	214	235
15 ditto ditto 16	300	26	50	75	100	125	150	175	200	225	250	275
16 ditto ditto 17	353	32	64	96	128	160	192	224	256	288	320	352
17 ditto ditto 18	417	38	76	114	152	190	228	266	304	342	380	418
18 ditto ditto 19	482	42	84	126	168	210	252	294	336	378	420	462
19 ditto ditto 20	574	48	96	144	192	240	288	336	384	432	480	528
20 ditto ditto 21	678	54	108	162	216	270	324	378	432	486	540	594
21 ditto ditto 22	801	62	126	192	258	324	390	456	522	588	654	720
22 ditto ditto 23	944	72	144	216	288	360	432	504	576	648	720	792
23 ditto ditto 24	1,100	84	168	252	336	420	504	588	672	756	840	924
24 ditto ditto 25	1,270	98	196	294	392	490	588	686	784	882	980	1,078

Statement showing the Quantity, Average Price, and Gross Receipts of Exported Opium sold during 1881 and 1882.

Year	Quantity in LACS	Average Price	Gross Receipts	
			Rs. As. P.	Rs. As. T.
January 1881	4250	1,057 1	—	4,578,690
February	4250	1,044 5	—	4,439,021
March	4250	1,062 2	—	4,515,272
April	4250	1,059 10	—	4,500,100
May	4250	1,053 14 10	—	4,475,520
June	4250	1,062 10 8	—	4,509,100
July	4250	1,066 7 2	—	4,520,810
August	4250	1,044 10 3	—	4,439,021
September	4250	1,048 5 5	—	4,450,000
October	4250	1,054 13 5	—	4,485,472
November	4250	1,042 6 5	—	4,439,021
December	4250	1,050 5 5	—	4,439,021
Attempts for 1881	—	1,787 5 0	—	—
Total	32,000	—	5,91,70,000	0
January 1882	4,500	1,053 8 2	—	4,725,072
February	4,500	1,071 3 5	—	4,820,562
March	4,500	1,185 3 5	—	5,325,450
April	4,500	1,207 10 11	—	5,454,581
May	4,500	1,219 5 5	—	5,477,780
June	4,500	1,173 10 11	—	5,284,072
July	4,500	1,202 10 11	—	5,414,721
August	4,500	1,207 10 11	—	5,414,721
September	4,500	1,202 10 11	—	5,414,721
October	4,500	1,207 10 11	—	5,414,721
November	4,500	1,202 10 11	—	5,414,721
December	4,500	1,202 10 11	—	5,414,721
Attempts for 1882	—	1,200 13 7	—	—
Total	21,400	—	6,17,24,015	0

Statement showing the Exports of Tea from India for 26 years.

Country to which Exported	1856-57	1857-58	1858-59	1859-60	1860-61	1861-62	1862-63	1863-64	1864-65	1865-66	1866-67	1867-68	1868-69	1869-70	1870-71	1871-72	1872-73	1873-74	1874-75	1875-76	1876-77	1877-78	1878-79	1879-80	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92	1892-93	1893-94	1894-95	1895-96	1896-97	1897-98	1898-99	1899-00	1900-01	1901-02	1902-03	1903-04	1904-05	1905-06	1906-07	1907-08	1908-09	1909-10	1910-11	1911-12	1912-13	1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24	1924-25	1925-26	1926-27	1927-28	1928-29	1929-30	1930-31	1931-32	1932-33	1933-34	1934-35	1935-36	1936-37	1937-38	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
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CONSUMPTION OF INDIAN AND CHINA TEAS.

In this report, dated April 15th, Messrs. Gair, Wilson, and Bates publish a comparative statement showing the respective high consumption of Indian and China teas from 1855 to 1892. The table is as follows:—

	India.	China, &c.
	lb.	lb.
1855	... 4,581,200	97,681,000
1857	... 6,400,000	101,022,000
1858	... 7,740,000	99,700,000
1859	... 10,710,000	101,000,000
1870	... 13,500,000	101,051,000
1871	... 13,650,000	105,145,000
1872	... 16,650,000	115,000,000
1873	... 20,310,000	111,665,000
1874	... 18,500,000	118,511,000
1875	... 23,230,000	123,107,000
1876	... 25,710,000	123,200,000
1877	... 27,850,000	122,865,000
1878	... 26,711,000	120,452,000
1879	... 26,000,000	126,560,000
1880	... 48,830,000	114,485,000
1881	... 46,630,000	117,175,000
1882	... 50,490,000	114,462,000
1883	... 50,000,000	111,390,000
1884	... 61,317,000	120,842,000
1885	... 65,478,000	118,514,000
1886	... 68,000,000	101,390,000
1887	... 83,118,000	99,500,000
1888	... 86,410,000	86,650,000
1889	... 96,000,000	61,000,000
1890	... 101,011,000	57,500,000
1891	... 98,311,000	54,800,000
1892	... 100,728,100	51,485,000

The importation of Opium tea since its introduction has been—
 1855, 5,817,200 lb.; 1856, 6,350,000; 1857, 6,940,000; 1858,
 10,510,000; 1859, 13,500,000; 1860, 25,216,000; 1861, 21,327,000;
 and 1892, 60,100,100.

Customs Duties on the Importation of Tea into European Countries.
[Extract from page 695 of "The Board of Trade Journal" for June 1892—No. 71, Vol. XII.]

COUNTRIES.	Rates of Duty.	English Equivalents.
		£ s. d.
United Kingdom ...	.....	Lb. 0 4
Russia :—		
Tea of all kinds imported at	Roubles. cop.	
European ports and across	In gold.	
the European land frontier	Pound 21 0	1 10 2
Tea imported through the		
Irkutsk Custom House,		
across the Siberian frontier,		
and by way of the Steppes :—		
(a) Black, flower, green		
and yellow tea ...	13 0	1 1 7
(b) Brick tea ...	2 50	0 2 6
(c) Tea pressed into tablets		
accompanied by consular		
certificates showing that it is		
of Russian preparation and		
bearing the mark of the		
Russian manufacturer on		
each tablet ...	10 0	0 10 6
Sweden ...	Kilog. 0 kr. 50 öre.	0 3
Norway ...	" 2 kr.	1 0 1
Denmark ...	" Fund Orig. 16 skil.	0 4
Germany ...	" 100 kilogs. 100 mk.	0 5 4
Holland ...	" 25 fl.	0 2 3
Belgium ...	" 90 fr.	0 3 9
France ...	" 208 fr.	0 9
Portugal ...	" Kilog. 960 reis.	1 11 5
Spain :—		
Import duty ...	" 1 pes. 50 c.	0 6 5
Transitory duty ...	" 80 c.	0 3 5
Municipal surcharge	" 80 c.	0 3 5
Italy ...	" 100 fl.	0 10 9
Austria-Hungary ...	" 100 kilogs. 250 lire.	0 9 8
Do. for imports by sea	" 90 fl.	0 1 7
Switzerland ...	" 40 fr.	0 1 7
Greece ...	" Öke 4 dr.	1 1 7
Roumania ...	" 100 kilogs. 50 lei.	0 2 2
Turkey ...	" 8% ad. val.	8% ad. val.

BOMBAY COTTON GOODS TRADE.

Exports of Bombay Manufactured Piece Goods and Yarns from Bombay Port only.
1891-92.

EXPORT TO	LENGTH AND WEIGHT.								VALUE.					
	PIECE GOODS.				YARNS.				LAKHS OF RUPEES.			PERCENTAGE OF		
	TOTAL WEIGHT.				PERCENTAGE OF				TOTAL LAKHS			OF		
	Yards.	Lb.	Lb.	%.	Yards.	Lb.	Lb.	%.	Goods.	Yarns.	Place Goods.	Yarns.	%.	%.
Ship Ports	5834	1347	15585	3210	8402	16882	7442	7300	55566	2997	8204	62855	7053	
Sea Ports	4712	1088	247	2593	1336	3558	1568	5666	9566	2550	1426	16221	1708	
Country by														
Ball ...	7631	1761	488	4197	262	2244	990	9170	1848	4144	280	11098	1239	
Calcutta...	12843	2840	2953	6790	1598	6302	2568	14830	11423	6703	1700	26250	2947	
Grand Total.	18177	4196	18485	10000	10000	22684	10000	22136	66978	10000	10000	89173	16000	

* Assuming 435 yards to be equal to 1 lb., and vice versa.
 Value of goods despatched by Rail is based on the export to Coast values.

JOHN MARSHALL,
 Secretary.
 BOMBAY CHAMBER OF COMMERCE.

May, 12th January 1893.

1890-91.

Ship Ports	5434	1254	15539	2938	8400	17093	7398	6700	61414	2683	8301	68114	6888	
Sea Ports	4282	989	2304	2316	1224	3293	1420	5988	9567	2398	1306	15655	1533	
Country by														
Ball ...	5770	2026	601	4747	367	2717	1170	12379	2398	4919	392	15177	1534	
Calcutta...	13061	3010	2923	7062	1591	6010	2602	18267	12666	7317	1699	20832	3117	
Grand Total.	18198	4260	18834	10000	10000	23108	10000	21967	73979	10000	10000	88946	10000	

* Assuming 435 yards to be equal to 1 lb., and vice versa.
 Value of goods and yarns sent up-country by rail is based on the export value.

1889-90.

Ship Ports	4654	1074	13203	2671	8583	14277	7388	5577	53731	2471	8500	59308	6914	
Sea Ports	4035	931	1919	2316	1248	2850	1469	6376	8869	2382	1322	13735	1601	
Country by														
Ball ...	48734	2017	267	5013	197	2274	1173	11612	1119	5147	178	12731	1485	
Calcutta...	12760	2948	2170	7320	1415	6124	2642	16988	9478	7529	1500	26466	3085	
Grand Total.	17423	4022	15370	10000	10000	19401	10000	22565	63206	10000	10000	85774	10000	

* Assuming 435 yards=1 lb., and vice versa. Previously, 5 yards were assumed (as in England) to be equal 1 lb., but the India Bureau for the past six years show that the basis now taken is approximately more correct.

EXCHANGE.

MAIL QUOTATIONS, 1891.

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver, per oz.	Bank of Bengal minimum.	Per cent.	Per cent.	Government Securities.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>d.</i>				
1891.											
7th Jan...	$\left\{ \begin{smallmatrix} 1 \text{ 6} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	478	3	5	100	
16th " ...	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 7 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	484	3	4	100	
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 $\frac{1}{2}$	484	3	4	100	
28th " ...	$\left\{ \begin{smallmatrix} 1 \text{ 6} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	472	3	5	100	
4th 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 $\frac{1}{2}$	468	3	3	100	
11th " ...	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 6	1 6	464	3	3	100	
18th " ...	1 5 $\frac{1}{2}$	1 6 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	442	3	3	100	
25th " ...	1 4 $\frac{1}{2}$	1 5	1 5 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	444	3	3	100	
4th March	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 $\frac{1}{2}$	444	4	3	100	
11th " ...	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 $\frac{1}{2}$	451 $\frac{1}{2}$	4	3	100	
18th " ...	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 $\frac{1}{2}$	454	4	3	100	
25th " ...	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 $\frac{1}{2}$	45 $\frac{1}{2}$	4	3	100	
1st April	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 $\frac{1}{2}$	448	4	3	100	
8th " ...	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	444	4	3	100	
15th " ...	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 $\frac{1}{2}$	441 $\frac{1}{2}$	4	3	100	
22nd " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 4} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	44 $\frac{1}{2}$	4	3	100	
29th " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444	4	3	100	
6th May...	1 4 $\frac{1}{2}$	1 5	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444	4	3	100	

EXCHANGE.

MAIL QUOTATIONS, 1891.—(Continued.)

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver, per oz.	Bank of Bengal minimum.	Per cent.	Per cent.	Government Securities.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>d.</i>				
1891.											
7th Jan...	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	448	4	4	100	105-15
16th " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444 $\frac{1}{2}$	4	5	100	106-1
21st " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444	4	5	100	106-1
28th " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444	3	5	100	106-3
4th Feb...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	444	3	4	100	106-7
11th " ...	$\left\{ \begin{smallmatrix} 1 \text{ 4} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 4} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	44 $\frac{1}{2}$	3	4	100	106-14
18th " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 4} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	44 $\frac{1}{2}$	3	3	100	108
25th " ...	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	451	3	3	100	107-8
4th March	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	461	3	2	100	107-8
11th " ...	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 $\frac{1}{2}$	456	3	2	100	107-0
18th " ...	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 $\frac{1}{2}$	454	3	2	100	107-15
25th " ...	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 $\frac{1}{2}$	454	3	2	100	107-12
1st April	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 $\frac{1}{2}$	454	3	2	100	107-14
8th " ...	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	454	3	2	100	107-12
15th " ...	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 $\frac{1}{2}$	454	2	2	100	107-12
22nd " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 4} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	454	2	2	100	107-12
29th " ...	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	1 4 $\frac{1}{2}$	$\left\{ \begin{smallmatrix} 1 \text{ 5} \frac{1}{2} \\ \text{to} \\ 1 \end{smallmatrix} \right\}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	45 $\frac{1}{2}$	2	2	100	107-13
6th May...	1 4 $\frac{1}{2}$	1 5	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	1 5 $\frac{1}{2}$	451 $\frac{1}{2}$	3	2	100	107-14

EXCHANGE.

MAIL QUOTATIONS, 1891.—(Concluded.)

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver, per oz.	Bank of Bengal minimum.	Bank of England minimum.	Government of India minimum.	Ra.
1891.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent. 2	Per cent. 24	Per cent. 24	
8th Sept.	1 5½	1 5½	1 5½	1 5½	1 5½	1 5½	45				
15th " ...	{ 1 5½ to 5½	1 5½	1 5½	1 5½	1 5½	1 5½	45½	2	24	104-11	
23rd " ...	1 5½	1 5½	1 5½	1 5½	1 5½	1 5½	44½	2	24	104-11	
30th " ...	1 4½	1 5	1 5½	1 5½	1 5½	1 5½	44½	3	3	104-11	
7th Oct.	1 4½	1 4½	1 5½	1 5½	1 5½	1 5½	44½	3	3	104-11	
14th " ...	1 5	1 5½	1 5½	1 5½	1 5½	1 5½	44½	3½	3	104-11	
21st " ...	1 4½	1 4½	1 5½	{ 1 5½ to 5½	1 5½	1 5½	44½	3½	3	104-11	
28th " ...	1 4½	1 4½	1 4½	1 5½	1 5½	1 5½	44½	3	3	104-11	
4th Nov.	1 4½	1 4½	1 4½	1 5½	1 5½	1 5½	44½	2½	4	104-11	
11th " ...	1 4½	1 4½	1 4½	1 5½	1 5½	1 5½	44½	2½	4	104-11	
18th " ...	{ 1 4½ to 4½	1 4½	1 4½	1 5½	1 4½	1 4½	43½	2½	4	104-11	
25th " ...	{ 1 4½ to 4½	1 4½	1 4½	1 5 to 5½	1 4½	1 4½	43½	2½	4	104-11	
2nd Dec.	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	43½	2½	4	104-11	
9th " ...	1 4½	1 4½	1 4½	{ 1 5½ to 5½	1 4½	1 4½	43½	2½	4	104-11	
16th " ...	1 4½	1 4½	1 4½	1 5½	1 4½	1 4½	44	2½	3½	104-11	
23rd " ...	{ 1 4½ to 4½	1 4½	1 4½	1 4½	1 4½	1 4½	43½	2½	3½	104-11	
30th " ...	1 4½	1 4½	1 4½	1 5	1 4½	1 4½	43½	3	3½	104-11	

EXCHANGE.

MAIL QUOTATIONS, 1892.

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for payment, three months.	Document for acceptance, three months.	Silver, per oz.	Bank of Bengal minimum.	Bank of England minimum.	Government of India minimum.	Ra.
1892.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.	Per cent.	Per cent.	Per cent.	
1st January...	1 4½	1 4½	1 4½	{ 1 4½ to 1 5	1 5½	1 5½	43½	3	3	106-8	
8th " ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	42½	3	3½	{ 106-7 to 8	
15th " ...	...	...	...	Holiday.	...	...	...	...	...	...
22nd " ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	42	4	3	{ 105-8 to 9	
29th " ...	...	...	...	Holiday.	...	...	...	...	...	...
5th February	...	...	...	Holiday.	...	...	...	...	...	...
12th " ...	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	41½	5	3	104-14	
19th " ...	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	41½	5	3	104-11	
26th " ...	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	41½	5	3	105-4	
5th March...	1 3½	1 3½	1 4	1 4½	1 4½	1 4½	41½	5	3	105-8	
12th " ...	1 3½	1 3½	1 4½	1 4½	1 4½	1 4½	41½	5	3	107-7	
19th " ...	1 3½	1 3½	1 3½	1 4½	1 4½	1 4½	41½	5	3	{ 107-12 to 13	
26th " ...	1 3½	1 3½	1 3½	1 3½	1 3½	1 3½	40½	4	3	107-4	
2nd April...	1 3	1 3½	1 3½	{ 1 3½ to 3½	1 3½	1 3½	39	4	3	107-4	
9th April ...	1 3½	1 3½	1 3½	1 3½	1 3½	1 3½	39½	4	3	{ 106-15 to 107	
16th " ...	{ 1 3½ to 3½	1 3½	1 3½	{ 1 3½ to 3½	1 3½	1 3½	39½	4	2½	106-14	
23rd " ...	1 3½	1 3½	1 3½	1 3½	1 3½	1 3½	39½	4	2½	107-3	
30th " ...	1 3½	1 3½	1 3½	1 3½	1 3½	1 3½	39½	4	2½	107-10	

EXCHANGE.

MAIL QUOTATIONS, 1892.—(Continued.)

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for remittance, three months.	Document for remittance, three months.	Silver, per oz.	Bank of Bengal minimum.	Per cent.	Per cent.	Bank of England minimum.	Government Securities 4 per cent.
1892.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.					
4th May ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	30 $\frac{1}{2}$	4	2	188		
11th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	30 $\frac{1}{2}$	4	2	188		
18th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	184		
24th " ...	...	...	...	Holiday.	...	...	...	...	...	...
31st " ...	{ 1 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	183		
7th June ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	{ 1 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	185		
14th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	186		
21st " ...	{ 1 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	187		
28th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	187		
5th July ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	40 $\frac{1}{2}$	3	2	184		
12th " ...	{ 1 3 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	30 $\frac{1}{2}$	3	2	184		
19th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	30 $\frac{1}{2}$	3	2	185		
26th " ...	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	30 $\frac{1}{2}$	3	2	184		
2nd August...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 3	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	39 $\frac{1}{2}$	3	2	183		
9th " ...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	183		
16th " ...	{ 1 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 2 $\frac{1}{2}$	{ 1 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3	38 $\frac{1}{2}$	3	2	185		

EXCHANGE.

MAIL QUOTATIONS, 1892.—(Concluded.)

DATE OF MAIL.	Telegraphic.	Demand.	Bank Bills, three months.	Credit, six months.	Document for remittance, three months.	Document for remittance, three months.	Silver, per oz.	Bank of Bengal minimum.	Per cent.	Per cent.	Bank of England minimum.	Government Securities 4 per cent.
1892.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	d.					
2nd August...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	183		
9th " ...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	183		
16th Sept. ...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	184		
23rd " ...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	184		
30th " ...	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	184		
6th October...	...	...	...	Holiday.	...	...	...	...	...	...
13th " ...	...	...	...	Holiday.	...	...	...	...	...	...
20th " ...	{ 1 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ }	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 3	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	38 $\frac{1}{2}$	3	2	185		
27th " ...	...	...	...	Holiday.	...	...	...	...	...	...
3rd November...	1 2 $\frac{1}{2}$	1 3	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	39 $\frac{1}{2}$	3	3	186		
10th " ...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	39 $\frac{1}{2}$	3	3	186		
17th " ...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	39 $\frac{1}{2}$	3	3	186		
24th " ...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	39 $\frac{1}{2}$	3	3	186		
1st December...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3	1 3 $\frac{1}{2}$	1 3	38 $\frac{1}{2}$	3	3	185		
8th " ...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	37 $\frac{1}{2}$	4	3	184		
15th " ...	1 2 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 3 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	1 2 $\frac{1}{2}$	38	4	...	184		

GOLD—EXCHANGE.

YEAR.	World's Production of Gold.	Indian Net Imports Gold.	Rate, first sale, January Council Drafts.		Average demand rate of Exchange.
			£ sterling.	£ sterling.	
1858	24,930,000	2,783,073	.....	2 04	
1859	24,970,000	4,426,443	.....	2 2	
1860	23,850,000	4,284,234	.....	2 2	
1861	22,760,000	4,232,569	1 11½	.....
1862	21,550,000	5,184,425	1 11½	.....
1863	21,390,000	6,848,150	1 11½	1 11½	
1864	22,600,000	8,893,334	1 11½	1 11½	
1865	24,040,000	9,839,964	1 11½	1 11½	
1866	24,220,000	5,724,476	1 10½	1 10½	
1867	22,805,000	3,843,328	1 10½	1 10½	
1868	21,945,000	4,609,465	1 10½	1 11½	
1869	21,245,000	5,159,332	1 10½	1 11½	
1870	21,370,000	5,592,117	1 10½	1 11½	
1871	25,531,436	2,282,121	1 10½	1 10½	
1872	24,182,343	3,565,344	1 10½	1 11½	
1873	23,612,900	2,543,362	1 10½	1 10½	
1874	23,951,989	1,382,639	1 10½	1 10½	
1875	23,772,358	1,876,535	1 9½	1 10½	
1876	23,541,804	1,545,131	1 8½	1 9½	
1877	25,832,511	207,350	1 8½	1 9½	
1878	23,020,343	468,129	1 8	1 9½	
1879	21,394,261	.....	1 8½	1 7½	
1880	22,135,991	1,750,504	1 7½	1 8½	
1881	21,141,218	3,655,199	1 7½	1 7½	
1882	20,499,008	4,848,984	1 7½	1 8	
1883	20,462,192	4,930,871	1 7½	1 7½	
1884	20,826,492	5,463,318	1 7½	1 7½	
1885	21,249,976	4,671,936	1 7½	1 6½	
1886	21,427,445	2,762,934	1 5½	1 5½	
1887	21,500,197	2,177,065	1 5½	1 4½	
1888	21,985,011	2,002,481	1 5	1 4½	
1889	25,109,786	2,313,934	1 4½	1 4½	
1890	24,797,454	4,615,300	1 4½	1 4½	
1891	25,721,232	5,636,200	1 4½	1 5½	
1892	26,101,792	2,413,800	1 2½	1 2½	

* Excess exports in 1879, £ 886,173.

† 16-239 say 18'400.

SILVER.

Table of Silver from 1859-60 to 1891-92.

YEAR.	World's pro- duction.*	Imports.	Exports.	Nett Imports.	Average price.
	£	Rs.	Rs.	Rs.	
1859-60	12,06,89,260	9,13,630	11,14,76,630	69,062	
1860-61	6,43,46,360	1,10,06,370	5,33,89,090	61,812	
1861-62	9,76,15,450	67,60,890	9,08,64,560	61,000	
1862-63	13,63,74,010	1,07,72,440	12,56,01,570	61,437	
1863-64	14,03,71,000	1,30,44,800	12,73,26,200	61,687	
1864-65	11,48,83,200	1,40,45,230	10,07,87,980	61,187	
1865-66	20,18,41,070	1,61,67,340	18,06,80,730	61,003	
1866-67	3,60,54,230	1,00,26,030	6,06,20,720	61,187	
1867-68	1,99,94,947	1,40,64,887	5,59,39,610	60,687	
1868-69	9,97,89,790	1,37,79,569	8,00,10,227	60,362	
1869-70	3,30,44,070	9,40,708	7,32,03,371	60,376	
1870-71	2,06,33,494	1,73,63,121	94,19,369	60,562	
1871-72	16,111,803	8,00,00,300	1,48,78,085	60,435	
1872-73	16,023,506	1,03,43,138	1,23,26,704	60,000	
1873-74	17,045,756	4,14,37,303	1,69,23,420	58,812	
1874-75	16,887,079	6,08,18,103	1,40,96,082	58,062	
1875-76	16,880,249	3,46,13,413	1,50,89,567	58,125	
1876-77	18,157,767	9,90,34,083	2,79,26,361	54,812	
1877-78	19,300,956	15,77,63,321	1,00,01,973	54,500	
1878-79	16,960,303	5,59,36,991	1,03,20,065	54,500	
1879-80	20,316,880	6,60,60,010	1,73,62,686	51,750	
1880-81	21,601,116	5,31,61,661	1,42,26,822	51,626	
1881-82	23,278,239	6,46,63,889	1,08,73,300	51,250	
1882-83	23,740,655	5,35,86,318	67,77,940	50,467	
1883-84	23,006,010	7,40,85,065	1,00,33,654	49,937	
1884-85	24,827,033	9,11,00,254	1,86,43,941	47,684	
1885-86	26,374,914	12,35,62,509	7,70,36,314	46,160	
1886-87	26,008,839	8,21,07,013	1,06,40,232	44,561	
1887-88	26,612,358	10,58,98,037	1,36,10,532	43,676	
1888-89	32,006,733	10,73,58,717	1,40,10,938	42,687	
1889-90	35,076,003	12,38,84,746	1,45,05,983	43,125	
1890-91	37,416,653	16,43,36,544	1,26,16,160	43,125	
1891-92	37,123,648	10,00,37,330	1,58,15,469	43,125	

* Figures for Calendar year.
† Policy and Abol.

Table showing the value of Gold, Silver, and Copper Money coined at the Calcutta and Bombay Mints, respectively, during twenty Years, in TENS of RUPEES.

OFFICIAL YEARS ENDED 31st MARCH	CALCUTTA.				BOMBAY.				TOTAL FOR BRITISH INDIA.			
	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.	Gold.	Silver.	Copper.	Total.
1871-72	15,412	1,080,009	25,049	1,120,470	610,385	3,954,974	15,412	1,699,394	25,049	1,730,855		
1872-73	31,795	1,045,953	11,012	1,088,760	2,934,974	31,795	3,980,922	11,012	4,028,734			
1873-74	16,498	799,010	14,661	830,869	1,579,097	16,498	2,370,007	14,661	2,396,966			
1874-75	14,081	1,771,482	100,798	1,982,369	3,125,423	14,081	4,906,884	111,024	5,031,842			
1875-76	17,160	818,346	81,416	916,912	1,781,873	24,244	1,756,116	15,498	2,550,218	105,660	2,675,028	
1876-77	2,079,255	107,335	2,186,570	4,191,857	15,044	4,207,381		6,271,132	126,439	6,394,551		
1877-78	16,630	5,158,861	193,250	5,507,977	11,028,906	15,371	11,043,876	15,636	16,187,338	145,591	16,331,529	
1878-79	33,970	847,751	3,995	885,716	4,380,275		4,380,275	85	7,217,770	66,648	7,284,463	
1879-80	16,604	2,135,416	70,739	2,220,810	8,121,551		8,121,551		10,265,957	70,739	10,336,487	
1880-81	13,325	1,030,983	15,590	1,062,897	3,188,594		3,188,594		4,489,576	15,590	4,505,166	
1881-82	33,970	847,751	3,995	885,716	1,338,524	5,001	1,345,525	33,970	2,184,275	5,996	2,220,241	
1882-83	17,494	1,429,998	80,258	1,538,550	5,073,550	21,121	5,099,571	17,494	6,508,453	107,679	6,616,131	
1883-84	127,681	115,424	1,390,053	2,588,740	21,339	2,410,579		3,025,401	137,863	3,163,264		
1884-85	12,965	1,237,107	69,946	1,320,018	4,557,125	35,235	4,592,550	12,965	5,794,332	105,471	5,916,668	
1885-86	3,460,732	81,561	3,573,678	6,515,835		6,515,835		22,535	10,235,507	81,561	10,317,068	
1886-87	1,074,572	91,395	1,165,967	3,541,964	25,738	3,567,697		4,616,536	117,128	4,733,664		
1887-88	4,705,226	125,099	4,830,325	6,083,199	45,238	6,128,437		10,788,425	170,337	10,958,762		
1888-89	23,600	1,047,455	87,574	1,137,629	6,234,729	14,129	6,248,857	23,600	7,283,554	101,504	7,385,058	
1889-90	23,650	1,059,860	171,661	1,250,671	7,455,300	32,907	7,488,107	23,650	8,545,160	204,445	8,749,605	
1890-91	3,884,627	178,394	4,032,026	5,308,847		5,308,847		13,163,474	178,393	13,341,867		
Total for the 20 years	270,157	38,292,576	1,645,131	40,207,864	211	94,511,495	292,659	94,474,205	370,268	122,504,973	1,907,840	124,682,281

Calcutta operations were discontinued in the Madras Mint from 1st September 1892.

110

IMPORTS INTO CALCUTTA.

111

Statement showing quantity and value of goods imported into Calcutta from Foreign Countries in each official year 1880-81, 1890-91 and 1891-92.

List of Articles.	Quantity.			Value.		
	1880-81.	1890-91.	Total.	1880-81.	1890-91.	Total.
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver ornaments	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver jewelry	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver vessels	1,000	2,000	3,000	1,000	2,000	3,000
Gold and silver articles	1,0					

IMPORTS INTO CALCUTTA.—(Continued)

FOREIGN TRADE.

Statement showing quantity and value of goods imported into Calcutta from Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

[illegible]

IMPORTS INTO CALCUTTA.—(Continued.)
FOREIGN TRADE.

Statement showing quantity and value of goods imported into Calcutta from Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

[illegible]

IMPORTS INTO CALCUTTA.—(Continued.)
FOREIGN TRADE.

Statement showing quantity and value of goods imported into Calcutta from Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

[illegible]

IMPORTS INTO CALCUTTA.—(Continued.)

FOREIGN TRADE.

Statement showing quantity and value of goods imported into Calcutta from Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

LIST OF ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Spices—(continued)						
Cinnamon	17,509	6,091	5,406	5,622	8,444	10
Cloves	511,154	106,985	97,265	80,444	29,974	18,121
Ginger	2,284	781	2,005	221	20	30
Nutmegs	17,628	89,322	17,744	81,650	14,161,101	19,645
Pepper	5,839,600	6,070,150	5,059,201	13,38,485	42,045	6,402
Chilies	65,433	89,713	1,808	48,868	54,491	4,301
Other sorts .. ..	...	...	77,600	6,74,607	6,811	6,000
Stationery (excluding paper)	...	...	...	1,20,533	6,811	6,000
Stones and metals	...	...	...	...	...	...
Soap, refined or crystallized, cwt.	57,411	11,776	14,734	5,671	1,20,533	6,811
Including sugarcane	...	...	...	...	...	...
Do. unrefined, viz. molasses and	203,543	511,705	407,712	28,40,127	1,00,073	47,500
Jaggery or gur, and other	55,080	192,840	139,744	5,86,731	7,10,747	4,35,01
Yallow	1,323	441	2,650	22,773	7,878	4,329
Tea	14,132	35,038	115,905	27,049	25,474	30,91
Telegraph, materials for con-	...	...	...	...	...	...
struction of	...	...	...	4,03,617	100	1,10
Taps and requisites for games	...	...	...	10,00,000	3,50,000	3,50,000
Unwovens	1,767,820	1,671,418	2,991,418	17,07,720	1,12,481	1,12,481
Wax (excluding candles) .. cwt.	29	112	307	1,096	4,402	4,28
Wool .. ..	...	...	...	...	...	...
Yarn .. ..	...	...	...	...	...	...
Other timber .. ..	...	...	...	...	...	...
Firewood .. ..	...	...	...	...	...	...
Ornaments .. ..	...	...	...	...	...	...
Sundries .. ..	...	...	...	...	...	...
Other kinds .. ..	...	...	...	...	...	...
Manufactures of .. ..	...	...	...	...	...	...
Wool .. ..	...	...	...	...	...	...
Raw	6,225	50,760	140,768	53,187	42,213	64,83
Manufactures of—						
Flax-goods	5,517,114	4,446,329	4,656,288	39,52,844	39,46,118	31,133
Shawls	813,225	965,265	949,377	21,34,720	22,42,720	22,42,720
Brussels .. ..	...	...	...	...	...	...
Other sorts	220,293	375,680	248,125	4,48,887	3,04,251	4,05,34
Other sorts	272,600	416,450	445,086	4,45,777	4,55,890	4,45,77
All manufactures of merchandise—	...	...	...	...	...	...
Manufactures .. ..	...	...	...	...	...	...
Manufactured .. ..	...	...	...	...	...	...

EXPORTS FROM CALCUTTA.

FOREIGN TRADE.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported to Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Agultural implements .. ..	...	...	...	1,189	381	611
Animals, living—						
Bulls	149	196	328	53,440	43,933	37,352
Other kinds	20,107	23,322	18,145	1,05,790	2,45,700	1,71,625
Arms (including haberdashery, millinery, and military uniforms and accoutrements, &c., but excluding hosiery) ..	...	...	...	4,46,139	4,21,697	4,35,407
Leaves and shoes	78,025	39,620	61,224	61,708	37,783	40,227
Carved .. ..	...	...	...	70,088	53,122	53,586
Cloths and printed matter (including maps and charts) cwt.	283	308	301	49,640	60,892	55,065
Iron	5,661	6,662	9,127	97,442	1,05,037	1,05,950
Blank steel and furniture .. ..	...	...	...	21,144	34,896	22,208
Coal .. ..	...	...	...	9,816	47,219	48,081
Cereal stalks	1,212	4,272	4,902	5,34,584	5,16,986	4,60,786
Iron	4,511	4,183	3,563	5,34,584	5,16,986	4,60,786
Oil	87	81	56	6,767	5,875	3,814
Unmanufactured .. cwt.	6,279	2,340	3,651	45,283	17,158	20,208
Manufactures of (excluding coffee)	9,626	8,574	6,938	1,03,417	1,02,058	83,532
Cotton and rope of vegetable fibre (including jute) ..	13,101	14,191	16,138	2,20,469	2,34,935	2,49,742
Tea	452,181	365,434	127,084	1,13,68,812	87,28,110	30,85,633
Tea and yarn	7,034,105	6,247,800	2,760,830	27,42,176	21,16,111	9,02,913
Textiles—						
Flax-goods .. ..	...	...	...	...	...	...
Wool (bleached) yds.	15,489	...	2,510	3,246	...	896
Wool (black)	51,110	...	22,730	21,592	10,524	19,175
Chemical printed or dyed	14,599	27,355	18,065	3,713	4,478	4,361
Handkerchiefs and cloths in the piece	3,376	478	1,380	1,642	1,110	2,250
Other sorts .. ..	...	...	...	...	...	465
Woollen, pure and mixed	...	...	...	...	...	...
Wool, mixed .. ..	...	...	...	...	...	...
Other sorts	749,076	1,420,534	2,980,291	70,573	1,16,828	1,70,622
Drugs, medicines, and narcotics (including chemicals)	...	...	...	...	...	...
Alum	30	...	...	306	...	...
Asbestos	248	327	601	8,810	5,667	5,074
Opium	55,986	57,597	50,773	6,37,25,170	5,97,90,265	6,01,47,015
Opium	82,123	84,484	83,222
Peruvian bark	11,719	1,068	...	2,930	...	200

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EXPORTS FROM CALCUTTA.—(Continued.)
FOREIGN TRADE.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported to Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.				
	Quantity.		Value.		
	1890-91.	1891-92.	1890-91.	1891-92.	1891-92.
Oil—			Rs.	Re.	P.
Animal gals.	...	140	...	140	...
Essential ... ..	...	100	...	1740	...
Castor gals.	3,148,171	2,444,204	2,632,769	26,974,744	29,873,898
Vegetable and essential	6,101	3,035	9,384	7,747	6,531
Coconut ... ..	...	...	...	...	...
Castor-nut or ground-nut ... ..	...	912	...	1,800	...
Limeed ... ..	...	30,143	9,077	63,077	13,001
Til or gingelly ... ..	...	2,033	1,514	4,736	440
Other kinds	150,215	142,442	134,007	2,01,676	1,90,206
Oil-cakes cwt.	81,305	115,418	99,779	1,94,570	2,75,392
Perfumery (other than musk) ... ..	...	...	...	25,031	20,528
Provisions—					
Rice and cereals ... lb.	...	...	...	...	...
Bacon and hams ... ..	...	...	...	...	...
Beef and mutton	21,313	31,788	32,297	20,443	34,832
Flour	258,463	238,808	450,250	17,602	15,221
Fruits and vegetables dried, salted, or preserved ... cwt.	40,444	29,873	50,178	1,90,897	1,48,831
Ones	1,006,141	1,203,108	1,581,032	41,146	42,930
Eggs and	904,284	705,831	924,022	3,28,897	2,17,000
Salted fish	20	...	...	10	...
Cheese or beaten rice cwt.	5,439	...	...	33,854	...
Dried fish	22	44,416	5,551	40	4,136
Other sorts of provisions cwt.	7,546	2,858	9,037	1,04,090	1,23,801
Rags and other materials for making paper cwt.	94,983	81,156	79,435	40,287	3,06,974
Salt tons.	...	...	...	...	...
Salt—					
Sulphate cwt.	118,293	398,287	386,306	40,36,417	37,80,300
Resin—					
African cwt.	160	293	92	1,687	2,622
Amieed	1,000	2,768	1,286	11,410	29,938
Cinnamon	5,504	10,447	9,552	32,038	55,516
Gummi	2,421	2,171	1,381	16,129	37,184
Do. black	401	729	74	3,602	5,114
Limeed	3,126	16,043	3,638	17,733	47,000
Mustard	5,124,235	6,029,881	5,809,415	33,364,640	30,000,843
Paper	970	619	662	6,117	4,936
Rape	202,119	243,554	208,111	1,46,759	16,372
Groundnut	1,023,881	471,097	600,635	39,261	26,638
Til or gingelly	18,406	10,572	6,113	10,844	10,844
Groundnut	62	159	84	328	616
Mown seeds	18,864	...	34,097	70,941	...
Cotton seeds	6,334	405	33,785	40,000	1,66,311
Silk	15,209	20,286	16,209	95,108	1,30,814
Raw—					
Cassia lb.	581	69,893	310,889	45,651,329	9,80,836
Cham	1,014	81,510	57,898	11,400,212	2,00,213
Cocoons	256,167	140,852	128,497	4,49,789	2,00,903

121
EXPORTS FROM CALCUTTA.—(Concluded.)
FOREIGN TRADE.
Production, Produce and Manufactures

EXPORTS FROM FOREIGN TRADE.
Statement showing the quantity and value of goods of Indian Produce and Manufactures exported to Foreign Countries in each official year 1889-90, 1890-91 and 1891-92.

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123

COASTING TRADE.—(*Concluded.*)

IMPORTS.

ARTICLES.	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Apparel (including haberdashery, millinery, &c., but excluding history) .....	...	...	...	38,240	40,869	97,611
Arms, ammunition, &c. (excluding military necessaries) (a) .....	...	...	...	...	...	...
Firearms and parts thereof .....	...	...	...	7,389	29,150	65,900
Dynamite, toulite and other explosives ... ewt.	367	...	...	18,640	...	...
Gunpowder ... lb.	...	...	...	...	...	...
Other sorts ... lb.	...	...	...	769	639	741
Candles ... lb.	8,075	...	187	2,810	...	...
Carriages and tops of vegetable fibre (excluding glue) ... ewt.	105	28	17	7,810	670	81
Cotton goods—						
Print and yarn ... lb.	50,090	61,475	88,220	39,971	42,122	73,000
Manufactures—						
Piece-goods—						
Grey (unbleached) ... yds.	372,530	317,029	735,053	5,579	12,129	67,800
White (bleached) ... "	750,983	659,613	1,261,260	1,40,443	98,648	2,231,100
Coloured, printed or dyed ... "	295,501	570,278	1,650,586	66,103	104,687	2,900,000
Handkerchiefs and shawls in the piece ... No.	301,847	530,520	115,970	52,456	89,169	19,800
Other sorts of piece-goods ... yds.	...	960	...	...	1,280	...
Canvas ... "	359	...	...	230	...	...
Other sorts of manufactures ... "	...	...	...	22,810	26,600	20,200
Drugs and medicines (excluding chemicals) ... "	...	...	...	...	2,262	71
Camphor ... lb.	2,240	2,408	890	1,938	1,639	1,639
Dyeing and colouring materials ... "	...	...	...	14,459	68,650	31,944
Hardware and cutlery (including plateware) ... ewt.	961	1,070	1,478	1,05,112	1,14,729	31,944
Liquors—						
Ale, beer, and porter gals.	807	6,063	657	2,491	6,138	1,761
Brandy ... gals.	162	...	...	2,590	2,590	1,474
Rum ... gals.	...	236	309	1,771	2,129	2,129
Other sorts ... "	...	...	...	...	...	...
Wines and liquors ... casks	686	156	1,437	6,137	2,049	3,611
Other sorts of liquors ... "	2,470	1,078	2,067	21,443	150	11,851
Machinery and mill-works ... "	1	12	12	12
Metals—						
Brass ... ewt.	197	698	968	9,068	66,247	96,000

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Quantity and value of principal and other Articles of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
Animals, living—				Rs.	Rs.	Rs.
Horses	...	No. 44	708	14,800	26,052	21,219
Other kinds	...	3,298	2,087	1,501	7,946	23
Apparel (including bath-						
deshery, military, &c.,
but excluding hosiery)
Boxes and shoes	...	prs. 7,184	9,165	5,287	7,276	10,027
Bonnets
Buttons—						
Raw	...	cwt. 4	12	...	200	1,820
Chemicals—						
Alkali salt
Other sorts	14,045	9,129
Cheese	...	tons 1,011	786	516	...	487
Coffee	...	cwt. 1,011	786	785	...	487
Cotton—						
Unmanufactured	...	cwt. 5,931	5,831	8,388	69,904	43,764
Manufactures of (ex-						
cluding ropes)
Cordage and ropes of vari-						
table fibre (excluding
jute)
Cotton—						
Raw	...	cwt. 658	1,290	971	6,181	13,052
Twist and yarn	...	cwt. 151,122	191,888	245,662	41,92,970	58,02,464
Wool	...	lbs. 9,096,750	11,168,610	12,130,001	36,42,728	45,67,389
Drugs—						
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Grey (unbleached)	...	yds. 14,682,627	19,493,244	18,889,644	25,80,006	31,35,200
White (bleached)
Coloured, printed, or
dressed
Handkerchiefs and
shawls in the piece
Other sorts of piece
goods
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured
Manufactures of (ex-						
cluding chemicals)
Unmanufactured	...	lbs. 318,542	725,038	805,514	45,281	88,889
Manufactures of
Cigars
Other sorts
Other sorts
Unmanufactured	

IMPORTS.

*Quantity and value of the principal and other Articles of Indian Produce and Manufactures imported
annually from Indian Ports into Calcutta in each official year 1889-90, 1890-91 and 1891-92.*

[illegible]

COASTING TRADE.—(Continued.)

IMPORTS.

Quantity and value of the principal and other Articles of Indian Produce and Manufactures imported
exclusive from Indian Ports into Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Metals.—(Concluded)						
Copper—						
... cwt.	13	22	5	1,800	2,811	66
Coin	...	...	...	...	...	...
Other sorts	186	885	444	7,013	30,723	15,323
Iron	...	...	...	...	...	...
... cwt.	...	...	...	...	...	...
Tin	...	...	...	...	...	...
Metals, unenumerated	...	114	402	...	4,026	16,410
Oil—						
Mineral	600,933	724,808	1,029,195	3,52,774	3,78,953	5,36,887
Vegetable, not essential—						
Castor	7,057	12,181	155,419	8,215	18,986	2,06,106
Cocconut	236,123	176,121	207,961	5,47,056	233,783	4,07,514
Groundnut	71,591	85,422	39,065	94,580	1,14,529	34,407
Other kinds	5,349	8,616	8,153	5,075	13,176	19,807
Other kinds of oils	8,377	9,947	4,659	93,425	69,907	71,931
Provisions—						
Fruits and vegetables, dried, salted or preserved	...	...	...	...	...	...
... cwt.	443	93	3,204	3,052	1,826	12,416
Ghee	26,040	36,851	99,187	10,073	13,763	36,812
Salted fish	9,820	1,736	7,356	844	442	30
Dried fish	206,116	401,750	304,892	19,320	39,474	27,445
Other sorts of provisions	...	...	...	...	...	...
... cwt.	7,019	8,918	7,306	73,149	1,10,727	97,711
Railway plant and rolling-stock—						
Materials for construction—						
Wooden sleepers	92,503	54,748	92,052	8,19,127	2,01,679	5,11,639
Other sorts	8,920	10,255	12,634	21,880	65,704	22,430
Salt	14,398	23,043	24,196	11,27,739	18,11,631	18,61,400
Seeds—						
Castor	108,209	424,007	233,081	6,84,032	27,89,068	16,00,303
Linseed	5,411	5,556	7,233	27,409	27,206	3,892
Mustard	4,295	7,274	4,480	22,386	20,535	19,401
Rape	274	212	428	957	410	187
Til or gingelly	49,528	142,320	61,541	3,03,635	7,06,866	2,74,727
Other sorts	104,694	233,062	137,307	6,81,019	14,25,838	8,46,493
Silk—						
Raw	...	...	...	...	...	...
... lbs.	863	1,580	7,575	1,692	6,651	29,733
Cocoon	...	...	...	...	...	...
... lbs.	100	2,552	221	100	636	19
Cocoons	...	...	...	...	...	...
... lbs.	3,000	5,219	672	6,402	1,740	63
Manufactures—						
Pice-goods	...	...	...	...	...	...
... lbs.	...	...	...	...	...	...
Other sorts	...	...	...	...	...	...
... lbs.	370	2,502	1,465	1,185	2,110	1,153
Sorgh (of all kinds)	...	...	...	...	...	...
... cwt.	230	...	10	1,919	698	108
Spices—						
Black pepper	...	...	...	...	...	...
... lbs.	812,896	86,016	245,736	79,003	4,539	25,139
Cardamoms	...	...	...	...	...	...
... lbs.	81,514	57,690	74,626	1,51,024	1,15,211	1,88,531
Ginger	...	...	...	...	...	...
... lbs.	73,548	8,820	7,784	5,633	755	1,807
Pepper	...	...	...	...	...	...
... lbs.	2,366,140	1,783,792	222,600	9,36,479	5,63,616	5,81,907
Chillies	...	...	...	...	...	...
... lbs.	...	...	...	...	...	...
Other sorts	...	...	...	...	...	...
... lbs.	8,243,970	6,614,074	88,452	10,11,683	6,83,752	2,66,683
Sugar, refined, or crystallized, including sugar candy	...	...	...	...	...	...
... cwt.	30,034	39,584	43,930	4,18,071	5,14,067	5,86,633

COASTING TRADE.—(Concluded.)

IMPORTS.

Quantity and value of the principal and other Articles of Indian Produce and Manufactures imported
exclusive from Indian Ports into Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Spices, unrefined, viz., nutmeg and pepper, and other medicinal products	...	...	...	...	...	...
... lbs.	1,173,704	1,110,802	1,056,512	5,60,284	4,84,817	4,83,969
Fat (excluding can- dles)	...	...	...	...	...	...
... cwt.	195	110	213	13,829	7,045	14,624
Tobacco and wood—						
Tobacco	...	...	...	...	...	...
... c. tons	31,320	44,091	34,882	30,31,817	41,42,201	30,65,416
Other kinds of timber	...	...	...	...	...	...
... tons	3,196	2,609	2,461	1,77,829	1,48,976	1,58,465
Firewood	...	...	...	...	...	...
... tons	84	27	39	736	446	390
Manufactures of wood	...	...	...	...	...	...
... tons	...	...	...	...	...	...
Gold—						
Raw	...	...	...	...	...	...
... lbs.	...	8,722	6,824	...	1,334	2,157
Manufactures of all other articles of merchandise	...	...	...	...	...	...
... cwt.	...	...	...	...	3,11,374	6,32,633
... lbs.	...	...	...	...	4,26,681	11,739

COASTING TRADE.
EXPORTS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1880-90.	1890-01.	1891-02.	1889-90.	1890-01.	1891-02.
Apparel (including haberdashery, millinery, &c., but excluding habotry)	...	...	...	Rs.	Rs.	Rs.
Arms, ammunition, &c. (excluding military necessaries)	...	...	...	15,75,892	15,49,178	16,34,941
Dynamite, tontie and other explosives ... cwt.	170	...	...	27,400	...	...
Gaspowder ... lbs.	4,834	3,561	3,579	5,025	4,407	3,871
Other sorts ... lbs.	88,768	89,011	91,991	28,300	26,304	25,915
Cordage and rope of vegetable fibre (excluding dyes)	cwt.	217	311	0,975	8,626	10,101
Cotton-goods	...	...	...	...	...	...
Twist and yarn	lbs.	4,838,156	1,341,408	1,899,056	24,18,064	6,78,881
Man-made	...	...	...	...	...	...
Piece-goods	yds.	20,067,007	18,885,740	10,674,630	29,99,407	21,92,976
White (bleached)	...	20,465,672	22,460,634	13,064,171	37,73,485	27,550,529
Coloured, printed or dyed	...	1,886,136	1,269,858	1,228,836	3,32,855	2,78,980
Handkerchiefs and shawls in the piece	...	0,657	3,551	202	12,047	2,929
Other sorts of piece-goods ... yds.	...	...	...	...	...	...
Canvas	...	...	461	...	...	353
Other sorts of manufactures	...	...	...	...	...	...
Drugs and medicines (excluding chemicals)	...	...	...	...	9,241	11,371
Camphor ... lbs.	224,365	101,167	76,234	1,44,848	1,08,000	...
Opium	...	...	...	88,490	1,70,802	...
Dyeing and colouring materials ... cwt.	148	102	...	14,144	29,728	...
Hardware and cutlery (including plateware)	...	...	...	1,37,122	20,892	...
Liquors	...	...	...	...	...	...
Alc. beer and porter ... gals.	38,900	29,329	22,011	67,611	55,698	...
Spirits ... gals.	2,076	2,766	5,481	29,832	27,749	...
Brandy ... gals.	317	302	592	1,314	1,061	1,051
Other sorts ... gals.	6,122	6,730	6,190	60,501	68,890	...
Wines and liquors ... (In casks)	5,171	5,727	5,774	67,261	70,101	...
Other sorts of liquors	...	...	...	49	780	...
Machinery and mill-work	...	...	...	94,421	1,68,996	...
Metals	...	...	...	...	...	...
Brass ... cwt.	865	460	477	32,769	20,721	...
Copper	...	...	...	...	...	...
Other sorts ... gals.	16,203	10,743	17,087	9,29,890	7,47,616	6,516,616
Iron ... gals.	25,458	32,233	39,334	27,17,778	2,97,447	2,97,447
Steel ... gals.	732	1,416	1,302	12,636	70,101	11,023
Wrought iron	...	...	...	7,684	17,173	...
Tin ... gals.	2,834	2,469	3,060	1,63,879	1,17,022	...

COASTING TRADE.—(Concluded.)
EXPORTS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1880-90.	1890-91.	1901-02.	1880-90.	1890-91.	1901-02.
<i>Rs.</i>				<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
<i>Not provided.</i>						
Size or spelling ... cwt.	5,290	6,027	6,908	88,766	1,10,725	1,24,264
Wash, unannumated ...	506	590	428	29,758	50,638	23,116
Hyge and parchment ...	...	...	...	51,468	21,621	36,818
...
Shaw ... lb.	...	1,232	...	...	1,800	...
Manufactures—						
Free-goods ... yds.	22,120	9,091	26,096	38,769	13,260	26,117
Other sorts ...	...	2	...	...	15	...
<i>Not provided.</i>						
Bed-covers ... lb.	4,434	887,731	672,295	741	761,688	401,095
Blankets ...	106,464	128,639	161,169	130,110	40,869	50,108
Other sorts ...	133,000	63,629	81,637	29,537	16,971	25,780
Shaw, refined or craps ...	...	...	...	...	...	...
including						
apronage ... cwt.	1	78	...	16	900	...
To ... lb.	2,838	1,466	62,612	1,045	636	17,718
<i>Not provided.</i>						
Free-goods ... yds.	117,015	186,210	168,780	1,44,579	2,25,012	2,16,771
Shaw ... No.	5,482	3,024	9,633	1,664	12,407	19,970
Other sorts ... lb.	15,498	7,152	4,198	10,989	7,811	8,602
Of other articles	...	...	...	...	...	...
Handmade ...	...	...	...	20,79,268	21,66,318	22,54,819

COASTING TRADE.

EXPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported coastwise to Indian Ports from Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Ashmala, living—						
Horses ... No.	47	90	89	17,440	33,593	31,281
Other kinds ... "	12,050	16,040	12,675	91,080	88,692	76,418
Apparel (including labor-dashery, millinery, &c., but excluding hosiery) ... yds.	78,614	84,025	82,932	4,32,432	6,12,417	6,42,335
Boots and shoes ... prs.	315	651	484	1,86,185	1,79,227	1,74,301
Borax ... cwt.				9,040	9,547	8,730
Cantelone—						
Raw ... cwt.	36	2	...	4,067	180	10
Chemicals—						
Kilari salt ... cwt.	8,799	4,987	6,889	16,132	7,494	10,035
Other sorts ... "	53,032	105,721	129,879	21,530	36,073	44,460
Coal ... tons.				5,65,485	10,16,248	13,03,229
Coffee ... cwt.	48	12	4	2,242	714	51
Coin—						
Unmanufactured ... cwt.	...	128	4	...	1,110	3
Manufactures of (excluding ropes) ... "	75	28	30	971	637	81
Cordage and rope of vegetable fibre (excluding jute) ... "	14,203	16,796	17,232	3,01,289	3,72,891	3,61,720
Cotton—						
Raw ... cwt.	1,781	1,293	5,767	29,969	22,601	36,561
Twist and yarn ... lb.	4,026,896	9,456,814	9,089,756	23,68,619	40,44,020	36,01,685
Manufactures—						
Piece-goods—						
Grey (unbleached) yds.	9,550	4,084	42,460	2,150	1,038	6,215
White (bleached) ... "	4,976	55,080	25,727	1,942	7,536	4,369
Coloured, printed or dyed ... "	13,840	18,298	1,959	5,438	6,584	68
Hosiery and shawls in the piece No.	...	...	...	...	...	...
Other sorts of piece goods ... yds.	...	...	...	...	...	...
Canvas ... "	...	...	208	...	...	23
Other sorts ... "	...	...	...	9,821	29,767	25,335
Drugs, medicines and narcotics (excluding chemicals) ...						
Opium ... { chest ...	...	...	...	...	...	...
Tobacco—						
Unmanufactured ... lb.	15,171,828	12,946,950	15,817,770	12,82,184	18,46,267	21,43,281
Manufactured ... "	4,022	2,027	3,438	3,566	3,677	3,801
Cigars ... "	403,624	421,884	482,892	45,249	48,955	59,931
Other sorts ... "	...	...	...	2,62,201	8,25,731	4,07,000

COASTING TRADE.—(Continued.)

EXPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported coastwise to Indian Ports from Calcutta in each official year 1889-90, 1890-91 and 1891-92.

ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.
				Rs.	Rs.	Rs.
Dyeing and colouring materials—						
Galls ... cwt.	292	268	599	4,908	5,089	11,163
Indigo ... "	40	72	1,210	11,292	17,198	8,23,777
Lac dye ... "	110	...	124	854	...	672
Lac dye ... "	7,459	1,459	861	24,788	5,096	3,387
Mordants ... "	1,769	642	751	10,503	4,453	7,141
Other sorts ... "	...	...	...	14,910	3,941	10,768
Fruit and vegetables—						
Occasants ... No.	332,036	657,868	2,082,115	9,550	17,096	92,831
Occasants kernel ... cwt.	...	22	...	...	230	...
Other sorts ... "	...	...	...	5,07,200	5,06,549	5,16,569
Gins and pulses—						
Gins ... cwt.	86,466	70,365	122,938	8,12,747	2,40,228	4,03,440
Rice in the husk (addy) ... "	12,227	31,338	25,020	25,337	67,109	52,768
Rice not in the husk ... "	2,130,792	2,865,100	3,148,368	99,11,383	1,28,34,181	1,38,77,186
Wheat ... "	57,216	47,403	63,118	2,26,323	1,47,957	1,87,089
Pulse ... "	251,662	211,845	236,018	10,08,448	8,47,044	11,87,198
Jowar and Bajra ... "	201	67	168	897	248	374
Rajah ... "	11,269	14,340	18,137	47,910	56,838	95,482
Other sorts ... "	3,384	2,972	13,432	15,183	9,206	47,319
Gins and resins ... "	276	138	46	6,500	2,513	995
Imp—						
Manufactures of (excluding cordage) bags and sacks No.	11	...	...	81	...	...
Hides and skins—						
No. ...	34,461	16,142	5,424	79,732	27,922	12,908
dressed or tanned ... cwt.	2,186	227	58	...	...	...
No. ...	866	978	358	1,624	3,447	2,734
dressed or tanned ... cwt.	46	40	35	...	...	...
Hides, raw ... No.	433,310	555,037	615,636	4,20,651	5,56,967	6,30,655
dressed or tanned ... No.	53,085	46,071	69,292	30,601	41,091	45,892
dressed or tanned ... cwt.	403	451	530	...	...	...
Hides ... cwt.	29,079	26,899	19,466	2,26,001	1,56,118	1,15,400
Raw ...	...	...	...	...	...	...
Manufactures of—						
Cotton—						
power-loom No.	30,918,488	49,841,606	58,055,160	87,11,730	1,12,65,628	1,35,43,754
hand-loom ...	1,829,460	5,138,650	3,033,694	3,69,872	9,09,108	6,43,957
Cotton—						
power-loom yds.	6,782,941	4,720,087	4,937,659	7,91,862	5,68,097	4,65,405
hand-loom ...	460,440	167,400	54,456	58,959	22,483	2,641
Hops and twine ... cwt.	16,181	20,651	15,832	2,00,889	2,36,589	1,96,669
Other kinds ... yds.	474	30	200	11,375	480	2,670
Lac—						
stick ...	...	160	96	4,290	2,780	...
Other kinds ... "	191	345	141	11,829	19,044	7,226
Lac—						
unwrought ... cwt.	230	280	287	22,858	30,832	30,726
Manufactures of ...	...	...	...	22,176	22,859	30,805

* The figures for years previous to 1889-90 were included under Lac, other kinds.

COASTING TRADE.—(Continued.)
EXPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported coastwise to Indian Ports from Calcutta in each official year 1889-90, 1890-91, and 1891-92.

ARTICLES.	TOTAL.						
	Quantity.			Value.			
	1889-90.	1890-91.	1891-92.	1889-90.	1890-91.	1891-92.	
Liquors.				Ru.	Ru.	Ru.	
Spirits	...	...	...	...	...	...	...
Rum	... gals.	839	991	836	4,469	3,701	3,310
Other sorts	...	...	...	500	...	...	1,000
Other sorts of liquors	... 20	...	33	...	100	...	139
Metals.							
Brass	... cwt.	2,848	2,458	2,799	1,16,208	1,21,768	1,30,000
Copper	... cwt.	8	264	104	1,000	37,800	61,000
Other sorts	...	2,555	2,479	2,703	1,39,529	1,40,639	1,67,000
Iron	...	1,277	3,216	16,859	16,228	47,436	570,000
Tin	...	...	...	...	...	...	...
Metals, unenumerated	...	...	...	...	...	...	...
Oils.							
Mineral	... gals.	7,256	5,168	4,045	5,032	5,335	5,760
Vegetable, not essential—							
Castor	... gals.	8,786	4,686	5,603	11,935	6,876	6,641
Coconut	...	57,014	90,300	148,537	1,10,329	1,37,578	1,62,539
Other kinds	...	85,416	101,269	120,719	1,17,141	1,43,165	1,79,029
Other kinds of oils	...	237	1,782	270	3,484	4,452	6,165
Provisions.							
Fruits and vegetables, dried, salted, or preserved	... cwt.	13,816	10,011	4,736	48,080	34,935	29,235
Ghee	... lb.	1,640,286	1,674,596	1,613,148	4,76,870	6,57,103	6,778,839
Salted fish	...	6,056,193	325,489	30,881	10,82,820	82,637	...
* Dried fish	...	...	...	335,697	...	...	...
Other sorts of provisions	... cwt.	98,277	104,728	96,812	6,76,912	7,89,265	7,067,744
Railway plant and rolling-stock.							
Materials for construction—							
Wooden sleepers	... cwt.	...	2,638	73,182	...	6,017	5,791
Other sorts	...	...	8	...	...	238	2,914
Salt.	...	...	...	...	...	...	...
Secals.							
Essential—							
Cummin	...	2,772	1,404	3,100	40,419	24,886	25,720
Mustard	...	...	...	...	...	...	...
Mustard	...	250	806	563	1,970	3,791	1,861
Mustard	...	7	70,006	61	...	...	6,837,885
Mustard	...	13,997	5,624	1,423	81,921	30,204	...
Turp. or ginjelly	...	144,886	54,124	147,778	8,91,411	3,16,850	...
Turp. or ginjelly	...	44,337	11,421	68,407	2,06,678	67,000	...
Other sorts	...	1	10	17	4	59	...
Sil.							
Silica	...	16,023	10,237	13,134	1,12,906	79,028	...
Cham	...	24,928	286,056	342,710	12,05,005	14,41,035	16,82,041
Cham	...	...	1,200	...	1,000	...	...
Manufactures—	...	3,790	...	...	3,836	2,300	...
Pecce-goods	...	...	...	...	...	...	...
Pecce-goods	...	44,401	491,358	291,334	4,12,572	4,78,358	5,71,133
Other sorts	...	...	...	...	...	...	...
Sop (Of all kinds)	... lb.	3,876	4,816	5,675	38,292	42,697	65,914

* The figures for years previous to 1891-92 were included under—Other sorts of provisions.

COASTING TRADE.—(Concluded.)
EXPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures exported to Indian Ports from Calcutta in each official year 1889-90, 1890-91 and 1891-92.

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* The figures for years previous to 1891-92 were included under—Other sorts of splinters.

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Apparel (including haberdashery, millinery, &c., but excluding hosiery)—		Rs.		Rs.
From Bombay ... Chief port ...	16,814	.....	67,616	.....
" Madras ... Chief port ...	10,516	.....	11,081	.....
" Madras ... Other ports ...	300	.....	1,643	.....
" Burma ... Chief port ...	11,180	.....	15,334	.....
" Burma ... Other ports ...	470	.....	646	.....
" Bengal ... All ports ...	1,640	.....	1,230	.....
" Goa ... All ports ...	.....	.....	200	.....
Arms, ammunition, &c. (excluding military accoutrements)—				
Fire-arms and parts thereof—				
From Bombay ... Chief port ...	.....	.....	350	.....
" Madras ... Chief port ...	1,100	.....	455	.....
" Madras ... Other ports ...	160	.....	1,785	.....
" Burma ... Chief port ...	2,775	.....	2,919	.....
" Burma ... Other ports ...	80	.....	350	.....
" Bengal ... All ports ...	25,045	.....	625	.....
" Pondicherry ... All ports ...	.....	.....	12	.....
Dynamite, tonite and other explosives—				
From Madras ... Chief port ...	.....	.....	.....	.....
Gunpowder—				
From Bombay ... Other ports lb.	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Other sorts—				
From Bombay ... Chief port ...	60	.....	.....	.....
" Madras ... Chief port ...	.....	.....	100	.....
" Madras ... Other ports ...	54	.....	.....	.....
" Madras ... Chief port ...	164	.....	.....	.....
" Madras ... Other ports ...	.....	.....	1,733	.....
" Bengal ... All ports ...	361	.....	.....	.....
" Pondicherry ... All ports ...	.....	.....	300	.....
Candles—				
From Bombay ... Chief port lb.	.....	.....	187	70
" Madras ... Chief port ...	.....	.....	.....	.....
" Madras ... Other ports ...	.....	.....	.....	.....
" Burma ... Chief port ...	.....	.....	.....	.....
" Burma ... Other ports ...	.....	.....	.....	.....
" Bengal ... All ports ...	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Cuttings and tops of vegetable fibre (excluding Jute)—		Rs.		Rs.
From Bombay ... Chief port ...	3	85	.....	.....
" Madras ... Chief port ...	.....	.....	30	.....
" Madras ... Other ports ...	2	.....	.....	.....
" Burma ... Chief port ...	10	450	10	100
" Burma ... Other ports ...	.....	.....	7	217
" Bengal ... All ports ...	1	40	.....	.....
" Sind ... Kurrachee ...	1	25	.....	.....
Other goods—				
Wool and yarn—				
From Bombay ... Chief port lb.	40,025	23,588	81,720	67,817
" Madras ... Chief port ...	10,610	9,506	.....	.....
" Madras ... Other ports ...	300	.....	.....	.....
" Burma ... Chief port ...	6,800	6,450	4,000	3,219
" Bengal ... Chief port ...	1,700	1,568	600	650
" Goa ... All ports ...	1,740	1,740	1,900	1,900
" Goa ... All ports ...	.....	.....	.....	.....
Manufactures—				
Woolen goods—				
Grey (unbleached)—				
From Bombay ... Chief port yds.	522,342	73,064	565,006	63,701
" Madras ... Chief port ...	25,860	4,550	20,510	5,425
" Madras ... Other ports ...	.....	.....	7,800	1,000
" Burma ... Chief port ...	253,010	34,207	126,559	19,195
" Bengal ... Chief port ...	6,850	600	10,655	1,275
" Bengal ... All ports ...	.....	.....	2,000	300
White (bleached)—				
From Bombay ... Chief port yds.	137,120	23,432	633,113	1,03,742
" Madras ... Chief port ...	26,559	4,319	17,407	4,112
" Madras ... Other ports ...	3,000	.....	.....	.....
" Burma ... Chief port ...	372,634	56,733	699,092	1,14,585
" Bengal ... Chief port ...	16,300	2,680	4,648	880
" Bengal ... All ports ...	5,000	800	7,000	1,100
Coloured, printed or dyed—				
From Bombay ... Chief port yds.	4,26,022	68,720	1,439,967	2,42,688
" Madras ... Chief port ...	33,543	5,047	45,612	11,422
" Madras ... Other ports ...	18,183	1,893	175	115
" Burma ... Chief port ...	93,623	24,262	165,092	41,566
" Bengal ... Chief port ...	6,000	903	.....	.....
" Bengal ... Other ports ...	2,000	325	.....	.....
" Goa ... All ports ...	.....	.....	.....	.....
" Sind-Kurrachee ... All ports ...	.....	.....	6,720	569

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Piece-goods—(concluded.)		Rs.		Rs.
Handkerchiefs and shawls in the piece—				
From Bombay ... Chief port No.	530,520	89,160	85,188	15,390
" Madras ... Chief port "	.....	.....	18,732	1,566
" Burma ... Chief port "	.....	.....	14,050	2,150
" Bengal ... All ports "	.....	.....	.....	.....
Other sorts of Piece-goods—				
From Madras ... Other ports yds.	960	1,280	.....	.....
" Burma ... Chief port "	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Canvas—				
From Madras ... Other ports "	.....	.....	.....	.....
Other sorts of manufactures—				
From Bombay ... Chief port ...	.....	21,082	.....	36,622
" Madras ... Chief port ...	.....	18	.....	3,250
" Burma ... Chief port ...	.....	4,340	.....	3,320
" Bengal ... Other ports ...	.....	20	.....	.....
" Goa ... All ports ...	.....	.....	.....	.....
" Pondicherry ... All ports ...	.....	1,200	.....	.....
Drugs and medicines (excluding chemicals)—				
Camphor—				
From Bombay ... Chief port th.	728	770	784	610
" Madras ... Chief port "	.....	.....	.....	.....
" Burma ... Chief port "	1,680	1,492	112	.....
" Bengal ... All ports "	.....	.....	.....	110
Other sorts—				
From Bombay ... Chief port ...	.....	51,162	.....	1,01,015
" Sind-Kurrachee ... Chief port ...	.....	539	.....	719
" Madras ... Chief port ...	.....	1,361	.....	.....
" Burma ... Chief port ...	.....	150	.....	4,176
" Bengal ... Chief port ...	.....	275	.....	.....
" Pondicherry ... Chief port ...	.....	30	.....	76
" All ports ...	.....	13	.....	.....
Dyeing and colouring materials—				
From Bombay ... Chief port cwt.	960	1,12,480	1,264	1,12,184
" Madras ... Chief port "	65	418	.....	80
" Burma ... Chief port "	35	565	211	900
" Bengal ... Chief port "	9	1,000	3	.....
" All ports ...	1	236	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Endeavour and cutlery (including plated—)		Rs.		Rs.
From Bombay ... Chief port ...	.....	32,106	.....	16,588
" Madras ... Chief port ...	.....	1,410	.....	4,571
" Burma ... Chief port ...	.....	120	.....	567
" Bengal ... Chief port ...	.....	17,443	.....	11,025
" Pondicherry ... Chief port ...	.....	923	.....	1,322
" Sind-Kurrachee ... Chief port ...	.....	3,511	.....	1,630
" All ports ...	.....	28	.....	100
Liquors—				
Beer and porter—				
From Bombay ... Chief port gals.	60	183	553	1,455
" Madras ... Chief port "	5,928	5,700	26	81
" Burma ... Chief port "	50	207	30	80
" Bengal ... All ports "	16	44	48	132
Spirits—				
From Bombay ... Chief port gals.	29	367	81	1,150
" Madras ... Chief port "	20	320	99	1,190
" Burma ... Chief port "	4	50	.....	.....
" Bengal ... Chief port "	162	1,968	17	232
" Pondicherry ... Chief port "	2	48	.....	48
" Sind-Kurrachee ... Chief port "	19	99	189	1,840
Wines—				
From Bombay ... Chief port gals.	.....	.....	2	25
" Madras ... Chief port "	.....	.....	.....	8
" Bengal ... Chief port "	.....	.....	3	10
" Pondicherry ... Chief port "	.....	.....	.....	.....
Other sorts—				
From Bombay ... Chief port gals.	30	366	108	3,553
" Madras ... Chief port "	20	360	167	2,060
" Bengal ... Chief port "	38	464	227	1,660
" Pondicherry ... Chief port "	6	36	101	864
" All ports ...	47	655	513	6,827
" Sind-Kurrachee ... Chief port "	6	65	.....	.....
" Pondicherry ... Chief port "	13	99	21	120
Wines and liquors—				
From Bombay ... Chief port gals.	108	2,078	432	4,720
" Madras ... Chief port "	297	4,448	190	2,942
" Bengal ... Chief port "	23	270	6	57
" Pondicherry ... Chief port "	.....	.....	.....	.....

COASTING TRADE.—(Continued.) **IMPORTS.**

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Wines and liquours—(concluded.)				
" Burma ... { Chief port gals.	563	6,530	72	910
" Bengal ... { Other ports ..	.....	.....	.....	.....
" Goa ... All ports ..	4	36	2	12
" Pondicherry	20	80	.....	.....
" Yanaon	323	1,476	.....	3,384
" Sind-Kurrachee	10	125	36	231
Other sorts of liquors—				
From Burma ... Other ports gals.	.....	.....	.....	.....
" Bombay ... Chief port ..	5	105	20	170
" Bengal ... All ports ..	.....	.....	.....	.....
" Pondicherry	1	25	1	0
Machinery and millwork—				
From Bombay ... Chief port ...	.....	54,615	.....	6,446
" Madras ... { Chief port ...	.....	5,187	.....	1,393
" ... { Other ports ...	.....	205	.....	759
" Burma ... { Chief port ...	.....	5,350	.....	19,060
" ... { Other ports ...	.....	1,060	.....	350
" Bengal ... All ports ...	.....	320	.....	1,019
Metals—				
Brass—				
From Bombay ... Chief port cwt.	258	9,760	364	17,335
" Madras ... Other ports ..	.....	.....	.....	.....
" Burma ... { Chief port ...	424	14,669	580	18,203
" Bengal ... { Other ports ..	7	100	18	373
" ... All ports ..	9	327	.....	.....
Copper—				
Other sorts—				
From Bombay ... Chief port cwt.	1,048	45,914	514	26,673
" Madras ... { Chief port ...	.....	2	.....	6
" ... { Other ports ..	.....	8	.....	320
" Burma ... { Chief port ...	126	5,818	71	3,433
" ... { Other ports ..	12	350	17	460
" Bengal ... All ports ..	30	1,200	15	540
Iron—				
From Bombay ... Chief ports cwt.	6,782	13,014	33,432	71,140
" Sind ... ..	.....	.....	.....	.....
" Madras ... { Chief port ...	2,678	7,460	31,194	62,670
" ... { Other ports ..	136	1,320	142	553
" Burma ... { Chief port ...	1,367	3,428	3,689	6,632
" ... { Other ports ..	25	291	11	41
" Bengal ... All ports ..	164	340	189	973

COASTING TRADE.—(Continued.) **IMPORTS.**

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Metals—(concluded.)				
Lead—				
From Bombay ... Chief port cwt.	125	1,475	100	1,000
" ... { Chief port ...	1,000	9,000	3,775	54,080
" Burma ... { Other ports ..	.....	.....	.....	.....
" Bengal ... All ports ..	6	30	2	32
Steel—				
From Bombay ... Chief port cwt.	82	831	1	30
" Madras ... Chief port ...	.....	108	1	18
" Burma ... Chief port ...	7	27	.....	.....
" Bengal ... All ports ..	5	.....	.....	.....
Tin—				
From Madras ... { Chief port cwt.	.....	.....	.....	.....
" ... { Other ports ..	.....	.....	22	1,518
" Burma ... { Chief port ...	.....	.....	.....	.....
" Bengal ... All ports ..	.....	.....	.....	.....
Zinc or spelter—				
From Bombay ... Chief port cwt.	2,325	37,158	150	1,800
" ... { Chief port ...	883	11,146	1,078	10,867
" Burma ... { Other ports ..	117	1,006	162	1,669
" Bengal ... All ports ..	.....	.....	.....	.....
Metals, unenumerated—				
From Bombay ... Chief port cwt.	135	10,403	12	2,970
" Madras ... Other ports ..	1	107	.....	160
" Burma ... Chief port ...	.....	.....	23	920
" Bengal ... All ports ..	.....	.....	.....	.....
" Goa ... ..	.....	.....	.....	.....
Paper and pasteboard—				
From Bombay ... Chief port ...	.....	7,327	.....	17,632
" Madras ... { Chief port ...	.....	.....	.....	1,350
" ... { Other ports ..	.....	336	.....	113
" Burma ... Chief port ...	.....	.....	.....	.....
" Bengal ... All ports ..	.....	.....	.....	.....
" Goa ... ..	.....	.....	.....	.....
Silk—				
Ray—				
From Burma ... Chief port lb.	10	95	800	1,500

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Silk—(concluded.)		Rs.		Rs.
Manufactures—				
Piece-goods—				
From Bombay ... Chief port yds.	35,892	19,812	17,016	10,397
" Madras ... Chief port "	98	160	1,500	79
" Burma ... Chief port "	1,761	6,333	27	29
" Bengal ... Other ports "	.....	.....	930	900
" Bengal ... All ports "	.....	.....	.....	.....
Other sorts—				
From Burma ... Chief port lb.	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Spices—				
Cloves—				
From Bombay ... Chief port lb.	746,218	2,12,454	992,468	3,48,196
" Bengal ... All ports "	.....	.....	.....	.....
Pepper—				
From Bombay ... Chief port lb.	9,408	2,107	336	20
" Madras ... Chief port "	.....	.....	448	270
" Burma ... Chief port "	.....	.....	.....	.....
" Bengal ... All ports "	18,928	3,395	6,216	516
Other sorts—				
From Bombay ... Chief port lb.	4,312	3,556	588	535
" Madras ... Chief port "	.....	.....	336	336
" Bengal ... Other ports "	.....	.....	569	150
" Bengal ... All ports "	112	15	.....	.....
" Burma ... Chief port "	39,206	2,800	17,955	5,123
" Burma ... Other ports "	.....	.....	84	165
Sugar, refined or crystallized, including sugar candy—				
From Bombay ... Chief port cwt.	.....	.....	4,297	55,731
" Madras ... Chief port "	.....	.....	.....	.....
" Burma ... Chief port "	5,619	56,195	.....	.....
" Bengal ... Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Tea—				
From Bombay ... Chief port lb.	720	282	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
" Travancore ... Alleppey "	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Woolen-goods—		Rs.		Rs.
Piece-goods—				
From Bombay ... Chief port yds.	2,189	3,436	6,464	6,922
" Madras ... Chief port "	40	50	.....	.....
" Madras ... Other ports "	10,900	5,450	859	605
" Burma ... Chief port "	24,021	40,076	123,340	2,61,400
" Bengal ... Other ports "	3,330	5,335	500	1,000
" Bengal ... All ports "	1,090	2,060	588	7,392
" Goa ... All ports "	.....	.....	.....	.....
" Sind ... Kurrachee "	26	309	.....	.....
Staple—				
From Bombay ... Chief port No.	786	2,816	1,310	3,080
" Burma ... Chief port "	.....	.....	240	720
" Goa ... Chief port "	.....	.....	.....	.....
Other sorts—				
From Bombay ... Chief port lb.	.....	.....	784	1,200
" Madras ... Chief port "	50	100	.....	.....
" Madras ... Other ports "	.....	.....	.....	.....
" Burma ... Chief port "	.....	.....	.....	.....
" Burma ... Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
All other articles of merchandise—				
From Bombay ... Chief port ...	.....	2,63,403	.....	4,39,313
" Sind ... Kurrachee ...	.....	.....	.....	1,100
" Madras ... Chief port ...	.....	36,059	.....	34,078
" Madras ... Other ports ...	.....	4,305	.....	4,832
" Madras ... Chief port ...	.....	1,09,003	.....	67,766
" Burma ... Other ports ...	.....	11,712	.....	6,395
" Bengal ... All ports ...	.....	11,369	.....	29,652
" Coochin ... Kurrakee ...	.....	1,019	.....	.....
" Basse ... Basse ...	.....	36	.....	.....
" Kattywar ... Junagarh ...	.....	.....	.....	.....
" Cutch ... Mandvi ...	.....	35	.....	.....
" Pondicherry ... Chief port ...	.....	.....	.....	320
" Travancore ... Alleppey ...	.....	.....	.....	200
" Quilon ... Chief port ...	.....	.....	.....	.....
Total merchandise—				
From Bombay ... Chief port ...	.....	12,03,385	.....	18,39,047
" Sind ... Kurrachee ...	.....	1,298	.....	5,950
" Madras ... Chief port ...	.....	1,02,179	.....	1,46,232
" Madras ... Other ports ...	.....	17,298	.....	13,806
" Burma ... Chief port ...	.....	4,48,013	.....	6,11,829
" Burma ... Other ports ...	.....	27,356	.....	15,556

COASTING TRADE.—(Concluded.)

IMPORTS.

Statement showing the quantity and value of Foreign Merchandise imported coastwise into Calcutta from Indian Ports in the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Total merchandise—(concluded.)		Rs.		Rs.
From Bengal ... All ports	49,256	.....	43,383
" Pondicherry	1,765	.....	4,203
" Goa	1,280	.....	.....
" Yannon
" Coochin
" Cutch
" Travancore
{ Alleppey	300
{ Quilon	40	.....	.....
{ Net	1,019	.....	.....
" Kattywar	36	.....	.....
{ Junagarh

COASTING TRADE.

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufacture imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Animals, living—		Rs.		Rs.
Horses—				
From Bombay ... Chief port No. ....	.....	.....	5	1,300
" Madras ... Chief port "	1	500	253	14,300
" Madras ... Other ports " ....	.....	.....	3	725
" Burma ... Chief port "	65	23,575	30	5,650
" Bengal ... All ports	7	1,580	11	2,550
Other kinds—				
From Bombay ... Chief port No. ....	.....	.....	.....	.....
" Madras ... Chief port " ....	.....	.....	1	11
" Madras ... Other ports " ....	.....	.....	.....	.....
" Burma ... Chief port "	7	835	.....	.....
" Burma ... Other ports " ....	.....	.....	.....	.....
" Bengal ... All ports	2,080	3,111	1,300	2,305
Wool (including haberdashery, millinery, &c., but excluding hosiery).—				
From Bombay ... Chief port ... ..	.....	18,576	.....	34,476
" Madras ... Chief port ... ..	.....	1,570	.....	5,633
" Madras ... Other ports ... ..	.....	4,683	.....	6,536
" Burma ... Chief port ... ..	.....	46,170	.....	11,466
" Burma ... Other ports ... ..	.....	945	.....	92
" Bengal ... All ports ... ..	.....	8,515	.....	20,685
" Pondicherry ... ..	.....	240	.....	490
" Travancore... Alleppey ... ..	.....	.....	.....	400
Boots and shoes—				
From Bombay ... Chief port pra.	894	870	839	1,024
" Madras ... Chief port " ....	.....	3,400	160	350
" Madras ... Other ports "	1,600	3,937	2,958	2,594
" Burma ... Chief port	3,885	3,820	1,390	1,085
" Bengal ... All ports	2,776	.....	.....	.....
Bams—				
From Bengal ... All ports...cwt. ....	.....	.....	.....	.....
Cutchouse—				
Bam—				
From Burma ... Other ports cwt.	8	960	.....	.....
" Bengal ... All ports... ..	4	360	.....	.....
" Madras ... Chief port " ....	.....	.....	.....	25
Chamicals—				
Khaki salt—				
From Bengal ... All ports cwt. ....	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Chemicals—(concluded)				
Khair salt—(concluded)				
Other sorts—				
From Bombay ... Chief port ..	.....	61	.....	913
" Madras ... Chief port ..	.....	.....	.....	16
" Madras ... Other ports ..	.....	826	.....	.....
" Burma ... Chief port ..	.....	8,632	.....	2,696
" Bengal ... All ports ..	.....	.....	.....	20
Coal—				
From Madras ... Chief port tons.	.....	250	.....	2,400
" Madras ... Other ports ..	.....	60	.....	600
" Burma ... Chief port ..	.....	200	.....	1,600
" Bengal ... All ports ..	.....	.....	.....	.....
Coffee—				
From Bombay ... Chief port cwt.	.....	116	.....	3,460
" Madras ... Chief port ..	569	37,994	430	25,729
" Madras ... Other ports ..	192	11,192	167	15,025
" Burma ... Chief port ..	5	250	8	411
" Bengal ... All ports ..	.....	.....	.....	15
" Travancore ... Allepey ..	.....	.....	30	2,321
" Cochin ... Narraikal ..	.....	.....	.....	.....
" Mahe ... Narraikal ..	.....	.....	22	1,075
" Pondicherry ... ..	.....	.....	2	50
Colr—				
Unmanufactured—				
From Madras ... Other ports cwt.	5,658	41,641	7,787	58,584
" Bengal ... All ports ..	38	178	11	78
" Travancore ... Allepey ..	.....	.....	.....	.....
" Cochin ... Narraikal ..	135	945	585	4,594
Manufactures of (excluding ropes)—				
From Bombay ... Chief port cwt.	18	233	.....	.....
" Madras ... Chief port ..	.....	.....	.....	.....
" Madras ... Other ports ..	29,699	2,93,698	41,199	3,99,539
" Burma ... Chief port ..	21	194	.....	4
" Bengal ... All ports ..	.....	.....	.....	20
" Pondicherry ... ..	.....	.....	.....	.....
" Travancore ... Allepey ..	38,747	4,38,185	34,181	4,00,093
" Cochin ... Narraikal ..	1,409	13,569	745	7,197
Cordage and rope of vegetable fibre (excluding jute)—				
From Bombay ... Chief port cwt.	815	1,860	15	200
" Madras ... Other ports ..	701	7,043	639	6,397
" Bengal ... All ports ..	.....	.....	.....	445
" Travancore ... Allepey ..	5	207	303	.....
" Cochin ... Narraikal ..	374	3,920	.....	.....
" Burma ... Chief port ..	1	22	12	224
" Burma ... Other ports ..	.....	.....	2	72

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Cotton—				
Raw—				
From Bombay ... Chief port cwt.	143,643	39,67,955	170,008	45,98,122
" Madras ... Chief port ..	11,516	3,11,337	19,466	6,04,122
" Madras ... Other ports ..	.....	823	10,268	3,092
" Burma ... Chief port ..	21,080	6,05,997	15,039	3,70,496
" Bengal ... All ports ..	14,386	4,18,937	30,057	11,47,248
" Travancore ... Allepey ..	.....	.....	.....	.....
" Goa	1,391	38,920	.....	.....
Twist and yarn—				
From Bombay ... Chief port lb.	10,942,000	46,01,045	11,088,290	46,54,720
" Madras ... Chief port ..	20,400	6,608	762,900	3,18,552
" Madras ... Other ports ..	175,800	74,416	235,500	90,335
" Burma ... Chief port ..	22,800	9,870	15,520	6,393
" Bengal ... All ports ..	3,400	1,584	.....	.....
" Travancore ... Allepey ..	.....	1,737	27,700	10,739
" Goa ... ..	.....	.....	.....	.....
Manufactures—				
Hosiery—				
Grey (unbleached)—				
From Bombay ... Chief port yds.	18,127,780	20,21,273	13,055,213	20,23,286
" Madras ... Chief port ..	1,341,214	2,07,503	1,812, 67	2,94,083
" Madras ... Other ports ..	4,350	1,614	5,024	1,612
" Burma ... Chief port ..	7,950	1,080	2,800	1,100
" Bengal ... All ports ..	1,800	460	1,200	300
" Sind ... Kurrachee ..	10,160	1,500	5,640	864
White (bleached)—				
From Bombay ... Chief port yds.	.....	.....	2,600	515
" Madras ... Chief port ..	108	90	.....	.....
" Bengal ... All ports ..	.....	.....	.....	.....
Coloured, printed or dyed—				
From Bombay ... Chief port yds.	29,702	15,264	23,724	12,343
" Madras ... Chief port ..	.....	585	280	200
" Madras ... Other ports ..	1,078	196	159	159
" Burma ... Chief port ..	33,660	13,420	86,705	7,890
" Bengal ... All ports ..	.....	.....	400	200

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Piece-goods—(concluded.)		Rs.		Rs.
Handkerchiefs and shawls in the piece—				
From Bombay ... Chief port No.	105,600	16,725	...	...
" Burma ... Chief port "	...	...	...	...
" Madras ... Chief port "	996	600	600	300
" Pondicherry ... "	...	...	18,000	1,500
Other sorts of piece-goods—				
From Bengal ... All ports yds.	...	...	...	...
Other sorts of manufactures—				
From Bombay ... Chief port ...	...	22,235	...	29,674
" Madras ... Chief port ...	...	1,739	...	3,993
" Burma ... Chief port ...	...	465	...	141
" Bengal ... All ports ...	...	240	...	...
Drugs, medicines, and narcotics (excluding chemicals)—				
Tobacco—				
Unmanufactured—				
From Bombay ... Chief port lb.	...	...	1,160	1,720
" Madras ... Chief port "	3,372	1,373	5,300	1,400
" Madras ... Other ports "	162,584	30,141	235,369	47,013
" Burma ... Chief port "	449,060	47,579	528,793	60,002
" Burma ... Other ports "	19,650	2,160	7,392	900
" Bengal ... All ports "	100,428	7,668	77,600	3,793
" Pondicherry ... "	...	...	...	...
Manufactured—				
Organs—				
From Bombay ... Chief port lb.	...	...	1,600	2,070
" Madras ... Chief port "	92,484	1,18,723	81,176	1,37,881
" Madras ... Other ports "	75,188	79,784	67,141	68,684
" Burma ... Chief port "	9,235	10,296	5,271	6,028
" Burma ... Other ports "	15,634	19,674	15,137	17,664
" Bengal ... All ports "	...	...	10	23
" Pondicherry ... "	...	...	540	60
Other sorts—				
From Bombay ... Chief port lb.	6,091	4,837	435	640
" Madras ... Chief port "	1,508	1,733	...	...
" Madras ... Other ports "	8,850	5,003	16,446	4,979
" Burma ... Chief port "	3,534	2,630	2,623	1,661
" Bengal ... All ports "	224	20	...	...
" Sind ... Kurrachee, "	...	...	704	400

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Drugs, medicines, and narcotics (excluding chemicals)—(concluded.)		Rs.		Rs.
Tobacco—(concluded.)				
Other sorts—				
From Bombay ... Chief port ...	...	64,173	...	64,188
" Sind ... Kurrachee ...	...	1,203	...	388
" Madras ... Chief port ...	...	3,388	...	1,823
" Madras ... Other ports ...	...	16,308	...	18,532
" Burma ... Chief port ...	...	448	...	1,070
" Bengal ... All ports ...	...	20	...	30
" Travancore ... Alleppey ...	...	4,749	...	2,855
" Pondicherry ... "	...	911	...	168
" Travancore ... Alleppey ...	...	...	...	21
Dyeing, colouring and tanning materials—				
Cutch and gambier—				
From Bombay ... Chief port cwt.	...	63	30	330
" Madras ... Chief port ...	3	11,57,973	95,284	17,84,569
" Burma ... Chief port ...	63,689	4,350	46	988
" Bengal ... Other ports ...	234	...	32	582
" Travancore ... Alleppey ...	...	...	...	...
Indigo—				
From Bombay ... Chief port cwt.	1	32	4	800
" Madras ... Chief port ...	117	25,600	...	34
" Madras ... Other ports ...	...	...	2	300
" Bengal ... All ports ...	...	...	28	4,300
" Burma ... Other ports ...	...	...	1	150
Nyabollans—				
From Bombay ... Chief port cwt.	25	125	...	1,630
" Madras ... Chief port ...	...	...	1,480	8,400
" Madras ... Other ports ...	924	1,801	3,256	11,458
" Bengal ... All ports ...	...	...	...	...
Turneric—				
From Bombay ... Chief port cwt.	...	2,753	21,799	23,891
" Madras ... Chief port ...	...	23,140	1,92,943	2,19,163
" Madras ... Other ports ...	...	...	18	45,628
" Burma ... Chief port ...	...	...	...	176
" Bengal ... All ports ...	...	...	...	...
" Cochin ... Narrakal ...	60	420	...	984
Othersorts—				
From Bombay ... Chief port cwt.	...	...	...	45
" Madras ... Chief port ...	...	7,139	...	6,838
" Madras ... Other ports ...	...	718	...	498
" Bengal ... All ports ...	...	...	...	...
" Burma ... Chief port ...	...	...	...	360

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Fruits and vegetables—		Rs.		Rs.
Cocoanuts—				
From Bombay ... Chief port No.	1,158,000	41,053	535,050	16,653
" Madras ... { Chief port ..	900	37	512,700	1,051
" " { Other ports ..	3,758,200	1,14,354	2,201,921	65,000
" Bengal ... All ports ..	1,765,300	57,749	2,909,969	89,774
" Pondicherry ... ..	.....	885	.....	.....
" Cochin ... Narrahal ..	59,000	.....	.....	30
" Burma ... Chief port ..	.....	.....	1,000	.....
Cocoanut kernel—				
From Bombay ... Chief port cwt.	935	9,465	1,275	12,750
" Madras ... { Chief port ..	.....	1,537	15,646	.....
" " { Other ports ..	30,508	3,11,947	16,004	1,68,010
" Burma ... { Chief port ..	155	1,536	182	1,729
" " { Other ports ..	.....	.....	3,417	33,663
" Bengal ... All ports ..	3	30	419	3,800
" Travancore ... Allepey ..	5,485	54,614	6,922	69,838
" Cochin ... Narrahal ..	.....	.....	.....	.....
Other sorts—				
From Bombay ... Chief port ...	20,111	.....	9,935	.....
" Madras ... { Chief port ..	.....	150	31,093	.....
" " { Other ports ..	48,437	.....	1,008	.....
" Burma ... { Chief port ..	.....	240	.....	65
" " { Other ports ..	.....	40	.....	.....
" Bengal ... All ports ..	.....	25	.....	.....
" Kattywar ... Junagah ..	.....	1,844	.....	.....
" Shirdi ... Kurrachee ..	.....	150	.....	189
" Pondicherry... ..	.....	200	.....	.....
" Travancore ... Allepey ..	.....	16	.....	.....
Grain and pulse—				
Grain—				
From Bombay ... Chief port cwt.	.....	.....	13	54
" Madras ... { Chief port ..	.....	.....	37,957	1,30,000
" " { Other ports ..	44,391	141,037	11,349	41,821
" Bengal ... All ports ..	5,648	17,479	11,349	41,821
" Burma ... Chief port ..	1,131	3,057	4,125	15,340
Rice in the husk (paddy)—				
From Madras ... Other ports cwt.	.....	.....	88	350
" Burma ... Chief port ..	325	566	.....	.....
" " { Other ports ..	179	489	.....	.....
" Bengal ... All ports ..	.....	.....	73,748	1,09,940

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-1891 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Grain and pulse—(concluded.)				
Rice in the husk (paddy)—(concluded.)	113,862	1,68,338	73,748	1,09,940
" Bengal ... All ports cwt.	.....	.....	88	280
" Pondicherry ... ..	.....	.....	.....	.....
" Burma ... { Chief port ..	.....	.....	.....	.....
" " { Other ports ..	.....	.....	.....	.....
Rice not in the husk—				
From Madras ... { Chief port cwt.	3	14	.....	52
" " { Other ports ..	35	207	10	.....
" Bombay ... Chief port ..	27	135	.....	4,323
" " { Chief port ..	4,690	25,010	900	117
" Burma ... { Other ports ..	7,475	30,538	20	.....
" Bengal ... All ports ..	635,061	18,39,463	4,83,442	14,00,005
" Pondicherry ... ..	.....	.....	.....	.....
Wheat—				
From Bengal ... All ports cwt.	872	2,742	778	2,121
Pulse—				
From Bombay ... Chief port cwt.	3,161	12,827	.....	310
" Madras ... { Chief port ..	.....	4,299	1,071	4,310
" " { Other ports ..	1,244	37,788	5,698	18,445
" Burma ... { Chief port ..	11,746	.....	12	52
" " { Other ports ..	6	.....	.....	.....
" Bengal ... All ports ..	29,383	78,027	45,429	1,29,833
Other sorts—				
From Madras ... Other ports cwt.	390	1,273	123	465
" " { Chief port ..	1,052	3,079	218	1,308
" Burma ... { Other ports ..	.....	.....	.....	.....
" Bengal ... All ports ..	.....	.....	.....	.....
Gums and resins (other than cutch and gambier)—				
From Bombay ... Chief port cwt.	254	4,893	326	4,143
" Madras ... Chief port ..	2,152	12,450	2,614	14,877
" Burma ... { Chief port ..	.....	.....	.....	.....
" " { Other ports ..	75	402	273	2,219
" Bengal ... All ports ..	.....	.....	.....	.....
Hemp—				
From Bombay ... Chief port cwt.	1,858	19,083	1,863	21,922
" Madras ... Other ports ..	34	340	1,850	17,742
" Burma ... Chief port ..	.....	.....	248	1,876
" Bengal ... All ports ..	379	2,707	.....	.....

COASTING TRADE.—(Continued)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Hides and skins—		Rs.		Rd.
Hides, raw—				
Chief port ...	cwt. 35	1,070	109	3,680
Vizagapatam ...	cwt. 410	.....	1,020	.....
Bimlipatam ...	No. ....	.....	.....	.....
Gopalpur ...	cwt. 1,980	56,378	.....	.....
.....	No. 14,475	.....	.....	.....
.....	cwt. 112	82,655	.....	.....
.....	No. 8,325	.....	.....	.....
From Madras ...	cwt. ....	.....	.....	.....
Coconada ...	cwt. ....	.....	.....	.....
Cochin ...	cwt. ....	.....	.....	.....
Calingapatam ...	No. ....	.....	.....	.....
Negapatam ...	cwt. ....	.....	.....	.....
.....	No. ....	.....	.....	.....
Other ports ...	cwt. 323	7,147	3,650	1,3912
.....	No. 1,915	.....	30,675	.....
„ Bombay Chief port ...	cwt. 14	600	.....	.....
.....	No. 400	.....	.....	.....
„ Burma Chief port ...	cwt. 130	4,130	102	3,850
.....	No. 1,502	.....	1,480	.....
Other ports ...	cwt. 420	.....	311	11,460
.....	No. 7,130	15,751	4,980	.....
Chittagong ...	cwt. 3,766	1,51,759	.....	.....
.....	No. 61,110	.....	2,713	.....
„ Bengal Chandbally ...	cwt. 14,012	3,59,237	.....	6,33,355
.....	No. 204,192	.....	.....	.....
Other ports ...	cwt. 661	26,023	315,680	.....
.....	No. 10,090	.....	.....	.....
Hides, dressed or tanned—				
From Bombay Chief port ...	cwt. 8	606	80	800
.....	No. 44	.....	160	.....
„ Madras ...	cwt. 880	42,194	749	37,367
Chief port ...	No. 14,850	.....	14,800	.....
Other ports ...	cwt. 234	10,065	238	14,623
.....	No. 2,940	.....	2,676	.....
„ Burma Chief port ...	cwt.	40	2	96
.....	No. 10	.....	12	.....
„ Bengal All ports ...	cwt. 202	6,600	.....	.....
.....	No. 3,300	.....	.....	.....

COASTING TRADE.—(Continued)
IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Hides and skins—(continued)—		Rs.		Rs.
Skins, raw—				
Chief port ...	cwt. 60	6,515	110	10,500
From Madras ...	No. 6,531	.....	12,500	.....
Other ports ...	cwt. 15	1,090	10	650
.....	No. 1,180	.....	600	.....
„ Burma Chief port ...	cwt. ....	.....	.....	.....
Other ports ...	No. ....	.....	.....	.....
„ Bengal All ports ...	cwt. 259	17,900	297	22,119
.....	No. 23,847	.....	28,963	.....
„ Pondicherry ...	cwt. 2	488	.....	.....
.....	No. 814	.....	.....	.....
Skins, dressed or tanned—				
From Bombay Chief port ...	cwt. 18	96	.....	.....
.....	No. 2,167	.....	1,817	1,80,450
„ Madras Chief port ...	No. 240,500	2,3,04,57	184,200	.....
Other ports ...	cwt. 303	.....	31	3,900
.....	No. 21,100	21,125	2,900	.....
„ Bengal All ports ...	cwt. 60	9,000	14	1,125
.....	No. 9,000	.....	5	375
„ Burma Chief port ...	cwt. 6	525	.....	.....
Other ports ...	No. 700	.....	.....	.....
Iron—				
Unmanufactured—				
Chief port ...	lb. 1,868	10,100	1,362	9,075
From Burma ...	.....	1,412	1,002	5,094
Other ports ...	.....	7,854	4,172	23,928
„ Bengal All ports ...	.....	7,460	42	210
„ Travancore ...	.....	.....	.....	.....
Alleppey ...	.....	.....	.....	.....
Manufactured—				
From Madras ...	Other ports ...	.....	.....	.....
Jewellery, &c.—				
Precious stones and pearls, unset—				
From Madras ...	Other ports ...	700	.....	.....
Jewellery—				
From Bombay Chief port ...	.....	2,296	.....	83
„ Burma Chief port ...	.....	.....	.....	16,300
Other ports ...	.....	.....	.....	.....
„ Bengal All ports ...	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Jewellery, &c. (concluded).—		Rs.		Rs.
Plate—				
From Burma ... Chief port ...	.....	2,210	.....	1,770
From Bengal ... All ports ...	.....	.....	.....	.....
Jute—				
Raw—				
From Madras ... Other ports cwt.	.....	.....	.....	.....
From Burma ... Chief port ...	.....	.....	.....	.....
From Bengal ... All ports ...	.....	.....	.....	.....
Manufactures—				
Gunny-bags, power-loom—				
From Bombay ... Chief port... No.	10,550	1,116	47,300	5,095
From Madras ... Chief port ...	2,500	325	36,300	5,701
From Madras ... Other ports ...	.....	.....	2,000	300
From Madras ... Chief port ...	23,500	1,605	38,574	6,410
From Madras ... Other ports ...	.....	.....	800	120
From Madras ... All ports ...	25,235	4,546	39,575	4,150
From Travancore ... Allepey ...	.....	.....	.....	.....
From Pondicherry ...	15,500	3,100	400	80
Gunny-bags, hand-loom—				
From Bombay ... Chief port...No	3,500	350	.....	.....
From Bengal ... All ports ...	.....	.....	1,300	120
Gunny-cloths, power-loom—				
From Bengal ... All ports... yds.	.....	.....	.....	.....
From Madras ... Other ports ...	.....	.....	.....	.....
Rope and twine—				
From Madras ... Chief port...cwt.	31	155	.....	.....
From Madras ... All ports ...	.....	.....	.....	.....
Canvas—				
From Madras ... Other ports yds.	.....	.....	32	50
Other kinds—				
From Bengal ... All ports... cwt.	.....	.....	.....	.....
From Madras ... Chief port ...	.....	.....	18	133
Lac—				
Stick—				
From Bombay ... Chief port...cwt.	9	180	.....	.....
From Madras ... Other ports ...	65	1,625	281	9,665
From Madras ... Chief port ...	453	12,105	4,330	1,84,123
From Madras ... Other ports ...	.....	.....	.....	.....
From Madras ... All ports ...	5,008	38,389	5,383	72,810

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Lac—(concluded)		Rs.		Rs.
Other kinds—				
From Bombay ... Chief port...cwt.	64	1,020	.....	.....
From Madras ... Chief port ...	.....	.....	110	6,000
From Madras ... Other ports ...	51	3,860	901	51,449
From Madras ... Chief port ...	.....	.....	24	1,440
From Madras ... All ports ...	.....	.....	.....	.....
Leather—				
Unwrought—				
From Madras ... Chief port...cwt.	55	1,217	.....	.....
From Madras ... All ports ...	.....	.....	.....	.....
From Madras ... Other ports ...	.....	.....	.....	12
Manufactures of—				
From Bombay ... Chief port ...	.....	248	.....	.....
From Madras ... Chief port ...	.....	775	.....	675
From Madras ... Other ports ...	.....	100	.....	104
From Madras ... Chief port ...	.....	340	.....	1,008
From Madras ... Other ports ...	.....	170	.....	.....
From Madras ... All ports ...	.....	95	.....	130
Liquors—				
Spirits—				
Rum—				
From Bengal ... All ports...gals.	.....	.....	.....	.....
Metals—				
Bars—				
Unwrought—				
From Bombay ... Chief port...cwt.	663	10,000	600	18,000
From Madras ... Chief port ...	.....	.....	.....	.....
From Madras ... Other ports ...	1	46	.....	.....
From Madras ... Chief port ...	191	4,643	291	8,018
From Madras ... Other ports ...	37	1,049	14	298
From Madras ... All ports ...	76	1,819	46	1,505
Wrought—				
From Bombay ... Chief port...cwt.	91	2,990	52	1,747
From Madras ... Chief port ...	4	100	.....	30
From Madras ... Other ports ...	.....	.....	74	2,600
From Madras ... Chief port ...	14	445	.....	.....
From Madras ... Other ports ...	5	216	.....	.....
From Madras ... All ports ...	1,507	49,623	631	34,215
Copper—				
Coin—				
From Madras ... Chief port...cwt.	2	240	.....	.....
From Madras ... All ports ...	20	2,571	8	965

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Metals—(concluded).—		Rs.		Rs.
Copper—(concluded).—				
Other sorts—				
From Bombay ... Chief port cwt.	508	18,958	116	4,558
" Madras ... Chief port "	2	95	.....	.....
" Other ports "	2	60	.....	15
" Chief port "	9	268	108	3,668
" Burma ... Other ports "	51	1,737	15	460
" Bengal ... All ports "	313	9,508	207	6,883
Iron—				
From Bengal ... All ports cwt.	.....	.....	.....	.....
" Burma ... Chief port "	.....	.....	6	120
Tin—				
From Bengal ... All ports cwt.	.....	.....	.....	.....
Metals, unenumerated—				
From Bengal ... All ports cwt.	114	4,926	402	16,210
Mineral—				
Oils—				
From Bombay ... Chief port gals.	3,115	4,572	1,784	2,668
" Madras ... Chief port "	788	1,140	.....	.....
" Burma ... Chief port "	720,543	3,73,149	1,027,411	5,24,319
" Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	362	92	.....	.....
Vegetable, not essential—				
Castor—				
From Madras ... Chief port gals.	.....	.....	250	335
" Other ports "	12,167	18,956	159,169	2,06,181
" Burma ... Chief port "	24	30	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Cocoanut—				
From Bombay ... Chief port gals.	.....	.....	.....	.....
" Madras ... Chief port "	.....	.....	.....	.....
" Other ports "	173,168	2,29,473	211,735	2,86,104
" Bengal ... All ports "	.....	.....	.....	9,967
" Pondicherry ... "	1,460	2,000	.....	.....
" Coclin ... Narakal "	1,503	2,310	79,340	1,11,283
" Travancore ... Allepey "	.....	.....	.....	.....
Earth-put or ground-nut—				
From Madras ... Chief port gals.	31,456	42,231	8,796	11,743
" Other ports "	273	430	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
" Pondicherry ... "	53,693	71,568	17,329	21,304

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Oil—(concluded).—				
Vegetable, not essential—(concluded).—				
Other kinds of vegetable oils—				
From Bombay ... Chief port gals.	41	435	250	375
" Madras ... Chief port "	264	316	300	400
" Other ports "	962	1,615	785	1,287
" Chief port "	1,663	2,265	709	1,411
" Burma ... Chief port "	5,281	8,445	5,759	6,952
" Other ports "	.....	.....	235	382
" Bengal ... All ports "	.....	.....	.....	.....
Other kinds of oils—				
From Bombay ... Chief port gals.	229	7,606	.....	.....
" Madras ... Other ports "	3,714	62,550	3,184	72,378
" Chief port "	.....	.....	1,124	1,560
" Burma ... Chief port "	.....	.....	351	593
" Coclin ... Narakal "	.....	.....	42	.....
" Travancore ... Allepey "	4	.....	.....	.....
Provisions—				
Fruits and vegetables; dried, salted, or preserved—				
From Bombay ... Chief port cwt.	13	510	256	3,060
" Sindh ... Kurachee "	34	340	15	152
" Chief port "	.....	.....	2,266	8,030
" Madras ... Chief port "	20	90	170	550
" Other ports "	17	663	2	50
" Burma ... Chief port "	.....	.....	3	30
" Other ports "	.....	.....	12	402
" Bengal ... All ports "	.....	.....	7	111
" Travancore ... Allepey "	7	.....	.....	.....
Ghee—				
From Bombay ... Chief port lb.	15,153	5,400	50,378	17,716
" Other ports "	385	160	.....	.....
" Madras ... Chief port "	12,815	4,772	44,778	16,413
" Other ports "	1,020	1,310	402	461
" Chief port "	2,791	1,020	164	61
" Burma ... Chief port "	.....	.....	1,550	1,160
" Other ports "	.....	.....	2,478	1,062
" Bengal ... All ports "	.....	.....	.....	.....
" Narakal ... "	.....	.....	.....	.....
Salted fish—				
From Madras ... Other ports lb.	.....	.....	1,008	350
From Bombay ... Chief port "	.....	.....	.....	.....
" Chief port "	1,736	442	6,216	590
" Other ports "	.....	.....	112	20
" Burma ... Chief port "	.....	.....	.....	.....
" Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Dried fish—				
From Bombay ... Chief port lb.	381,664	34,694	245,192	21,675
" Other ports "	35,976	4,138	19,152	2,050

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Provisions—(concluded.)		Rs.		Rs.
Dried fish—(concluded.)				
From Burma ... Chief port lb.	.....	.....	21,308	1,803
" Bengal ... All ports "	1,120	348	1,792	242
" Travancore ... Alleppey "	.....	.....	.....	.....
" South ... Kurrachee "	.....	.....	14,448	1,280
Other sorts of provisions—				
From Bombay ... Chief port cwt.	8,130	70,433	4,821	44,883
" Madras ... Chief port "	249	21,231	230	18,073
" ... Other ports "	177	4,089	41	2,125
" ... Chief port "	72	2,667	2,071	17,136
" Burma ... Other ports "	3	50	20	188
" Bengal ... All ports "	288	17,267	210	9,264
" Goa ... " "	.....	.....	.....	.....
" Pondicherry ... " "	.....	.....	3	117
" Travancore ... Alleppey "	.....	.....	.....	.....
Railway plant and rolling-stock—				
Materials for construction—				
Wooden sleepers—				
From Bombay ... Other ports cwt.	3,650	10,306	309	928
" Madras ... Chief port "	18,000	65,360	36,444	1,142,131
" Burma ... Other ports "	16,408	72,684	35,710	1,41,854
" Bengal ... All ports "	17,060	53,339	19,589	54,831
Other sorts—				
From Bombay ... Chief port cwt.	12,450	62,445	12,684	62,430
" Madras ... Other ports "	810	2,217	.....	.....
" Bengal ... All ports "	5	42	.....	.....
Salt—				
From Bombay ... Chief port ton.	21,158	1,678,656	23,648	17,75,110
" Madras ... Chief port "	44	3,708	.....	.....
" Burma ... Other ports "	1,841	120,267	1,547	26,340
" Bengal ... Chief port "	.....	.....	.....	.....
" ... All ports "	.....	.....	.....	.....
Seeds—				
Castor—				
From Bombay ... Chief port cwt.	953	6,463	.....	.....
" Madras ... Chief port "	67,912	4,62,372	16,565	1,23,255
" ... Other ports "	3,27,064	2,227,374	204,593	13,25,502
" Burma ... Chief port "	.....	.....	4	24
" Bengal ... Other ports "	.....	.....	.....	.....
" ... All ports "	28,168	1,02,799	11,919	46,685
Linned—				
From Bengal ... All ports cwt.	5,556	27,285	735	3,016

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Salt—(concluded.)		Rs.		Rs.
Mustard—				
From Madras ... Chief port cwt.	.....	.....	366	2,196
" Burma ... Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	7,274	29,835	4,114	17,265
Rape—				
From Madras ... Other ports cwt.	43	256	35	245
" Bengal ... All ports "	169	693	393	1,572
Til or jingelly—				
From Bombay ... Chief port cwt.	.....	.....	.....	.....
" ... Other ports "	1,627	9,926	26	156
" Madras ... Chief port "	37,924	2,28,036	2,038	18,449
" Burma ... Chief port "	2,850	17,303	.....	.....
" Bengal ... All ports "	99,928	4,41,000	58,477	2,94,322
Ground-nuts—				
From Bombay ... Chief port cwt.	.....	.....	179	1,856
" Madras ... Chief port "	93,528	5,78,103	49,741	2,90,402
" ... Other ports "	82,767	5,14,783	18,781	1,15,776
" Burma ... Other ports "	47	279	.....	.....
" Bengal ... All ports "	.....	.....	18	.....
Pondicherry ...	13,898	85,520	597	4,450
Other sorts—				
From Bombay ... Chief port cwt.	30	1,701	18	188
" Madras ... Chief port "	3,328	23,874	62,713	3,94,392
" ... Other ports "	31,935	1,85,811	4,611	20,050
" Burma ... Chief port "	583	4,605	217	3,622
" Bengal ... All ports "	6,363	26,064	459	2,444
Silk—				
Raw—				
From Bombay ... Chief port lb.	.....	.....	820	820
" Burma ... Chief port "	1,118	6,946	1,651	5,831
" ... Other ports "	160	600	.....	.....
" Madras ... Chief port "	62	105	.....	.....
" ... Other ports "	.....	.....	412	935
" Bengal ... All ports "	.....	.....	.....	.....
Cinnamon—				
From Bombay ... Chief port lb.	.....	.....	224	120
" Madras ... Chief port "	2,352	630	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Cocoons—				
From Madras ... Chief port lb.	.....	.....	.....	.....
" Bengal ... All ports "	6,819	1,740	672	820

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastswise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Silk—(concluded.)				
Manufactures—				
Piece-goods—				
From Bombay... Chief port yds.	1,700	1,400	1,253	1,253
„ Madras... Chief port „ .....	.....	.....	.....	.....
„ Madras... Other ports „ .....	.....	.....	.....	.....
„ Burma... Chief port „	892	710	.....	.....
„ Bengal... All ports „ .....	.....	.....	210	225
Soap (of all kinds)—				
From Bombay... Chief port cwt.	53	478	1	12
„ Madras... Other ports „ .....	.....	.....	8	72
„ Madras... Chief port „	3	220	.....	.....
„ Burma... Other ports „ .....	.....	.....	.....	.....
„ Bengal... All ports „ .....	.....	.....	1	10
Spices—				
Pepper—				
From Bombay... Chief port lb.	7,280	1,483	102,144	13,855
„ Madras... Chief port „	754	84	.....	.....
„ Madras... Other ports „	56,672	6,074	34,384	3,937
„ Madras... Chief port „	1,680	200	96,768	6,367
„ Madras... Other ports „	1,008	108	.....	.....
„ Bengal... All ports „	18,502	1,384	13,440	1,620
„ Travancore... Alleppey „ .....	.....	.....	.....	.....
Candlenuts—				
From Bombay... Chief port lb.	2,352	4,098	3,212	6,340
„ Madras... Chief port „	28,286	59,375	18,426	34,225
„ Madras... Other ports „	17,192	30,557	13,700	33,677
„ Madras... Chief port „	326	650	600	1,104
„ Madras... Other ports „ .....	.....	.....	8	14
„ Bengal... All ports „	9,464	18,325	33,616	72,362
„ Travancore... Alleppey „ .....	.....	.....	.....	.....
„ Cochin... Narraikal „ .....	.....	.....	.....	.....
Ginger—				
From Bombay... Chief port lb. ....	.....	.....	504	67
„ Madras... Chief port „ .....	.....	.....	.....	.....
„ Madras... Other ports „ .....	.....	.....	5,040	1,099
„ Madras... Chief port „ .....	.....	.....	.....	.....
„ Bengal... All ports „ .....	.....	.....	.....	.....
„ Travancore... Alleppey „	3,820	755	.....	720
Pepper—				
From Bombay... Chief port lb.	4,592	1,014	2,800	760
„ Madras... Chief port „	336	150	448	225
„ Madras... Other ports „	1,491,920	4,72,956	131,208	33,463
„ Madras... Chief port „	45,950	12,095	75,924	15,639
„ Madras... Other ports „ .....	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastswise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Spices—(concluded.)				
Pepper—(concluded.)				
From Bengal... All ports lb. ....	.....	.....	.....	.....
„ Travancore... Alleppey „	241,024	77,395	16,120	3,850
„ Cochin... Narraikal „ .....	.....	.....	.....	.....
Oilseeds—				
From Madras... Chief port „ .....	.....	.....	105,962	12,800
„ Madras... Other ports „ .....	.....	.....	941,584	96,570
„ Madras... Chief port „ .....	.....	.....	711,984	74,327
„ Madras... Other ports „ .....	.....	.....	1,255,856	1,22,801
Other sorts—				
From Bombay... Chief port lb.	70,738	16,024	78,848	21,092
„ Madras... Chief port „	168,910	17,792	.....	.....
„ Madras... Other ports „	1,301,700	1,24,445	1,540	592
„ Madras... Chief port „	4,497,584	4,65,353	.....	.....
„ Madras... Other ports „	51,408	5,342	.....	.....
„ Bengal... All ports „	623,616	62,536	336	30
„ Travancore... Alleppey „	1,568	457	1,008	405
„ Cochin... Narraikal „ .....	.....	.....	6,720	1,498
Sugar, refined or crystallized, includ-				
ing sugar-candy—				
From Bombay... Chief port cwt. ....	.....	.....	31	400
„ Madras... Chief port „	39,449	5,12,665	43,898	5,86,240
„ Madras... Other ports „	85	1,402	.....	18
„ Madras... Chief port „ .....	.....	.....	.....	.....
„ Madras... Other ports „ .....	.....	.....	.....	.....
Sugar, unrefined, viz., molasses and jaggery or sugar and other saccharine produce—				
From Madras... Chief port cwt.	147	1,029	.....	.....
„ Madras... Other ports „	4,030	22,056	176	1,193
„ Madras... Chief port „	20	80	.....	.....
„ Bengal... All ports „	200	1,770	.....	.....
„ Madras... Chief port „ .....	.....	.....	.....	.....
Tin—				
From Bombay... Chief port lb. ....	.....	.....	330	106
„ Madras... Chief port „	681	691	.....	.....
„ Madras... Other ports „	44	48	2,583	1,430
„ Madras... Chief port „ .....	.....	.....	113	25
„ Madras... Other ports „	80	40	1,052,497	4,81,884
„ Bengal... Chief port „	1,108,488	4,88,190	.....	.....
„ Bengal... Other ports „ .....	.....	.....	.....	.....
„ Travancore... Alleppey „ .....	.....	.....	.....	.....
Wax (excluding candles)—				
From Bombay... Chief port cwt. ....	.....	.....	6	360
„ Madras... Chief port „	51	3,377	26	2,080
„ Madras... Other ports „ .....	.....	.....	54	3,620
„ Madras... Chief port „ .....	.....	.....	98	6,939
„ Madras... Other ports „ .....	.....	.....	.....	.....
„ Bengal... All ports „	37	1,566	29	1,635
„ Travancore... Alleppey „	23	1,710	.....	.....

COASTING TRADE.—(Continued.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Timber and wood		Rs.		Rs.
Teak Timber—				
From Bombay ... Other ports c. tons.	.....	.....	...	20
" Bombay ... Chief port "	21,079	10,71,071	13,648	12,96,174
" Burma ... { Chief port "	22,301	21,09,780	20,807	17,91,660
" Bengal ... All ports "	718	61,350	427	37,552
Other kinds of timber—				
From Bombay ... Chief port c. tons.	7	1,035	.....	.....
" Madras ... Other ports "	205	5,460	19	1,300
" Burma ... Chief port "	171	13,109	71	5,455
" Bengal ... Other ports "	828	54,435	586	32,332
" Kattywar ... All ports "	1,295	78,512	1,792	88,723
" Sind ... Bet "	.....	25	.....	15
" Sind ... Kurrachee "	.....	.....	.....	.....
Firewood—				
From Bombay ... Chief port tons.	5	155	13	240
" Madras ... Other ports "	3	70	.....	80
" Bengal ... All ports "	19	224	.....	.....
" Burma ... Chief port "	.....	.....	.....	.....
" Burma ... Other ports "	.....	.....	.....	.....
Sandalwood—				
From Bombay ... Chief port "	.....	72,199	.....	34,254
" Madras ... Other ports "	.....	45	.....	100
" Burma ... Chief port "	.....	761	.....	.....
" Bengal ... Other ports "	.....	125	.....	.....
" Bengal ... All ports "	.....	100	.....	.....
Manufactures of Wood—				
From Bombay ... Chief port "	.....	87	.....	390
" Madras ... Chief port "	.....	481	.....	740
" Madras ... Other ports "	.....	211	.....	1,774
" Burma ... Chief port "	.....	29,521	.....	25,425
" Bengal ... Chief port "	.....	1,18,937	.....	72,069
" Travancore ... All ports "	.....	2,608	.....	2,305
" Travancore ... Alleppey "	.....	.....	.....	29
Wool—				
Raw—				
From Madras ... Chief port lb.	4,578	679	.....	.....
" Burma ... Chief port "	4,144	655	6,524	2,167

COASTING TRADE.—(Concluded.)

IMPORTS.

Statement showing the quantity and value of goods of Indian Produce and Manufactures imported coastwise from Indian Ports into Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports from which imported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Wool—(continued)		Rs.		Rs.
Manufactures of—				
From Bombay ... Chief port "	7,350	.....	6,300
" Madras ... Chief port "	2,154	.....	4,949
" Madras ... Other ports "	450
" Burma ... Chief port "	225	.....	60
" Bengal ... Other ports "	400	.....	.....
" Bengal ... All ports "
All other articles of merchandise—				
From Bombay ... Chief port "	2,88,464	.....	79,470
" Sind ... Kurrachee "
" Madras ... Chief port "	35,896	.....	41,184
" Madras ... Other ports "	1,12,875	.....	1,21,363
" Burma ... Chief port "	70,788	.....	50,534
" Burma ... Other ports "	3,174	.....	1,518
" Bengal ... All ports "	1,09,190	.....	1,26,261
" Pondicherry ... All ports "	220	.....	233
" Goa ... All ports "	75
" Quilon ... All ports "
" Travancore ... Alleppey "	1,231	.....	318
" Travancore ... Kollachel "	110
" Cochin ... Narakal "	3,762	.....	5,915
" Cutch ... Mandvi "
" Kattywar ... Bet "	305	.....	.....
Total Merchandise—				
From Bombay ... Chief port "	1,30,07,587	.....	1,35,64,167
" Sind ... Kurrachee "	1,753	.....	2,545
" Madras ... Chief port "	23,28,067	.....	27,67,665
" Madras ... Other ports "	63,74,105	.....	47,55,559
" Burma ... Chief port "	51,46,824	.....	46,84,516
" Burma ... Other ports "	24,67,422	.....	21,41,147
" Bengal ... All ports "	50,48,753	.....	57,40,279
" Pondicherry ... All ports "	1,63,250	.....	30,074
" Goa ... All ports "	38,020	.....	75
" Quilon ... All ports "	5,24,17	.....	555,120
" Travancore ... Alleppey "	110
" Travancore ... Kollachel "
" Cochin ... Narakal "	27,163	.....	1,30,080
" Kattywar ... Bet "	420	.....	.....
" Cutch ... Mandvi "
" Mahe ... All ports "	1,575

COASTING TRADE.

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Apparel (including haberdashery, millinery, &c., but excluding hosiery)—		Rs.		Rs.
To Bombay ... Chief port ...	11,510	.....	16,601	.....
" Sind ... Kurrachee ...	1,355	.....	.....	.....
" Madras ... Chief port ...	45,493	.....	33,003	.....
" Madras ... Other ports ...	55,461	.....	36,573	.....
" Burma ... Chief port ...	7,91,084	.....	6,72,831	.....
" Burma ... Other ports ...	5,94,026	.....	3,18,191	.....
" Bengal ... All ports ...	4,16,101	.....	6,30,568	.....
" Travancore ... Quilon ...	250	.....	830	.....
" Travancore ... Alleppey ...	895	.....	50	.....
" Travancore ... Kollachel ...	.....	.....	.....	.....
" Travancore ... Trevandrum ...	10	.....	.....	.....
" Pondicherry ...	.....	.....	.....	.....
" Goa ...	.....	.....	.....	.....
" Cochin ... Narrakal ...	.....	.....	.....	.....
" Cutch ... Mandri ...	.....	.....	.....	.....
Arms, ammunition, &c. (excluding military accoutrements)—				
Fire-arms and parts thereof—				
To Bombay ... Chief port ...	200	.....	800	.....
" Madras ... Chief port ...	305	.....	2,609	.....
" Madras ... Other ports ...	2,617	.....	15,651	.....
" Burma ... Chief port ...	14,077	.....	2,301	.....
" Burma ... Other ports ...	1,642	.....	5,074	.....
" Bengal ... All ports ...	4,152	.....	.....	.....
Dynamite, tonite and other explosives—				
To Burma ... Chief port ...	.....	.....	.....	.....
Gunpowder—				
To Madras ... Chief port ... lb.	1,971	1,717	514	663
" Madras ... Other ports ...	305	800	320	503
" Burma ... Chief port ...	.....	.....	40	92
" Burma ... Other ports ...	1,266	1,742	2,780	2,740
" Bengal ... All ports ...	68	58	.....	.....
" Pondicherry ...	.....	.....	.....	.....
Other sorts—				
To Bombay ... Chief port ...	.....	100	.....	68
" Madras ... Chief port ...	.....	35	.....	10,330
" Madras ... Other ports ...	.....	3,624	.....	42,730
" Burma ... Chief port ...	.....	18,204	.....	1,000
" Burma ... Other ports ...	.....	657	.....	1,706
" Bengal ... All ports ...	.....	2,008	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Cutlery—				
To Madras ... Chief port ... lb.	10,953	4,105	5,632	2,023
" Madras ... Other ports ...	52,333	17,610	4,533	1,707
" Burma ... Chief port ...	13,475	4,353	7,603	2,940
" Bengal ... All ports ...	15,550	4,408	14,233	5,289
Onions and rope of vegetable fibre (excluding jute)—				
To Bombay ... Chief port ... cwt.	104	2,960	258	5,244
" Madras ... Chief port ...	4	148	18	291
" Madras ... Other ports ...	12	473	39	13
" Burma ... Chief port ...	95	1,671	164	1,046
" Bengal ... Other ports ...	96	3,110	225	2,841
Other goods—				
Twist and yarn—				
To Bombay ... Chief port ... lb.	740	486	.....	.....
" Madras ... Chief port ...	37,370	30,530	22,440	18,026
" Madras ... Other ports ...	111,030	97,534	76,500	74,135
" Burma ... Chief port ...	6,400	4,400	62,900	30,784
" Burma ... Other ports ...	460,473	439,187	549,520	5,20,949
" Bengal ... All ports ...	524,400	410,390	1,181,250	9,48,135
" Sind ... Kurrachee ...	4,000	2,550	.....	.....
Manufactures—				
Face-goods—				
One unbleached)—				
To Bombay ... Chief port ... yds.	335,895	40,475	170,160	23,972
" Madras ... Chief port ...	618,439	79,078	482,640	64,575
" Madras ... Other ports ...	286,616	32,677	231,414	27,538
" Burma ... Chief port ...	999,562	1,04,892	663,820	64,110
" Burma ... Other ports ...	3,291,40	3,73,902	2,130,054	2,72,301
" Bengal ... All ports ...	14,543,748	16,16,418	15,411,845	18,00,520
" Pondicherry ...	48,020	5,800	.....	.....
" Travancore ... Alleppey ...	.....	450	2,400	300
" Sind ... Kurrachee ...	.....	.....	.....	.....
White (bleached) —				
To Bombay ... Chief port ... yds.	246,961	36,807	417,400	74,101
" Sind ... Kurrachee ...	2,000	400	28,000	6,400
" Madras ... Chief port ...	2,944,650	3,70,875	3,074,441	3,89,070
" Madras ... Other ports ...	638,820	87,619	310,940	58,240

COASTING TRADE.—(Continued.)

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Piece-goods—(concluded.)		Rs.		Rs.
White, bleached—(concluded.)				
To Burma ... { Chief port yds.	12,150,304	21,15,963	8,991,254	15,45,548
„ Other ports „	3,073,480	6,08,190	3,087,280	4,74,190
„ Bengal ... All ports „	3,303,999	4,99,007	1,503,020	2,32,859
„ Cutch ... Mandvi „	.....	.....	.....	.....
„ Travancore ... Alleppey „	.....	.....	2,000	400
Coloured, printed or dyed—				
To Bombay ... Chief port yds.	51,721	7,055	231,525	29,456
„ Sind ... Kurrachee „	8,641	900	4,757	1,097
„ Madras ... Chief port „	50,060	10,835	22,000	4,100
„ Other ports „	14,080	5,210	4,400	90
„ Burma ... Chief port „	278,353	72,430	42,671	10,365
„ Other ports „	33,560	7,425	64,370	22,950
„ Bengal ... All ports „	853,175	1,78,972	859,167	1,74,921
Handkerchief and shawls in the piece—				
To Bombay ... Chief port No.	1,000	791	.....	.....
„ Madras ... Other ports „	40	73	.....	.....
„ Burma ... Chief port „	600	59	.....	5
„ Other ports „	1,200	150	.....	1,000
„ Bengal ... All ports „	702	1,649	200	.....
Caras—				
To Burma ... { Chief port yds.	30	30	.....	.....
„ Other ports „	.....	.....	.....	.....
„ Bengal ... All ports „	431	323	.....	.....
Other sorts of manufactures—				
To Bombay ... Chief port „	.....	3,835	.....	300
„ Other ports „	.....	420	.....	200
„ Madras ... Chief port „	.....	315	.....	802
„ Other ports „	.....	6,024	.....	9,884
„ Burma ... Chief port „	.....	670	.....	343
„ Other ports „	.....	868	.....	895
„ Bengal ... All ports „	.....	.....	.....	.....
Drugs and medicines (excluding chemi- cal)—				
Camphor—				
To Bombay ... Chief port lb.	500	495	3,106	3,169
„ Other ports „	124,760	1,24,268	51,073	48,658
„ Madras ... Chief port „	20,565	23,121	17,626	16,811
„ Other ports „	1,442	1,395	885	850
„ Burma ... Chief port „	1,426	1,400	656	680
„ Other ports „	1,916	1,749	2,210	2,185
„ Bengal ... All ports „	.....	.....	.....	.....
„ Coochin ... Narrahal „	564	542	657	645

COASTING TRADE.—(Continued.)

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Drugs and medicines (excluding chemi- cal)—(concluded.)		Rs.		Rs.
Other sorts—				
To Bombay ... Chief port „	.....	90,950	.....	16,490
„ Sind ... Kurrachee „	.....	290	.....	1,312
„ Madras ... Chief port „	.....	2,397	.....	2,400
„ Other ports „	.....	1,208	.....	33,417
„ Burma ... Chief port „	.....	44,533	.....	13,207
„ Other ports „	.....	12,652	.....	211
„ Coochin ... Narrahal „	.....	20,846	.....	33,693
„ Bengal ... All ports „	.....	5	.....	.....
„ Travancore ... Alleppey „	.....	.....	.....	.....
Dyeing and colouring materials—				
To Bombay ... Chief port cwt.	83	9,304	.....	6,624
„ Other ports „	3	600	.....	.....
„ Madras ... Chief port „	2	26	.....	.....
„ Other ports „	59	6,088	.....	1,960
„ Burma ... Chief port „	19	4,013	.....	2,385
„ Other ports „	27	3,607	.....	.....
„ Bengal ... All ports „	.....	.....	.....	.....
„ Sind ... Kurrachee „	.....	.....	.....	.....
„ Narrahal ... Chief port „	.....	4,654	.....	2,288
„ Other ports „	.....	1,400	.....	1,070
„ Madras ... Chief port „	.....	5,132	.....	11,010
„ Other ports „	.....	59,660	.....	42,942
„ Burma ... Chief port „	.....	50,311	.....	79,782
„ Other ports „	.....	21,431	.....	17,673
„ Bengal ... All ports „	.....	65,349	.....	87,559
„ Travancore ... Alleppey „	.....	.....	.....	24
„ Coochin ... Narrahal „	.....	45	.....	.....
„ Pondicherry ... Chief port „	.....	20	.....	60
„ Coochin ... Narrahal „	.....	.....	.....	.....
Alc. beer and porter—				
To Bombay ... Chief port gals.	824	2,492	330	782
„ Other ports „	3,884	3,780	537	1,513
„ Madras ... Chief port „	2,836	7,631	2,980	8,394
„ Other ports „	15,190	28,658	12,258	26,472
„ Burma ... Chief port „	2,119	5,773	1,654	4,284
„ Other ports „	4,476	12,765	4,962	13,204
„ Bengal ... All ports „	.....	.....	.....	.....
Spirits—				
To Bombay ... Chief port gals.	36	756	1,082	16,070
„ Other ports „	72	789	600	8,800
„ Madras ... Chief port „	120	1,620	238	2,856
„ Other ports „	.....	.....	.....	.....

COASTING TRADE.—(Continued.) EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Spirits—(concluded.)		Rs.		Rs.
Brandy—(concluded.)				
To Burma ... { Chief port gals.	1,298	9,402	2,696	35,700
" Other ports "	356	4,394	380	4,633
" Bengal ... All ports "	884	10,797	688	6,233
Rum				
To Bombay ... { Chief port gals.	.....	.....	.....	.....
" Other ports "	2	10	.....	.....
" Madras ... { Chief port "	4	54	.....	.....
" Other ports "	20	211	56	351
" Burma ... { Chief port "	32	185	32	210
" Other ports "	196	1,301	214	1,237
" Bengal ... All ports "	.....	.....	.....	.....
Other sorts—				
To Bombay ... { Chief port gals.	182	2,098	92	2,185
" Other ports "	41	479	287	2,211
" Madras ... { Chief port "	570	6,504	690	8,453
" Other ports "	3,493	23,563	2,433	24,461
" Burma ... { Chief port "	1,231	9,661	1,496	12,220
" Other ports "	2,213	26,204	1,918	21,572
" Bengal ... All ports "	.....	.....	.....	.....
Wines and liquors—				
To Bombay ... { Chief port gals.	230	1,530	122	1,689
" Other ports "	35	220	.....	.....
" Madras ... { Chief port "	123	2,041	44	403
" Other ports "	588	9,138	350	5,045
" Burma ... { Chief port "	2,892	38,601	1,413	12,347
" Other ports "	560	8,308	664	7,667
" Bengal ... All ports "	1,303	16,292	1,232	14,148
Other sorts of liquors—				
To Bombay ... { Chief port gals.	.....	.....	5	96
" Other ports "	10	40	0	24
" Madras ... { Chief port "	36	489	14	88
" Other ports "	22	173	12	26
" Bengal ... All ports "	17	87	5	69
Machinery and millwork—				
To Bombay ... { Chief port "	.....	9,600	.....	450
" Other ports "	.....	23,498	.....	15,335
" Madras ... { Chief port "	.....	57,111	.....	26,338
" Other ports "	.....	46,962	.....	41,853
" Burma ... { Chief port "	.....	3,075	.....	10,726
" Other ports "	.....	15,370	.....	15,555
" Bengal ... All ports "	.....	.....	.....	109
" Travancore ... Alleppey "	.....	.....	.....	.....

COASTING TRADE.—(Continued.) EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coastwise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Machinery and millwork—(concluded.)		Rs.		Rs.
To Pondicherry ...	.....	.....	.....	.....
" Cochin ... Karakal "	.....	460	.....	.....
Metals—				
Brass—				
To Madras ... { Chief port cwt.	.....	.....	3	240
" Other ports "	192	5,985	78	3,612
" Madras ... { Chief port "	51	2,254	7	370
" Other ports "	17	909	47	12,654
" Burma ... { Chief port "	200	8,543	243	15,895
" Other ports "	.....	.....	.....	.....
" Pondicherry ...	.....	.....	.....	.....
Copper—				
Other sorts—				
To Bombay ... { Chief port cwt.	3,797	1,49,638	806	29,685
" Sind ... { Chief port "	.....	850	31,141	561
" Madras ... { Chief port "	1,903	72,567	3,823	1,44,731
" Other ports "	1,782	69,614	1,596	60,985
" Burma ... { Chief port "	.....	23	1,243	4
" Other ports "	11,889	4,83,312	10,237	3,74,664
" Bengal ... All ports "	.....	.....	.....	.....
" Katiyar ... Varaval "	.....	.....	.....	.....
" Travancore ... Alleppey "	.....	.....	.....	.....
Iron—				
To Bombay ... { Chief port cwt.	1	3	.....	.....
" Other ports "	1,605	14,046	3,257	19,034
" Madras ... { Chief port "	11,109	80,308	12,399	78,986
" Other ports "	8,105	70,328	5,947	52,555
" Burma ... { Chief port "	3,415	31,018	2,641	20,577
" Other ports "	7,878	61,768	9,890	69,291
" Bengal ... All ports "	.....	.....	.....	.....
" Sind ... { Chief port "	.....	.....	.....	.....
" Other ports "	.....	.....	.....	.....
" Travancore ... Alleppey "	.....	.....	.....	.....
" Pondicherry ...	9	70	.....	.....
Lead—				
To Bombay ... { Chief port cwt.	.....	.....	104	1,681
" Other ports "	228	4,560	183	2,400
" Madras ... { Chief port "	207	2,254	285	3,749
" Other ports "	143	2,931	48	791
" Burma ... { Chief port "	35	570	682	11,608
" Other ports "	682	11,608	682	11,608
" Bengal ... All ports "	.....	.....	.....	.....
" Travancore ... Alleppey "	.....	.....	.....	.....

COASTING TRADE.—(Continued.) **EXPORTS OF FOREIGN GOODS.**

*Statement showing the quantity and value of goods of Foreign Merchandise exported east-
 ward to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.*

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Metals—(concluded.)		Ra.		Ra.
Steel—				
To Bombay ... Chief port cwt.	.....	.....	.....	.....
„ Madras ... { Chief port „	5	341	137	1,102
„ { Other ports „	311	6,360	116	2,214
„ Burma ... { Chief port „	93	1,026	343	5,761
„ { Other ports „	147	1,658	110	1,193
„ Bengal ... All ports „	102	1,236	186	2,437
Tin—				
To Madras ... { Chief port cwt.	.....	.....	1	79
„ { Other ports „	621	42,422	789	54,828
„ Burma ... { Chief port „	12	761	11	334
„ { Other ports „	3	110	.....	.....
„ Bengal ... All ports „	1,853	1,28,789	1,766	1,21,243
Zinc or spelter—				
To Madras ... { Chief port cwt.	.....	.....	.....	.....
„ { Other ports „	332	15,840	1,577	28,361
„ Burma ... { Chief port „	267	4,769	324	6,820
„ { Other ports „	127	2,918	116	3,645
„ Bengal ... All ports „	5,201	87,608	4,841	85,429
Metals, unenumerated—				
To Madras ... { Chief port cwt.	4	736	9	360
„ { Other ports „	28	4,753	3	431
„ Burma ... { Chief port „	27	3,808	62	4,655
„ { Other ports „	1	240	.....	.....
„ Bengal ... All ports „	309	11,001	354	17,670
Paper and pasteboard—				
To Bombay ... Chief port „	.....	.....	17,391	.....
„ Madras ... { Chief port „	.....	156	7,983	.....
„ { Other ports „	.....	179	338	.....
„ Burma ... { Chief port „	.....	17,139	18,266	.....
„ { Other ports „	.....	2,462	1,026	.....
„ Bengal ... All ports „	.....	1,895	909	.....
„ Travancore ... Alleppy „	.....	187	.....	.....
Silk—				
Raw—				
To Bombay ... Chief port lb.	1,232	1,890	.....	.....
Manufactures—				
Piece-goods—				
To Bombay ... Chief port yds.	.....	.....	16,020	15,791
„ Madras ... { Chief port „	.....	.....	.....	.....
„ { Other ports „	150	109	.....	.....

COASTING TRADE.—(Continued.) **EXPORTS OF FOREIGN GOODS.**

*Statement showing the quantity and value of goods of Foreign Merchandise exported coast-
 ward to Indian Ports from Calcutta during the official years 1890-91 and 1891-92.*

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Silk—(concluded.)		Ra.		Ra.
Manufactures—(concluded.)				
Piece-goods—(concluded.)				
To Burma ... { Chief port yds.	6,705	10,323	9,461	9,715
„ { Other ports „	2,296	2,536	616	611
„ Bengal ... All ports „	.....	.....	.....	.....
Other sorts—				
To Burma ... Chief port lb.	2	30	1	15
Spices—				
Pepper—				
To Madras ... { Chief port lb.	4,435	432	.....	.....
„ { Other ports „	.....	.....	1,867	132
„ Bombay ... Chief port „	26,303	2,170	23,326	1,278
„ Bengal ... All ports „	855,093	73,666	5,47,120	46,695
Yea-per—				
To Bombay ... Chief port lb.	896	96	933	365
„ Madras ... { Chief port „	.....	.....	984	120
„ { Other ports „	4,495	1,237	2,072	631
„ Burma ... { Chief port „	224	80	784	270
„ { Other ports „	12,635	3,008	3,008	390
„ Bengal ... All ports „	138,122	41,089	156,280	42,788
„ Cochin ... Narraikal „	699	63	.....	.....
„ Sind ... Karaichee „	1,478	396	.....	.....
Other sorts—				
To Bombay ... Chief port lbs.	1,316	3,200	5,211	2,606
„ Madras ... { Chief port „	23,208	8,637	6,310	2,306
„ { Other ports „	3,565	1,435	2,937	761
„ Burma ... { Chief port „	224	55	284	265
„ { Other ports „	7,634	2,013	37,534	13,270
„ Bengal ... All ports „	27,642	6,242	28,552	7,598
Sugar, refined or crystallized, including sugar candy—				
To Bengal ... All ports cwt.	73	900	.....	.....
Tea—				
To Bombay ... Chief port lb.	.....	.....	39,462	13,465
„ { Chief port „	712	421	270	242
„ Burma ... { Chief port „	673	174	3,290	1,011
„ { Other ports „	62	41	.....	.....
„ Bengal ... All ports „	.....	.....	8,600	3,000
„ Sind ... Karaichee „	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported, coast-wise to Indian Ports from Calcutta during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Woollen-goods—		Rs.		Rs.
Piece-goods—				
To Bombay ... Chief port yds.	38,465	22,720	6,720	6,669
„ Madras ... Chief port ..	32,633	31,200	..	..
„ Madras ... Other ports ..	3,553	3,641	960	1,042
„ Burma ... Chief port ..	50,093	75,428	54,777	83,572
„ Burma ... Other ports ..	60,168	90,447	97,523	1,19,146
„ Bengal ... All ports ..	1,320	1,570	2,363	2,831
„ Sind ... Kurrachee ..	..	..	1,597	290
Shawls—				
To Bombay ... Chief port No.	..	..	..	..
„ Madras ... Chief port ..	90	315	20	120
„ Madras ... Other ports ..	..	..	..	..
„ Burma ... Chief port ..	1,660	5,660	6,430	6,145
„ Burma ... Other ports ..	564	2,612	1,925	9,165
„ Bengal ... All ports ..	710	3,850	1,260	4,950
Other sorts—				
To Bombay ... Chief port lb.	656	3,260	750	1,615
„ Madras ... Chief port ..	..	..	84	303
„ Madras ... Other ports ..	2,571	687	174	336
„ Burma ... Chief port ..	614	628	1,779	893
„ Burma ... Other ports ..	287	844	203	341
„ Bengal ... All ports ..	2,924	1,672	1,113	331
„ Travancore ... Alleppey ..	..	..	..	..
All other articles of merchandise—				
To Bombay ... Chief port ..	..	45,767	..	44,220
„ Sind ... Kurrachee ..	..	785	..	103
„ Madras ... Chief port ..	..	95,441	..	1,20,395
„ Madras ... Other ports ..	..	1,64,744	..	1,41,480
„ Burma ... Chief port ..	..	4,36,790	..	3,80,093
„ Burma ... Other ports ..	..	1,21,369	..	1,03,030
„ Bengal ... All ports ..	..	12,96,761	..	1,54,641
„ Pondicherry ... ..	..	78	..	637
„ Cochin ... Narrakal ..	..	350	..	..
„ Travancore ... Alleppey ..	..	914	..	2,450
„ Travancore ... Kollachel ..	..	95	..	35
„ Travancore ... Quilon ..	..	1,154	..	..
„ Goa ... ..	..	..	..	..
Total merchandise—				
To Bombay ... Chief port ..	..	4,54,801	..	2,52,019
„ Sind ... Kurrachee ..	..	8,516	..	12,690
„ Madras ... Chief port ..	..	8,55,791	..	7,75,495
„ Madras ... Other ports ..	..	8,60,625	..	8,25,011

COASTING TRADE.—(Concluded.)

EXPORTS OF FOREIGN GOODS.

Statement showing the quantity and value of goods of Foreign Merchandise exported coast-wise to Indian Ports from Calcutta in the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Total merchandise—(concluded.)		Rs.		Rs.
To Burma ... Chief port	40,14,535	..	33,20,019
„ Bengal ... All ports	19,62,510	..	19,84,132
„ Pondicherry	54,78,367	..	61,44,968
„ Cochin	6,092	..	657
„ Travancore ... (Alleppey	1,646	..	700
„ Travancore ... (Alleppey	2,321	..	4,176
„ Travancore ... (Alleppey	10	..	..
„ Travancore ... (Alleppey	1,449	..	886
„ Travancore ... (Alleppey	89	..	35
„ Cutch
„ Goa
„ Kattywar ... Veraval

COASTING TRADE.

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Animals, living—				
Horses—				
To Bombay ... Chief port No.	1	300	1	200
„ Madras ... Chief port „	31	9,2 0	2	50
„ Madras ... Other ports „	25	11,800	12	4,700
„ Burma ... Chief port „	13	4,920	26	15,500
„ Bengal ... Other ports „	.....	.....	9	3,200
„ Bengal ... All ports „	26	8,800	29	5,700
Other kinds—				
To Madras ... Other ports No.	2	20	.....	.....
„ Madras ... Chief port „	15,032	88,540	12,061	75,400
„ Madras ... Other ports „	.....	.....	60	300
„ Bengal ... All ports „	6	120	508	430
Apparel (including haberdashery, millinery, &c, excluding hosiery)—				
To Bombay ... Chief port „	.....	31,100	.....	11,100
„ Sind ... Kurachee	.....	300	.....	500
„ Madras ... Chief port „	.....	3,800	.....	29,600
„ Madras ... Other ports „	.....	62,727	.....	55,512
„ Madras ... Chief port „	.....	4,257,780	.....	4,90,300
„ Madras ... Other ports „	.....	74,401	.....	60,000
„ Bengal ... All ports „	.....	23,426	.....	36,520
„ Pondicherry ... Chief port „	.....	.....	.....	200
„ Goa ... Chief port „	.....	.....	.....	50
„ Cochin ... Narraikal	.....	100	.....	10
„ Cutch ... Anjar	.....	.....	.....	100
„ Kattywar ... Mangrol	.....	100	.....	200
„ Porebandar ... Porebandar	.....	100	.....	100
„ Junagarh ... Junagarh	.....	150	.....	800
„ Alibey ... Alibey	.....	600	.....	.....
„ Travancore ... Poracaud	.....	.....	.....	.....
Boots and Shoes—				
To Bombay ... Chief port pra.	.....	.....	103	320
„ Madras ... Other ports „	1,052	4,233	670	2,600
„ Madras ... Chief port „	67,700	1,61,430	68,184	1,60,200
„ Madras ... Other ports „	1,802	4,040	1,803	4,040
„ Bengal ... All ports „	14,371	10,046	17,502	25,000
Borax—				
To Bombay ... Chief port cwt.	46	738	70	1,100
„ Madras ... Chief port „	203	4,271	210	4,000
„ Madras ... Other ports „	163	3,402	171	3,050
„ Madras ... Chief port „	.....	.....	1	20
„ Madras ... Other ports „	.....	.....	.....	.....

COASTING TRADE.—(Continued)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Borax—(concluded.)				
To Bengal ... All ports cwt.	75	905	24	437
„ Pondicherry ... „ „	4	91	.....	.....
Cantonment—				
Raw—				
To Bombay ... Chief port cwt.	.....	.....	.....	.....
„ Madras ... Chief port „	.....	.....	.....	10
„ Madras ... Other ports „	.....	.....	.....	.....
„ Madras ... Chief port „	.....	.....	.....	.....
„ Madras ... Other ports „	.....	.....	.....	.....
„ Madras ... All ports „	2	180	.....	.....
Chemicals—				
Khari salt—				
To Madras ... Chief port cwt.	2	4	.....	.....
„ Madras ... Other ports „	528	895	437	926
„ Madras ... Chief port „	29	40	15	25
„ Madras ... Other ports „	.....	.....	.....	.....
„ Madras ... All ports „	4,430	6,955	6,887	12,044
Other sorts—				
To Bombay ... Chief port „	.....	3,195	.....	5,125
„ Madras ... Chief port „	.....	4,024	.....	6,685
„ Madras ... Other ports „	.....	1,620	.....	1,918
„ Madras ... Chief port „	.....	6,766	.....	8,920
„ Madras ... Other ports „	.....	6,811	.....	7,304
„ Madras ... All ports „	.....	3,653	.....	4,907
Coal—				
To Bombay ... Chief port tons.	4,000	47,000	.....	.....
„ Madras ... Chief port „	17,016	1,80,426	15,009	1,67,800
„ Madras ... Other ports „	11,427	1,15,475	30,201	4,24,000
„ Madras ... Chief port „	69,687	6,48,888	69,944	7,04,438
„ Madras ... Other ports „	.....	2,065	301	1,719
„ Madras ... All ports „	2,015	10,024	404	4,738
„ Madras ... Bet „	38	350	.....	.....
Coffee—				
To Bombay ... Chief port cwt.	9	531	.....	.....
„ Madras ... Other ports „	.....	45	1	55
„ Madras ... Chief port „	.....	.....	.....	45
„ Madras ... Other ports „	2	138	2	141
„ Madras ... All ports „	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to India Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Cair—		Rs.		Rs.
Unmanufactured—				
To Burma ... Chief port cwt.	128	1,110	.....	.....
" Other port ..	.....	.....	4	85
" Bengal ... All ports ..	.....	.....	.....	.....
Manufactures of (excluding ropes)—				
To Madras ... Chief port cwt.	.....	.....	.....	.....
" Other ports ..	2	40	.....	.....
" Burma ... Chief port ..	17	495	30	712
" Other ports ..	5	60	3	44
" Bengal ... All ports ..	4	42	2	46
" Bombay ... Chief port ..	.....	.....	.....	.....
Cordage and rope of vegetable fibre				
(excluding jute)—				
To Bombay ... Chief port cwt.	2,192	53,021	2,553	64,039
" Smol ... Kurrachee ..	515	14,046	472	11,550
" Madras ... Chief port ..	1,036	22,830	1,361	30,818
" Other ports ..	1,122	30,510	637	15,812
" Burma ... Chief port ..	9,571	2,05,331	9,055	1,80,061
" Other ports ..	1,888	36,985	2,418	43,161
" Bengal ... All ports ..	413	9,304	700	13,945
" Pondicherry ... ..	.....	10	1	9
" Kattywar ... Veraval ..	.....	.....	.....	.....
" Coochin ... Narrakal ..	.....	.....	.....	.....
" Travancore ... Alleppey ..	15	745	5	.....
" Cutch ... Manvi ..	7	150	.....	.....
Cotton—				
Raw—				
To Bombay ... Chief port cwt.	419	16,491	3,498	63,858
" Madras ... Chief port ..	.....	140	.....	18,841
" Other ports ..	523	10,964	.....	83
" Burma ... Chief port ..	.....	.....	6	.....
" Other ports ..	.....	.....	.....	1,200
" Bengal ... All ports ..	14	406	53	12,311
" Pondicherry ... ..	.....	.....	461	.....
Twist and yarn—				
To Bombay ... Chief port lb.	.....	.....	.....	750
" Madras ... Chief port ..	.....	5	.....	2,000
" Other ports ..	1,357,400	5,14,905	1,635,267	6,01,229
" Burma ... Chief port ..	2,427,488	13,09,777	2,192,595	10,41,445
" Other ports ..	336,110	1,83,330	360,110	1,50,531
" Bengal ... All ports ..	5,335,400	20,27,464	5,089,950	17,55,094
" Travancore ... Alleppey ..	400	169	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Cotton—(encompassed)		Rs.		Rs.
Manufactures—				
Piece-goods—				
Grey (unbleached)—				
To Bombay ... Chief port yds.	.....	.....	800	75
" Madras ... Chief port ..	.....	.....	.....	2,000
" Other ports ..	3,060	858	11,280	2,150
" Burma ... Chief port ..	.....	.....	.....	3,000
" Other ports ..	.....	.....	125	20,080
" Bengal ... All ports ..	724	.....	.....	3,975
White (bleached)—				
To Bombay ... Chief port yds.	38,880	4,050	.....	.....
" Madras ... Chief port ..	.....	.....	.....	9,648
" Other ports ..	40	160	.....	1,200
" Burma ... Chief port ..	5,900	2,550	.....	1,950
" Other ports ..	.....	.....	.....	6,220
" Bengal ... All ports ..	100	50	.....	980
" Coochin ... Narrakal ..	.....	.....	.....	1,125
Coloured, printed, or dyed—				
To Madras ... Other ports yds.	5,046	1,745	154	58
" Burma ... Chief port ..	4,115	973	1,395	332
" Other ports ..	.....	.....	367	58
" Bengal ... All ports ..	8,287	3,913	43	21
Other sorts of piece-goods—				
To Bengal ... All ports yds.	.....	.....	.....	.....
Canvas—				
To Madras ... Other ports yds.	.....	.....	208	208
Other sorts of manufactures—				
To Bombay ... Chief port yds.	.....	8,325	250,128	13,892
" Madras ... Chief port ..	.....	6,300	1,908	800
" Other ports ..	.....	410	8,589	2,654
" Burma ... Chief port ..	.....	13,325	19,715	8,831
" Other ports ..	.....	.....	37	150
" Bengal ... All ports ..	.....	1,200	1,646	304
Drugs, medicines and narcotics (excluding chemicals)—				
Opium—				
To Burma ... Chief port { chest	.....	.....	.....	.....
" Travancore ... Alleppey { cwt.	.....	.....	.....	.....

COASTING TRADE.—(Continued.) **EXPORTS OF COUNTRY GOODS.**

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Tobacco—				
Unmanufactured—				
To Bombay ... Chief port lb. ....	.....	.....	.....	.....
" Madras ... Other ports ..	.....	.....	.....	.....
" Burma ... Chief port ..	644	254	780	30
" Bengal ... Other ports ..	8,231,375	8,51,699	10,713,178	14,45,979
" Cutch ... All ports ..	2,603,093	2,70,196	3,133,328	4,31,463
" Mandvi ... All ports ..	2,110,858	2,24,518	1,979,459	2,05,742
Manufactured—				
Cigars—				
To Bombay ... Chief port lb. ....	.....	.....	2,205	2,115
" Madras ... Other ports ..	406	686	.....	.....
" Burma ... Chief port ..	.....	.....	110	.....
" Bengal ... Other ports ..	940	1,544	49	64
" Mandvi ... All ports ..	50	57	137	137
" Mandvi ... All ports ..	1,561	1,590	937	955
Other ports—				
To Bombay ... Chief port lb.	9,070	1,090	6,703	1,893
" Madras ... Other ports ..	582	66	944	140
" Burma ... Chief port ..	136,105	19,397	99,014	13,498
" Bengal ... Other ports ..	134,179	14,646	212,220	25,498
" Travancore ... All ports ..	40,354	4,638	47,770	5,701
" Pondicherry ... All ports ..	101,639	9,098	122,658	13,608
" Pondicherry ... All ports ..	82	10	574	70
Other ports—				
To Bombay ... Chief port ...	.....	12,449	.....	10,162
" Madras ... Chief port ...	.....	23,040	.....	14,489
" Burma ... Chief port ...	.....	9,051	.....	5,784
" Bengal ... Chief port ...	.....	92,055	.....	2,38,901
" Travancore ... All ports ...	.....	30,930	.....	16,909
" Pondicherry ... All ports ...	.....	1,58,555	.....	1,57,472
" Pondicherry ... All ports ...	.....	.....	321	105
Dyeing, colouring and tanning materials—				
Cutch and gambier—				
To Bombay ... Chief port cwt. ....	.....	.....	.....	.....
" Madras ... Other ports ..	179	2,634	102	1,781
" Bengal ... Chief port ..	13	263	75	198
" Bengal ... All ports ..	146	2,792	415	6,307

COASTING TRADE.—(Continued.) **EXPORTS OF COUNTRY GOODS.**

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Dyeing, colouring and tanning materials—				
(continued.)				
To Bombay ... Chief port cwt.	48	12,420	214	58,733
" Madras ... Chief port ..	.....	.....	941	2,56,492
" Bengal ... Other ports ..	.....	.....	30	650
" Bengal ... Chief port ..	.....	150	.....	.....
" Bengal ... Other ports ..	.....	2,000	18	4,447
" Pondicherry ... All ports ..	14	2,014	13	2,881
" Pondicherry ... All ports ..	.....	.....	3	574
Lac-dye—				
To Bombay ... Chief port cwt. ....	.....	.....	65	173
To Madras ... Chief port ..	.....	.....	50	400
To Madras ... Other ports ..	.....	.....	.....	.....
Myrabolans—				
To Bombay ... Chief port cwt.	1,358	4,608	838	8,254
" Madras ... Chief port ..	.....	.....	14	64
" Madras ... Other ports ..	80	320	3	19
" Burma ... Chief port ..	21	76	6	37
" Burma ... Other ports ..	4	26	.....	.....
" Burma ... All ports ..	1	6	.....	.....
Turneric—				
To Bombay ... Chief port cwt.	495	2,790	176	2,048
" Madras ... Chief port ..	.....	.....	7	74
" Madras ... Other ports ..	5	52	526	4,605
" Bengal ... Chief port ..	89	617	18	173
" Bengal ... Other ports ..	43	234	24	241
" Bengal ... All ports ..	81	600	.....	.....
" Sind ... All ports ..	.....	.....	.....	.....
Other sorts—				
To Bombay ... Chief port cwt.	1	62	7	75
" Madras ... Other ports ..	607	2,454	1,018	2,573
" Madras ... Chief port ..	145	1,812	121	721
" Burma ... Other ports ..	34	270	34	811
" Bengal ... All ports ..	547	4,397	602	7,989
Fruits and vegetables—				
Coconuts—				
To Bombay ... Chief port No. ....	.....	.....	1,875	57
" Madras ... Other ports ..	300	0	.....	.....
" Bengal ... All ports ..	657,669	17,087	2,999,240	92,274
Coconut kernel—				
To Bombay ... Chief port cwt.	22	320	.....	.....
Other sorts—				
To Bombay ... Chief port ..	.....	18	.....	464
" Madras ... Chief port ..	.....	35,360	.....	17,937
" Madras ... Other ports ..	.....	4,312	.....	3,432

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Fruits and vegetables—(concluded.)		Rs.		Rs.
Other sorts—(concluded.)				
To Burma ... Chief port ...	3,76,135	.....	3,76,321	.....
" Other ports ...	45,815	.....	52,651	.....
" Bengal ... All ports ...	41,247	.....	63,820	.....
" Pondicherry ...	643	.....	292	.....
" Cutch ... Maudvi ...	4	.....	.....	.....
Grain and pulse—				
Gram—				
To Bombay ... Chief port cwt.	14,446	42,393	16,388	51,973
" Madras ... Chief port ...	27,517	84,142	63,304	2,00,199
" Other ports ...	5,273	16,154	12,702	41,832
" Bengal ... Chief port ...	14,908	52,772	19,263	65,108
" Other ports ...	3,273	7,893	1,787	6,555
" Pondicherry ... All ports ...	11,938	37,070	12,908	42,815
" Cutch ...	15	50	338	1,372
" Maudvi ...	1	4	.....	.....
" Quilon ...	147	450	.....	.....
" Alleppey ...	.....	.....	230	750
" Cochin ... Narraikal ...	.....	.....	.....	.....
Rice in the husk (partly)—				
To Bombay ... Chief port cwt.	296	611	191	436
" Madras ... Chief port ...	30,116	61,566	16,371	33,984
" Other ports ...	19	62	.....	.....
" Bengal ... All ports ...	795	1,628	2,036	4,161
" Cutch ... Narraikal ...	122	307	709	1,449
" Alleppey ...	.....	.....	2,200	4,500
" Travancore ... Foracaud ...	.....	.....	.....	.....
" Kolachel ...	.....	.....	.....	.....
Rice not in the husk—				
To Bombay ... Chief port cwt.	1,303,281	60,35,278	930,705	42,74,088
" Sind ...	499	2,510	147	1,195
" Madras ... Chief port ...	34,731	1,62,247	834,988	36,75,233
" Other ports ...	1,369,629	59,86,689	1,102,994	47,93,892
" Bengal ... Chief port ...	45,293	2,12,398	155,252	7,36,391
" Other ports ...	844	2,645	439	5,191
" Pondicherry ... All ports ...	1,814	8,412	360	1,568
" Cutch ...	.....	.....	.....	.....
" Cochin ... Narraikal ...	20,712	1,34,864	69,462	2,67,331
" Maudvi ...	1,343	6,400	4	30
" Forandaul ...	.....	.....	.....	.....
" Mangal ...	1,769	7,639	2,933	13,806
" Mangrol ...	399	2,184	.....	.....
" Veraval ...	499	2,320	.....	.....
" Kattywar ...	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Grain and pulse—(continued.)				
Rice not in the husk—(concluded.)		Rs.		Rs.
To Travancore ... Alleppey cwt.	64,276	2,76,823	50,061	2,00,036
" Foracaud ...	.....	.....	.....	.....
" Kolachel ...	.....	.....	.....	.....
" Pondicherry ...	7	55	.....	.....
" Mahe ...	308	1,440	.....	.....
Wheat—				
To Bombay ... Chief port cwt.	409	1,700	400	1,858
" Madras ... Chief port ...	579	3,375	9,428	36,928
" Other ports ...	236	950	2,211	10,105
" Burma ... Chief port ...	42,845	1,30,112	41,647	1,80,907
" Bengal ... All ports ...	811	3,209	308	1,462
" Pondicherry ...	996	3,056	5,612	11,458
" Cutch ... Maudvi ...	1,167	4,335	1,249	5,441
" Cochin ... Narraikal ...	.....	.....	248	930
Pulse—				
To Bombay ... Chief port cwt.	9,408	28,717	6,978	20,323
" Madras ... Chief port ...	79,446	2,80,720	142,180	5,07,350
" Other ports ...	16,758	61,856	24,230	78,462
" Bengal ... Chief port ...	86,766	4,03,845	90,371	4,20,135
" Other ports ...	9,308	45,111	8,816	40,554
" Pondicherry ... All ports cwt.	8,305	33,973	11,866	54,200
" Cutch ...	859	3,336	1,573	6,292
" Cochin ... Narraikal ...	805	2,616	.....	.....
" Maudvi ...	3	12	.....	.....
" Kattywar ... Bet ...	147	450	.....	.....
Oats—				
To Bombay ... Chief port cwt.	.....	1,240	3,695	.....
" Madras ... Chief port ...	.....	3,139	16,479	.....
" Other ports ...	.....	3,279	10,065	.....
" Bengal ... Chief port ...	.....	3	11	.....
" Other ports ...	.....	133	1,366	.....
Jowari and Bajra—				
To Bombay ... Chief port cwt.	59	202	709	2,919
" Madras ... Chief port ...	.....	7	38	25
" Other ports ...	.....	.....	2	7
" Bengal ... All ports ...	1	8	.....	.....
Barley—				
To Bombay ... Chief port cwt.	.....	2,850	227	620
" Madras ... Chief port ...	.....	8,122	1,393	4,374
" Other ports ...	222	681	.....	.....
" Bengal ... Chief port ...	11,742	48,035	16,517	90,488
" All ports ...	.....	.....	.....	.....
" Other sorts—	738	3,048	.....	.....
To Bombay ... Chief port cwt.	1,340	3,025	5,449	21,476
" Madras ... Chief port ...	217	592	7	50
" Other ports ...	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Grain and pulse—(concluded.)		Rs.		Rs.
Other sorts—(concluded.)				
To Burma ... Chief port cwt.	757	2,896	2	11
" Other ports "	9	27	8	37
" Bengal ... All ports "	2	18	173	782
" Pondicherry ... "	.....	.....	.....	.....
Gums and resins—				
(Other than cutch and gambier)				
To Bombay ... Chief port cwt.	123	2,137	46	95
" Madras ... Other ports "	.....	.....	.....	.....
" Burma ... Chief port "	1	30	3	60
" Bengal ... All ports "	14	146	.....	.....
Hemp—				
Raw—				
To Bombay ... Chief port cwt.	.....	.....	.....	.....
" Burma ... Chief port "	.....	.....	.....	.....
" Bengal ... Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Hides and skins—				
Hides, raw—				
To Bombay ... Chief port cwt.	.....	.....	93	4,920
" Sind ... Chief port "	.....	.....	1,880	113
" Madras ... Chief port "	15,984	27,344	2,184	5,043
" Other ports "	.....	.....	36	2,600
" Burma ... Chief port "	.....	.....	800	.....
" Bengal ... Chief port "	158	578	60	180
" Bengal ... All ports "	.....	.....	31	1,000
Hides, dressed or tanned—				
To Madras ... Chief port cwt.	.....	.....	.....	.....
" Bombay ... Chief port "	10	695	3	200
" Burma ... Chief port "	145	.....	60	.....
" Bengal ... Chief port "	433	2,832	32	2,841
" Bengal ... All ports "	.....	.....	508	.....
Skins, raw—				
To Madras ... Chief port cwt.	8,233	5,47,782	11,268	6,17,805
" Other ports "	530,537	.....	615,130	.....
" Bengal ... Chief port "	85	.....	23	.....
" Bengal ... All ports "	3,400	8,200	2,800	1,400

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Skies, raw—(concluded.)				
To Burma ... Chief port cwt.	11	825	4	200
" Other ports "	1,300	.....	9	1,000
" Bengal ... All ports "	.....	.....	1,000	150
Skies, dressed or tanned—				
To Bombay ... Chief port cwt.	1	300	.....	.....
" Madras ... Chief port "	200	.....	40	.....
" Other ports "	75	6,400	4,500	4,500
" Madras ... Chief port "	2,600	.....	10	4,200
" Other ports "	1,400	.....	.....	.....
" Burma ... Chief port "	354	30,191	400	41,392
" Bengal ... Chief port "	41,950	.....	54,792	.....
" Bengal ... Other ports "	.....	.....	.....	.....
" Bengal ... All ports "	100	100	.....	.....
Jute—				
Raw—				
To Bombay ... Chief port cwt.	404	5,030	251	1,606
" Sind ... Chief port "	.....	.....	71	341
" Madras ... Chief port "	25,693	1,00,909	18,781	1,79,673
" Other ports "	1,295	12,335	301	2,433
" Burma ... Chief port "	102	717	.....	.....
" Bengal ... Other ports "	.....	12	1	8
" Bengal ... All ports "	.....	.....	.....	.....
" Kattywar ... Portabandar "	.....	.....	.....	.....
Manufactures of—				
Gunny-bags, power-loom—				
To Bombay ... Chief port No.	31,625,250	52,46,895	85,146,875	67,76,589
" Sind ... Kurachee "	1,044,100	2,42,599	3,233,300	7,25,674
" Madras ... Chief port "	2,817,100	6,34,042	1,693,700	3,90,011
" Other ports "	2,987,039	6,24,055	2,377,408	7,48,661
" Madras ... Chief port "	14,213,915	29,54,565	14,166,971	30,86,178
" Burma ... Chief port "	3,604,350	7,70,181	4,310,100	10,37,856
" Bengal ... Other ports "	2,692,902	5,97,801	2,536,406	6,95,369
" Bengal ... All ports "	2,692,902	5,97,801	2,536,406	6,95,369
" Pondicherry ... "	.....	1,65,210	886,650	1,74,835
" Mahe ... "	.....	12,000	58,800	11,910
" Coclin ... Narrahal "	1,200	240	.....	.....
" Mangrol ... "	.....	.....	.....	.....
" Kattywar ... Salayabandar "	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.		1890-91.		1891-92.	
		Quantity.	Value.	Quantity.	Value.
Manufactures, of—(concluded.)					
Gunny-bags, power-loom—(concluded.)					
Travancore	Alleppey No.	17,100	3,975	21,750	6,102
	Quilon	1,500	815	5,400	661
	Kolachel	.....	.....	.....	.....
Gunny-bags, hand-loom—					
To Bombay	Chief port No.	5,138,350	9,85,517	2,980,700	5,36,101
	Chief port	15,500	3,322	19,500	2,981
" Madras	Other ports	8,330	1,587	12,500	2,303
	Chief port	4,000	940	.....	.....
" Bengal	Other ports	.....	.....	4	5
" All ports	.....	30,750	6,300	400	61
Pondicherry	.....	8,300	1,242	20,200	3,218
Gunny-cloths, power-loom—					
To Bombay	Chief port yds.	3,225,108	3,50,026	3,553,121	3,65,992
	Chief port	622,440	72,614	60,000	6,900
" Madras	Other ports	441,000	48,981	392,696	46,132
" Sind	Kurrachee	265,000	19,445	307,900	31,272
	Chief port	21,210	2,953	7,000	86
" Burma	Other ports	220	48	.....	.....
" Bengal	All ports	6,709	659	2,835	30
" Cochin	Narranal	.....	.....	.....	.....
" Goa	.....	.....	.....	.....	.....
" Travancore	Alleppey	27,000	3,005	39,000	4,615
	Quilon	11,000	1,156	35,000	3,807
Pondicherry	.....	.....	.....	.....	.....
Gunny-cloths, hand-loom—					
To Madras	Chief port yds.	2,700	378	50,700	7,035
" Bombay	Chief port	163,200	21,840	50,700	7,916
" Pondicherry	.....	1,500	262	.....	.....
Canvas—					
To Madras	Other ports yds.	.....	.....	300	120
Twist and yarn—					
To Sind	Kurrachee lb.	.....	.....	1,643	203
" Burma	Chief port	.....	.....	3,248	400
Rope and twine—					
To Bombay	Chief port cwt.	18,061	2,04,247	12,671	1,33,660
" Sind	Kurrachee	227	2,553	701	8,585
" Madras	Chief port	1,413	17,106	708	8,638
	Other ports	14	191	73	1,091
" Burma	Chief port	883	12,365	840	11,081
" Other ports	.....	98	1,122	147	1,567
" Bengal	All ports	111	1,256	68	807
Pondicherry	.....	14	200	51	700
" Kattywar	Salayabandur	.....	.....	43	590
" Travancore	Alleppey	30	407	1	24
	Quilon	.....	.....	.....	.....
Other kinds—					
To Bombay	Chief port cwt.	24	385	177	1,137
	All ports	.....	.....	10	21

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.		1890-91.		1891-92.	
		Quantity.	Value.	Quantity.	Value.
			Rs.		Rs.
Jute—(concluded)					
Manufactures of—(concluded)					
Other kinds—(concluded)	Other ports cwt.	1	70	5	100
To Madras	Other ports "	.....	25	.....	.....
" Burma	Other ports "	.....	.....	.....	.....
Lac—					
Stick—					
To Bombay	Chief port cwt.	63	1,660	65	1,850
" Madras	Chief port "	6	151	.....	.....
" Burma	Chief port "	52	1,510	30	900
" Bengal	Chief port "	27	800	1	30
" Cochin	All ports "	1	25	.....	.....
" Navanal	All ports "	11	236	.....	.....
Other kinds—					
To Bombay	Chief port cwt.	269	13,765	127	6,525
" Bengal	All ports "	2	120	4	270
" Burma	Chief port "	5	300	1	70
" Cochin	Other ports "	.....	4,630	.....	.....
" Madras	Other ports "	3	240	9	360
Leather—					
Unwrought—					
To Bombay	Chief port cwt.	85	9,683	104	11,310
" Madras	Chief port "	4	576	.....	436
" Burma	Chief port "	186	17,870	180	18,761
" Bengal	Other ports "	21	2,138	161	161
" Travancore	All ports "	.....	36	.....	68
Manufactures of—					
To Bombay	Chief port "	.....	3,675	.....	1,433
" Madras	Chief port "	.....	50	.....	110
" Burma	Other ports "	.....	202	.....	6,820
" Bengal	Chief port "	.....	14,639	.....	16,003
" Travancore	Other ports "	.....	2,574	.....	2,138
" Quilon	Other ports "	.....	1,988	.....	3,701
Liquors—					
Spirits—					
Rum—					
To Madras	Chief port gals.	20	110	.....	639
" Burma	Chief port "	80	464	102	.....
" Bengal	Other ports "	.....	3,128	733	2,630
" All ports	Other ports "	691	.....	.....	.....

COASTING TRADE.—(Continued.) EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Liquors—(concluded.)		Rs.		Rs.
Other sorts—				
To Burma ... { Chief port gals.	33	130	100	400
Other ports "	.....	.....	400	900
Metals—				
Brass—				
To Bombay ... { Chief port cwt.	5	250	6	240
Other ports "	25	1,565	53	2,800
Madras ... { Chief port "	339	18,476	372	15,200
Other ports "	847	95,323	722	34,700
Burma ... { Chief port "	293	16,286	386	19,932
Other ports "	948	46,333	1,263	60,427
Bengal ... All ports "	.....	.....	.....	.....
Malis ... " "	.....	.....	.....	.....
Cochin ... " "	1	60	.....	.....
Copper—				
Coim—				
To Bombay ... Chief port cwt.	260	37,000	100	6,038
Bengal ... All ports "	4	500	4	800
Other sorts—				
To Bombay ... Chief port cwt.	15	840	19	1,234
Other ports "	61	3,621	56	3,200
Madras ... { Chief port "	460	26,780	584	33,034
Other ports "	1,267	70,105	1,358	74,829
Burma ... { Chief port "	446	25,583	521	31,514
Other ports "	229	13,488	254	14,705
Bengal ... All ports "	.....	.....	.....	.....
Travancore ... Alleppey	.....	.....	.....	32
Pondicherry ... " "	.....	.....	.....	.....
Stid ... " "	1	30	.....	.....
Kurrachee ... " "	.....	.....	1	60
Iron—				
To Madras ... { Chief port cwt.	170	2,220	1,022	15,276
Other ports "	1,069	14,038	7,060	92,705
Burma ... { Chief port "	1,150	15,046	6,024	85,600
Other ports "	602	11,610	645	7,739
Bengal ... All ports "	225	3,011	1,508	22,981
Travancore ... Alleppey	.....	.....	.....	.....
Tin—				
To Bengal ... All ports cwt.	.....	.....	.....	.....
Oils—				
Mineral—				
To Bombay ... Chief port gals.	4,010	3,803	3,078	3,693
Madras ... Other ports "	.....	.....	56	36
Burma ... Chief port "	36	.....	40	.....
Other ports "	1,045	1,430	12	.....
Bengal ... All ports "	68	.....	60	.....
Kattywar ... Bet "	.....	.....	.....	.....

COASTING TRADE.—(Continued.) EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Oils—(concluded.)		Rs.		Rs.
Vegetable, not essential—				
Castor—				
To Bombay ... Chief port gals.	400	684	1,309	1,688
Other ports "	.....	.....	20	20
Madras ... { Chief port "	1	.....	6	.....
Other ports "	1,079	1,300	375	507
Burma ... { Chief port "	1,430	1,896	1,030	1,328
Other ports "	1,690	2,446	2,303	2,818
Bengal ... All ports "	355	482	546	600
Travancore ... Alleppey	.....	.....	.....	.....
Cocunut—				
To Bombay ... Chief port gals.	8,885	13,036	1,417	1,748
Other ports "	5,528	7,035	10,049	14,708
Burma ... { Chief port "	85,217	1,17,802	1,37,141	1,79,203
Other ports "	.....	.....	.....	.....
Bengal ... All ports "	.....	.....	.....	.....
Linseed—				
To Madras ... { Chief port gals.	6,040	10,579	12,655	22,190
Other ports "	95	162	800	1,308
Burma ... { Chief port "	3,950	6,912	2,470	3,843
Other ports "	132	249	138	276
Bengal ... All ports "	230	373	650	1,233
Pondicherry ... " "	29	36	.....	.....
Other kinds—				
To Bombay ... Chief port gals.	47	73	448	612
Other ports "	2	3	12	18
Madras ... { Chief port "	14	27	333	517
Other ports "	22,283	29,787	23,880	32,976
Burma ... { Chief port "	61,977	83,709	70,395	95,205
Other ports "	6,464	9,202	9,008	15,122
Bengal ... All ports "	.....	.....	.....	.....
Travancore ... Poracand "	.....	.....	.....	.....
Other kinds of oils—				
To Bombay ... Chief port gals.	4	126	8	239
Other ports "	130	149	17	239
Madras ... { Chief port "	1	11	6	40
Other ports "	214	2,262	238	4,840
Burma ... { Chief port "	.....	.....	.....	.....
Other ports "	68	563	6	32
Bengal ... All ports "	21	250	.....	.....
Travancore ... Alleppey	.....	.....	.....	.....
Cochin ... Narrahal "	1,244	972	.....	.....
Provisions				
Fruits and vegetables, dried, salted or preserved—				
To Bombay ... Chief port cwt.	5	185	271	1,132
Other ports "	103	358	690	1,866
Madras ... { Chief port "	.....	.....	.....	.....
Other ports "	.....	.....	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Seeds—(continued.)		Ra.		Ra.
Til or finijilly—(concluded.)				
To Burma ... { Chief port cwt.	10,697	58,587	46,076	2,87,306
" Other ports ..	.....	.....	7,067	47,440
" Bengal ... All ports ..	.....	.....	.....	.....
" Cutch ... Mandri ..	104	710	.....	.....
" Travancore ... Alleppey ..	.....	.....	.....	.....
" Pondicherry ... ..	.....	.....	353	1,306
Cotton seeds—				
To Bombay ... Chief port cwt. ....	.....	.....	440	600
" Madras ... Chief port ..	.....	.....	.....	15
" Burma ... Chief port ..	.....	.....	1	.....
" Kattywar ... Bet ..	307	687	.....	.....
Ground-nuts or Cheenabadam—				
To Burma ... { Chief port cwt. ....	.....	.....	21	148
" Other ports ..	16	124	.....	6
" Bengal ... All ports ..	.....	.....	.....	.....
Other seeds—				
To Bombay ... Chief port cwt.	49	544	71	877
" Madras ... Chief port ..	3,504	25,097	3,510	24,396
" Other ports ..	516	3,531	881	5,933
" Bengal ... Chief port ..	40	458	418	5,624
" Cutch ... Other ports ..	188	1,198	30	263
" Burma ... All ports ..	4,976	41,393	11,169	77,309
" Cutch ... Narraikal ..	141	864	1,589	7,118
" Travancore ... Forcaud ..	.....	.....	.....	.....
" Quilon ... Alleppey ..	.....	.....	6	845
Silk—				
Raw—				
To Bombay ... Chief port lbs. ....	.....	.....	572	3,252
" Madras ... Chief port ..	257,012	19,90,284	281,389	14,14,135
" Other ports ..	16,798	66,545	13,737	59,950
" Burma ... Chief port ..	.....	.....	703	4,215
" Bengal ... Other ports ..	11,102	60,596	14,004	76,215
" All ports ..	584	2,940	1,514	4,184
Chusum—				
To Bombay ... Chief port lbs. ....	.....	.....	.....	.....
" Bengal ... All ports ..	1,300	1,004	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
Silk—(continued.)		Ra.		Ra.
Crosses—				
To Madras ... Chief port lbs.	3,300	3,300	.....	.....
" Bengal ... All ports ..	.....	.....	.....	.....
Miscellaneous—				
Face goods—				
To Bombay ... Chief port yds.	300	250	.....	.....
" Chief port ..	34,452	34,083	.....	1,143
" Madras ... Other ports ..	19,140	19,635	4,569	6,280
" Bengal ... Chief port ..	433,091	4,17,195	283,902	2,64,843
" Cutch ... Other ports ..	1,480	1,655	70	50
" Burma ... All ports ..	1,600	1,800	350	1,120
" Cutch ... Narraikal ..	.....	.....	.....	.....
" Travancore ... Alleppey ..	8,300	3,950	1,500	1,600
Emb of all kinds—				
To Bombay ... Chief port cwt.	37	160	.....	.....
" Madras ... Chief port ..	12	191	5	102
" Other ports ..	27	375	28	389
" Burma ... Chief port ..	3,546	34,698	4,410	44,519
" Bengal ... Other ports ..	444	4,765	670	7,408
" All ports ..	248	2,517	392	3,526
Wines—				
To Bombay ... Chief port lbs.	2,064,999	2,04,027	2,813,036	2,73,701
" Sind ... Kurrachee ..	8,213	600	27,138	1,967
" Madras ... Chief port ..	40,280	5,682	985	54
" Other ports ..	175,149	17,455	407,241	35,283
" Burma ... Chief port ..	17,590,436	24,98,199	17,620,345	23,55,757
" Other ports ..	1,232,233	1,83,690	929,567	1,17,775
" Bengal ... All ports ..	4,239,354	3,96,369	6,743,404	5,50,400
" Cutch ... Mangach ..	.....	.....	4,000	375
" Kattywar ... Forbandar ..	.....	.....	1,668	126
" Travancore ... Alleppey ..	.....	.....	493	60
Cutlery—				
To Bombay ... Chief port lbs.	3,419	5,433	12,188	8,947
" Madras ... Chief port ..	.....	.....	.....	1,704
" Other ports ..	24	48	1,164	.....
" Burma ... Chief port ..	.....	.....	.....	160
" Bengal ... Other ports ..	4,525	3,473	3,978	3,006
" Sind ... Kurrachee ..	.....	.....	.....	.....
Clints—				
To Bombay ... Chief port lbs. ....	.....	.....	118,754	9,374
" Madras ... Other ports ..	.....	.....	1,805	132
" Burma ... Chief port ..	.....	.....	207,783	16,451
" Bengal ... Other ports ..	.....	.....	20,037	1,238
" All ports ..	.....	.....	10,496	894
" Travancore ... Alleppey ..	.....	.....	600	1,050

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Spices—(continued.)				
Ginger—				
To Bombay ... Chief port lba.	75,467	7,977	43,477	6,654
" Chief port "	64,616	5,887	83,236	10,088
" Other ports "	48,460	3,739	44,007	3,661
" Madras ... Chief port "	816,478	40,712	28,840	1,664
" Other ports "	22,351	1,276	2,562	129
" Bengal ... All ports "	44,105	3,361	15,270	1,641
" Travancore ... Foracaud "	.....	.....	.....	.....
" Allepey "	2,464	330	52,130	9,615
Pepper—				
To Bombay ... Chief port lba.	30,906	11,387	37,266	19,874
" Chief port "	16,297	8,541	31,757	15,560
" Other ports "	29,637	15,571	29,405	15,139
" Madras ... Chief port "	700	345	784	350
" Other ports "	5,319	1,663	3,037	653
" Bengal ... All ports "	16,836	5,313	8,512	3,300
" Cochin ... Narakal "	.....	.....	575	315
Other sorts—				
To Bombay ... Chief port lba.	.....	.....	40	10
" Chief port "	.....	.....	1,224	94
" Other ports "	3,698	270	781	70
" Madras ... Chief port "	2,966	406	187	.....
" Other ports "	7,485	1,404	20,138	2,846
" Bengal ... All ports "	2,332,753	2,065,111	1,987,505	2,84,965
Sugar, refined or crystallized, including sugarcandy—				
To Bombay ... Chief port cwt.	7,231	1,08,000	5,606	86,383
" Chief port "	413	6,970	446	6,172
" Other ports "	139	2,624	91	1,389
" Madras ... Chief port "	3,075	40,371	12,254	1,20,373
" Other ports "	3,043	44,306	3,963	44,573
" Bengal ... All ports "	17,461	2,45,917	16,775	2,25,561
" Travancore ... Allepey "	27	384	.....	.....
" Kattywar ... Bet "	16	250	.....	.....
" Sind ... Kurrachee "	312	3,744	.....	.....
Sugar, unrefined, viz., molasses and jag-gery or gow and other saccharine produce—				
To Bombay ... Chief port cwt.	4	21	.....	.....
" Chief port "	160	708	.....	.....
" Other ports "	.....	.....	.....	.....
" Madras ... Chief port "	3,243	12,894	2,706	11,420
" Other ports "	159	621	493	1,729
" Bengal ... All ports "	6,534	41,344	8,341	49,351
" Kattywar ... Bet "	12	32	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
To Bombay ... Chief port lba.	942,886	3,81,735	3,730,844	13,50,143
" Chief port "	65,037	33,124	90,342	40,203
" Other ports "	3,971	2,480	3,544	2,112
" Madras ... Chief port "	70,860	29,580	95,870	69,713
" Other ports "	3,755	2,413	2,398	1,689
" Bengal ... All ports "	1,434	1,162	2,690	1,459
" Kattywar ... Mangrol "	.....	.....	.....	.....
" Sind ... Kurrachee "	.....	.....	.....	.....
Tax (excluding candles)—				
To Bombay ... Chief port cwt.	.....	.....	32	960
" Madras ... Chief port "	.....	.....	1	80
" Other ports "	.....	.....	4	300
" Bengal ... Chief port "	13	830	.....	.....
" All ports "	.....	.....	.....	.....
Timber and wood—				
Tax timber—				
To Madras ... Chief port c. tons	105	9,790	.....	.....
" Other ports "	163	15,018	23	2,065
" Bengal ... All ports "	32	3,287	.....	.....
" Other ports "	1	100	3	344
Other kinds of timber—				
To Bombay ... Chief port c. tons	15	674	43	1,002
" Chief port "	.....	.....	12	13
" Other ports "	12	604	63	1,823
" Madras ... Chief port "	.....	.....	2	200
" Other ports "	2	200	8	10
" Bengal ... All ports "	2	180	.....	.....
" Cochin ... Narakal "	.....	.....	1	60
Firewood—				
To Madras ... All ports tons	.....	.....	.....	.....
" Bengal ... All ports "	.....	.....	.....	.....
Ornamental—				
Sandal—				
To Bombay ... Chief port "	.....	821	.....	360
" Other ports "	.....	110	.....	24
" Madras ... Chief port "	.....	.....	.....	235
" Other ports "	.....	645	.....	444
" Bengal ... All ports "	.....	634	.....	632
Other kinds—				
To Bombay ... Chief port "	.....	.....	.....	723
" All ports "	.....	56	.....	.....

COASTING TRADE.—(Continued.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Timber and wood—(concluded.)				
Manufactures of wood—				
To Bombay ... Chief port ...	.....	680	.....	90
" Madras ... Chief port ...	.....	5,187	.....	10,161
" Madras ... Other ports ...	.....	16,683	.....	26,261
" Madras ... Chief port ...	.....	24,011	.....	35,106
" Burma ... Chief port ...	.....	659	.....	811
" Bengal ... Other ports ...	.....	3,065	.....	5,185
" Pondicherry ... All ports ...	.....	2,970	.....	4,318
" Cochin ... Narraikal ...	.....	.....	.....	2,162
" Kattywar ... Mangrol ...	.....	.....	.....	.....
" Travancore ... Allepey ...	.....	.....	.....	.....
Wool—				
Raw—				
To Bombay ... Chief port lbs. ....	.....	.....	7,308	1,928
" Sind ... Kurrachee ...	.....	.....	.....	.....
" Madras ... Chief port ...	8,800	6,600	18,400	13,800
" Burma ... Chief port ...	.....	.....	15,108	1,840
" Bengal ... All ports ...	20,944	6,324	26,362	8,075
Manufactures of—				
To Bombay ... Chief port ...	.....	.....	.....	1,460
" Madras ... Chief port ...	.....	28,100	.....	1,590
" Madras ... Other ports ...	.....	4,029	.....	3,963
" Burma ... Chief port ...	.....	16,149	.....	18,022
" Bengal ... Other ports ...	.....	3,326	.....	1,408
" Bengal ... All ports ...	.....	1,202	.....	3,680
All other articles of merchandise—				
To Bombay ... Chief port ...	.....	89,869	.....	1,86,737
" Sind ... Kurrachee ...	.....	7,015	.....	65
" Madras ... Chief port ...	.....	3,79,155	.....	3,30,077
" Madras ... Other ports ...	.....	2,75,306	.....	3,26,547
" Burma ... Chief port ...	.....	3,93,631	.....	4,68,263
" Bengal ... Other ports ...	.....	61,320	.....	41,358
" Bengal ... All ports ...	.....	2,49,159	.....	2,46,308
" Pondicherry ...	.....	722	.....	3,474
" Cochin ... Narraikal ...	.....	1,230	.....	.....
" Cutch ... Anyje ...	.....	.....	.....	450
" Kattywar ... Mangrol ...	.....	15	.....	70
" Travancore ... Junagarh ...	.....	.....	.....	.....
" Travancore ... Bot ...	.....	36	.....	.....
" Travancore ... Allepey ...	.....	380	.....	308

COASTING TRADE.—(Concluded.)

EXPORTS OF COUNTRY GOODS.

Statement showing the quantity and value of goods exported coastwise from Calcutta to Indian Ports during the official years 1890-91 and 1891-92.

Articles and Ports to which exported.	1890-91.		1891-92.	
	Quantity.	Value.	Quantity.	Value.
		Rs.		Rs.
Total merchandise—				
To Bombay ... Chief port	1,43,21,673	.....	1,52,21,040
" Sind ... Kurrachee	2,59,808	.....	7,57,219
" Madras ... Chief port	46,11,454	.....	79,70,131
" Madras ... Other ports	62,08,948	.....	78,98,363
" Madras ... Chief port	1,29,63,390	.....	1,48,36,965
" Burma ... Other ports	20,77,892	.....	29,50,555
" Bengal ... All ports	48,24,470	.....	63,25,812
" Pondicherry	1,82,417	.....	5,14,283
" Cochin	38	.....	.....
" Malabar	5,160	.....	5,14,919
" Cutch ... Narraikal	1,47,970	.....	2,85,445
" Cutch ... Anyje	30
" Cutch ... Mandvi	7,440	.....	.....
" Cutch ... Junagarh	7,989	.....	13,445
" Kattywar ... Mangrol	2,349	.....	550
" Kattywar ... Porbandar	100	.....	425
" Travancore ... Bot	2,019	.....	.....
" Travancore ... Veraval	2,338	.....	.....
" Travancore ... Allepey	2,91,697	.....	2,86,792
" Travancore ... Ponnand	1,921	.....	5,160
" Travancore ... Quilon	5,600
" Travancore ... Kollachel	4,74,12,915	.....	4,560
Grand Total of Merchandise

IMPORTS INTO CALCUTTA.

Statement showing the Internal Trade of Calcutta during the year 1891-92 as compared with the figures of the two previous years.

LIST OF ARTICLES.	TOTAL.				
	Quantity.	Value.			
	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.
Animals, living (for sale) ..					
1—Horses, ponies, and mules .. No.	9,914	14,902	7,300	8,027,500	34,197,000
2—Horned cattle	108,252	20,418	1,737,570	89,701,000	4,686,770
3—Sheep and goats	378,011	400,037	4,007,000	11,559,940	12,104,680
4—Poultry	269,257	...	262,175	...	12,000,000
5—Other kinds	600,410	6,250,540	...	20,000,000
Buildings, various ..					
1—Bricks and tiles No.	8,438,561	7,421,296	87,000,000	1,011,880	3,61,000
2—Carpenter
Cost and sale
Cotton, raw	21,174,372	20,292,532	2,208,35,061	82,95,426	81,95,781
Do., manufactured ..	491,797	929,971	3,31,053	1,01,19,500	4,00,021
1—Twist and yarn (European) .. Mds.	228	400	311	26,037	8,164
2—Ditto ditto (Indian) ..	193,844	155,600	7,713	29,75,963	50,66,818
3—Hosiery goods (European)	1,35,112	1,06,410
4—Ditto (Indian)	20,00,952	20,77,831
Drugs and chemicals ..					
1—Other sorts not intoxicating	1,16,411	1,81,887
2—Intoxicating
3—Flux opium
Dyeing materials ..					
1—Indigo	5,445	2,870	2,400	30,379	47,220
2—Madder	16,429	109,424	1,43,925	5,63,82,693	2,03,04,230
3—Sulphur	40,659	21,194	35,975	80,767	1,51,148
4—Cotton	88,944	1,05,561
5—Turmeric	56,860	122,264	80,613	3,31,762	8,00,000
6—Other kinds	1,040	...	...	3,58,000	872,140
Furnace products ..					
1—Coke	37,213	37,488	30,684	6,84,165	6,82,547
2—Coke, raw
3—Coke, manufactured
4—Coke, raw
5—Coke, manufactured
6—Coke, raw
7—Coke, manufactured
8—Coke, raw
9—Coke, manufactured
10—Coke, raw
11—Coke, manufactured
12—Coke, raw
13—Coke, manufactured
14—Coke, raw
15—Coke, manufactured
16—Coke, raw
17—Coke, manufactured
18—Coke, raw
19—Coke, manufactured
20—Coke, raw
21—Coke, manufactured
22—Coke, raw
23—Coke, manufactured
24—Coke, raw
25—Coke, manufactured
26—Coke, raw
27—Coke, manufactured
28—Coke, raw
29—Coke, manufactured
30—Coke, raw
31—Coke, manufactured
32—Coke, raw
33—Coke, manufactured
34—Coke, raw
35—Coke, manufactured
36—Coke, raw
37—Coke, manufactured
38—Coke, raw
39—Coke, manufactured
40—Coke, raw
41—Coke, manufactured
42—Coke, raw
43—Coke, manufactured
44—Coke, raw
45—Coke, manufactured
46—Coke, raw
47—Coke, manufactured
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81—Coke, manufactured
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85—Coke, manufactured
86—Coke, raw
87—Coke, manufactured
88—Coke, raw
89—Coke, manufactured
90—Coke, raw
91—Coke, manufactured
92—Coke, raw
93—Coke, manufactured
94—Coke, raw
95—Coke, manufactured
96—Coke, raw
97—Coke, manufactured
98—Coke, raw
99—Coke, manufactured
100—Coke, raw

IMPORTS INTO CALCUTTA.—(Contd.)

Statement showing the Internal Trade of Calcutta during the year 1891-92 as compared with the figures of the two previous years.

LIST OF ARTICLES.	TOTAL.				
	Quantity.	Value.			
	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.
Manufactures of metals—(Contd.)					
1—Low weight	118,720	137,619	144,434
2—High weight	132,904	170,571	109,887
3—Low weight	25,458	35,410	45,700
4—High weight
5—Low weight
6—High weight
7—Low weight
8—High weight
9—Low weight
10—High weight
11—Low weight
12—High weight
13—Low weight
14—High weight
15—Low weight
16—High weight
17—Low weight
18—High weight
19—Low weight
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87—Low weight
88—High weight
89—Low weight
90—High weight
91—Low weight
92—High weight
93—Low weight
94—High weight
95—Low weight
96—High weight
97—Low weight
98—High weight
99—Low weight
100—High weight

EXPORTS FROM CALCUTTA.

Statement showing the Internal Trade of Calcutta during the year 1891-92 as compared with the figures of the two previous years.

LIST OF ARTICLES.	TOTAL					
	Quantity.			Value.		
	1890-01.	1891-02.	1891-92.	1890-01.	1891-01.	1891-92.
Animals, living (for sale) ..	No.			Rs.	Rs.	Rs.
1—Horses, ponies, and mules ..	No.	34	2,417	2,718	2,085.00	2,331.90
2—Torned cattle ..	No.	13,020	15,727	5,072	3,104.44	3,822.09
3—Dung and goats ..	No.	2,772	2,772	3,084	11,370	2,855.45
4—Poultry ..	No.	2,617	11,221	1,021	2,563	4,162
5—Other birds ..	No.	117
Building materials ..	No.
1—Bricks and tiles ..	No.	217,077	2,508,108	1,273,235	6,708	5,745
2—Cottons ..	No.
3—Wool ..	No.	1,01,277	14,227,737	1,517,030	1,155.00	1,155.00
4—Cotton, raw ..	No.	22,768	21,021	16,015	4,40,927	8,94,142
5—Wool, manufactured ..	No.
1—Wool and yarn (European) ..	No.	210,440	2,135,408	244,051	1,32,20,444	1,30,81,515
2—Wool (Indian) ..	No.	117,240	1,43,237	189,009	38,14,055	40,55,527
3—Wool goods (European) ..	No.	14,52,72,448	15,22,20,841
4—Wool (Indian) ..	No.	11,12,500	10,50,390
Drugs and chemicals ..	No.
1—Calculation herbs ..	No.	222	1,350
2—Other sorts not intoxicating ..	No.	6,64,779	8,96,532
3—Intoxicating drugs (other than opium) ..	No.	6,008	5,180	391	31,417	37,160
Dyeing materials ..	No.
1—Indigo ..	No.	1,242	4,380	1,072	2,51,851	8,14,320
2—Strychnine ..	No.	3,151	21	105	5,116	110
3—Cinch ..	No.	9,408	9,790	8,015	1,46,031	1,66,570
4—Turmeric ..	No.	11,738	1,07,641	116,832	3,81,008	5,00,355
5—Aniline dyes ..	No.	2,560	1,860	3,117	1,82,182	1,71,489
6—Others ..	No.	47,650	64,067	80,475	8,40,732	7,60,489
Fibrous products ..	No.
1—Jute, raw ..	No.	232,500	1,40,924	1,48,899	9,14,138	4,40,387
2—Jute, manufactured ..	No.	21,073,947	23,029,727	33,044,797	1,65,00,073	1,65,00,073
3—Gunny cloth ..	No.	8,700	2,602	470	49,377	1,83,035
4—Others ..	No.	140	803
Fruits, nuts, and vegetables ..	No.	8,307	8,878	5,686	13,459	91,387
1—Constituents ..	No.	61,445	5,51,230	516,444	2,000	92,718
2—Vegetables and other kinds of fruit ..	No.	41,889	93,182	79,224	5,06,491	2,47,379
3—Others ..	No.	85,221	1,21,910	184,031	3,87,125	2,00,240
4—Rice in the husk ..	No.	550,490	4,07,338	232,437	3,06,023	2,10,397
5—Rice not in the husk ..	No.	400,722	4,97,624	2,92,711	11,11,141	11,70,711
6—Rice in the husk ..	No.
7—Grain and pulse ..	No.	228,219	1,41,447	630,725	14,65,260	18,61,117
8—Others ..	No.	5,166	2,187	6,005	6,222	4,325
Grains and cereals ..	No.
1—Rice of Calcutta ..	No.	19,260	20,385	22,702	58,000	60,946
2—Rice of Calcutta ..	No.	47,442	30,234	18,000	1,30,071	91,485
3—Rice of other parts and small animals ..	No.
4—Rice ..	No.	57,403	42,613	25,004	60,000	51,900
5—Rice ..	No.	20,103	12,718	6,094	29,026	17,725
6—Rice ..	No.	7,404	5,506	4,897	6,217	6,017
7—Rice ..	No.
8—Rice ..	No.	13,708	4,108	4,131	21,024	28,200
9—Rice ..	No.
10—Rice ..	No.
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100—Rice ..	No.

EXPORTS FROM CALCUTTA.—(Concd.)

Statement showing the Internal Trade of Calcutta during the year 1891-92 as compared with the figures of the two previous years.

LIST OF ARTICLES.	TOTAL.					
	Quantity.			Value.		
	1890-01.	1890-91.	1891-92.	1890-01.	1890-91.	1891-92.
Metals and manufactures of metals—Contd.						
1—Iron wrought ..	No.	30,043	88,707	80,407	80,073,387	81,258,094
2—Iron ..	No.	1,424,048	1,707,813	23,24,244	11,37,474	83,23,533
3—Iron ..	No.	27,104	203,000	2,09,001	31,17,000	30,98,817
4—Others ..	No.
5—Others ..	Mds.	1,429,234	1,407,303	183,615	95,01,744	55,863,395
6—Others ..	No.	10,027	30,475	10,076	4,61,173	3,87,271
7—Others ..	No.	20,400	35,014	22,475	7,15,002	8,20,002
8—Others ..	No.	20,200	24,863	2,72,723	27,52,001	10,16,012
9—Others ..	No.	2,541	2,505	5,103	8,53,001	8,57,000
10—Others ..	No.	32,340	27,007	27,703	3,05,720	4,74,617
11—Others ..	No.
12—Others ..	No.	42,014	48,707	49,413	17,75,000	16,01,241
13—Others ..	Mds.	74,839	90,000	1,01,005	12,45,381	16,07,107
14—Others ..	No.	353,110	411,114	4,05,073	23,44,449	42,77,000
15—Others ..	No.
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239—Others ..	No.			

THE JUTE TRADE.

Statement of Clearances of Jute, Jute Rejections and Outtings taken from
Mr. G. M. BLACKER's Returns.

PERIOD.	Jute, 400lb. each.	Rejections, 400lb. each.	Outtings, 400lb. each.	TOTAL BALES.
1st August 1872 to 31st July 1873	1,826,632	51,486	298,865	1,676,938
Ditto 1873-74 ...	1,161,162	38,114	208,705	1,407,981
Ditto 1874-75 ...	1,037,885	47,176	253,290	1,338,351
Ditto 1875-76 ...	1,076,247	37,827	264,791	1,378,865
Ditto 1876-77 ...	1,008,531	23,505	219,745	1,251,781
Ditto 1877-78 ...	1,263,951	28,118	238,872	1,530,436
Ditto 1878-79 ...	1,449,550	58,790	318,575	1,826,915
Ditto 1879-80 ...	1,315,464	23,657	303,003	1,647,124
Ditto 1880-81 ...	1,370,452	33,638	313,892	1,717,982
Ditto 1881-82 ...	1,804,279	48,070	419,985	2,272,334
Ditto 1882-83 ...	2,384,828	38,453	620,966	3,044,242
Ditto 1883-84 ...	1,297,557	21,918	325,728	1,645,198
Ditto 1884-85 ...	1,846,326	33,082	498,126	2,377,534
Ditto 1885-86 ...	1,732,350	17,944	395,352	2,145,646
Ditto 1886-87 ...	1,888,520	25,456	402,542	2,316,518
Ditto 1887-88 ...	2,072,636	45,689	526,784	2,645,109
Ditto 1888-89 ...	2,431,700	63,107	485,156	2,979,963
Ditto 1889-90 ...	2,543,774	48,464	511,702	3,103,940
Ditto 1890-91 ...	2,787,852	61,992	571,506	3,421,350
Ditto 1891-92 ...	2,737,767	23,848	232,072	1,988,687
Nine months—1st August 1892 to 30th April 1893 ...	2,549,634	40,924	411,884	3,002,442

TRADE OF INDIA. Value of Merchandise and Treasure (excluding Government Stores and Treasury Imports) Imported into British India during twenty years
Table showing the total value of Merchandise and Treasure Imported into British India during twenty years

Year.	Total value of merchandise opened.	MERCHANDISE.		Net exports of merchandise.	TREASURE.		Net imports of treasure.	Surplus exports of merchandise.
		Imported.	Exported.		Imported.	Exported.		
1872-73 ...	5,623	39,473,069	56,230,595	24,763,235	4,566,585	1,573,079	3,993,006	91,450,620
1873-74 ...	6,261	31,652,497	54,980,756	23,328,259	5,795,034	1,592,731	4,202,303	19,418,856
1874-75 ...	6,497	34,644,562	56,312,474	21,667,912	5,795,034	1,592,731	4,202,303	15,115,073
1875-76 ...	6,950	33,367,177	60,961,652	20,594,455	6,940,723	2,115,144	4,825,579	15,003,017
1876-77 ...	8,316	33,356,003	65,155,113	32,327,417	11,436,118	3,215,580	8,220,538	10,659,387
1877-78 ...	8,478	33,565,166	67,173,158	37,450,082	7,096,719	3,865,545	3,231,174	15,003,017
1878-79 ...	9,475	46,596,084	74,321,258	24,329,438	11,665,395	1,938,938	9,726,457	17,166,435
1879-80 ...	10,145	50,368,584	83,400,565	33,307,584	13,385,731	1,607,387	11,778,344	16,643,637
1880-81 ...	10,532	52,703,851	88,121,206	35,417,465	13,453,157	1,887,330	11,565,827	16,654,432
1881-82 ...	12,005	53,145,511	83,537,840	30,616,304	12,877,963	1,857,847	11,020,116	16,654,432
1882-83 ...	13,304	58,061,663	88,456,660	30,616,304	11,663,319	1,667,847	10,000,472	16,654,432
1883-84 ...	14,353	62,584,613	96,075,172	30,616,304	13,844,860	1,703,497	12,141,363	15,774,747
1884-85 ...	15,604	66,500,121	103,396,562	30,616,304	13,844,860	1,703,497	12,141,363	15,774,747
1885-86 ...	16,404	69,034,000	108,036,010	31,448,532	14,752,662	3,143,156	11,609,506	11,353,542
1886-87 ...	17,352	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
1887-88 ...	18,601	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
1888-89 ...	19,542	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
1889-90 ...	20,601	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
1890-91 ...	21,601	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
1891-92 ...	22,601	70,257,150	110,036,010	31,448,532	14,752,662	3,143,156	11,609,506	29,897,777
Total for the twenty years ...	206,601	770,638,804	1,461,109,219	581,570,715	240,118,056	38,186,386	201,932,390	379,683,125

TABLE SHOWING THE BALANCES OF TRADE
FOR TWENTY YEARS.

FINANCIAL YEAR.	ANNUAL BALANCE.	
	In favour of India.	Against India.
	Rs.	Rs.
1872-73	3,39,22,521	.....
1873-74	2,98,97,572	.....
1874-75	1,47,76,846	.....
1875-76	.....	49,71,688
1876-77	3,04,77,304	.....
1877-78	.....	32,61,512
1878-79	5,29,63,423	.....
1879-80	54,41,843	.....
1880-81	.....	2,86,30,947
1881-82	2,43,98,388	.....
1882-83	2,55,56,812	.....
1883-84	.....	1,44,99,530
1884-85	.....	24,13,912
1885-86	1,11,34,119	.....
1886-87	1,25,57,089	.....
1887-88	.....	6,14,76,334
1888-89	.....	3,60,03,575
1889-90	.....	3,80,78,596
1890-91	.....	6,62,70,317
1891-92	5,07,21,862	.....

THE TOTAL NETT VALUES OF MERCHANDISE
AND TREASURE ARE GIVEN.—GOVERNMENT
STORES AND TREASURE ARE EXCLUDED.

1872-73.

		Rs.
IMPORTS—		
Merchandise	...	31,26,05,614
Treasure	...	4,55,55,850
Council Drafts	...	15,05,74,000
Private Remittances	...	2,00,25,995
Government Paper, written off	...	2,15,23,470
Total Rs.	...	55,02,94,929
EXPORTS—		
Merchandise	...	55,22,74,950
Treasure	...	1,29,80,790
Government Paper, enfaced	...	1,89,61,710
Total Rs.	...	58,42,17,450
Balance in favour of India	...	3,39,22,521

1873-74.

IMPORTS—		Rs.
Merchandise	...	32,59,36,088
Treasure	...	5,79,25,336
Council Drafts	...	14,26,34,000
Private Remittances	...	2,00,25,995
Government Paper, written off	...	2,07,28,860
Total Rs.	...	56,72,50,279
EXPORTS—		
Merchandise	...	54,96,07,780
Treasure	...	1,91,40,711
Government Paper, enfaced	...	2,83,99,360
Total Rs.	...	59,71,47,851
Balance in favour of India	...	2,98,97,372

1874-75.

IMPORTS—		Rs.
Merchandise	...	34,64,53,622
Treasure	...	3,14,10,466
Council Drafts	...	11,99,92,000
Private Remittances	...	2,00,25,995
Government Paper, written off	...	1,36,66,680
Total Rs.	...	58,15,37,377

EXPORTS—

	Rs.
Merchandise	56,31,22,605
Treasure	1,59,27,214
Government Paper, enfaced	1,72,64,800
Total Rs.	59,63,14,619

Balance in favour of India 1,47,76,846

1875-76.

IMPORTS—

Merchandise	37,11,26,672
Treasure	5,30,07,224
Council Drafts	14,50,42,000
Private Remittances	2,00,25,995
Government Paper, written off	2,98,14,830
Total Rs.	61,90,16,721

EXPORTS—

Merchandise	58,04,54,046
Treasure	2,11,51,442
Government Paper, enfaced	1,24,39,600
Total Rs.	61,40,45,088

Balance against India 49,71,683

1876-77.

IMPORTS—

Merchandise	35,36,71,766
Treasure	11,43,61,180
Council Drafts	14,49,27,183
Private Remittances	2,00,25,995
Government Paper, written off	1,04,76,680
Total Rs.	64,94,72,804

EXPORTS—

Merchandise	60,96,16,320
Treasure	3,94,25,798
Government Paper, enfaced	2,49,07,960
Total Rs.	67,39,50,108

Balance in favour of India 3,04,77,304

1877-78.

IMPORTS—

	Rs.
Merchandise	39,32,60,080
Treasure	17,35,54,596
Council Drafts	10,33,05,939
Private Remittances	2,00,25,995
Government Paper, written off	5,30,78,200
Total Rs.	74,32,24,760

EXPORTS—

Merchandise	65,18,57,132
Treasure	2,15,51,356
Government Paper, enfaced	6,65,54,760
Total Rs.	73,99,63,248

Balance against India 32,61,512

1878-79.

IMPORTS—

Merchandise	36,56,61,947
Treasure	7,05,67,486
Council Drafts	17,45,53,700
Private Remittances	2,00,25,995
Government Paper, written off	2,43,35,880
Total Rs.	65,52,45,008

EXPORTS—

Merchandise	60,89,36,108
Treasure	3,89,55,453
Government Paper, enfaced	6,03,16,870
Total Rs.	70,82,08,431

Balance in favour of India 5,29,63,428

1879-80.

IMPORTS—

Merchandise	39,74,21,662
Treasure	11,65,33,948
Council Drafts	17,59,16,912
Private Remittances	2,00,25,995
Government Paper, written off	3,19,28,260
Total Rs.	74,58,46,777

EXPORTS—

	Rs.
Merchandise	67,17,31,581
Treasure	1,92,88,279
Government Paper, enfaced	6,02,68,760
Total Rs.	<u>75,12,88,620</u>
Balance in favour of India	54,41,848

1880-81.

IMPORTS—

Merchandise	50,30,88,343
Treasure	8,98,92,139
Council Drafts	18,30,57,000
Private Remittances	2,00,25,995
Government Paper, written off	2,28,99,650
Total Rs.	<u>81,79,53,127</u>

EXPORTS—

Merchandise	74,53,12,817
Treasure	1,40,94,083
Government Paper, enfaced	2,99,15,380
Total Rs.	<u>78,93,22,180</u>
Balance against India	2,86,30,947

1881-82.

IMPORTS—

Merchandise	46,99,20,842
Treasure	11,32,27,809
Council Drafts	22,12,80,330
Private Remittances	2,00,25,995
Government Paper, written off	2,48,96,120
Total Rs.	<u>84,93,51,126</u>

EXPORTS—

Merchandise	81,90,19,596
Treasure	1,09,78,868
Government Paper, enfaced	4,37,56,050
Total Rs.	<u>87,37,49,514</u>
Balance in favour of India	2,43,98,388

1882-83.

IMPORTS—

	Rs.
Merchandise	50,00,30,405
Treasure	13,45,31,572
Council Drafts	18,41,52,503
Private Remittances	2,00,25,995
Government Paper, written off	3,27,49,060
Total Rs.	<u>87,14,89,625</u>

EXPORTS—

Merchandise	83,40,08,649
Treasure	38,08,588
Government Paper, enfaced	5,32,29,200
Total Rs.	<u>89,70,46,437</u>
Balance in favour of India	2,55,56,812

1883-84.

IMPORTS—

Merchandise	52,70,38,912
Treasure	12,87,79,633
Council Drafts	22,85,83,669
Private Remittances	2,00,25,995
Government Paper, written off	2,16,90,000
Total Rs.	<u>92,60,28,209</u>

EXPORTS—

Merchandise	86,12,12,958
Treasure	98,15,721
Government Paper, enfaced	2,06,00,000
Total Rs.	<u>91,15,28,679</u>
Balance against India	1,44,99,580

1884-85.

IMPORTS—

Merchandise	53,14,93,110
Treasure	13,87,88,478
Council Drafts	16,02,84,919
Private Remittances	2,00,25,995
Government Paper, written off	2,27,00,000
Total Rs.	<u>87,32,92,495</u>

EXPORTS—

	Rs.
Merchandise	88,20,05,288
Treasure	1,88,73,300
Government Paper, enfaced	2,00,00,000
Total Rs.	87,08,78,588

Balance against India	24,13,912
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1885-86.

IMPORTS—

Merchandise	51,81,15,365
Treasure	15,47,78,008
Council Drafts	13,39,16,000
Private Remittances	2,00,25,995
Government Paper, written off	2,57,30,957

Total Rs. 85,25,75,325

EXPORTS—

Merchandise	88,82,78,401
Treasure	1,08,78,376
Government Paper, enfaced	1,45,52,667

Total Rs. 86,37,09,444

Balance in favour of India	1,11,34,119
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1886-87.

IMPORTS—

Merchandise	58,66,14,618
Treasure	11,05,33,194
Council Drafts	16,70,06,000
Private Remittances	2,00,25,995
Government Paper, written off	2,16,38,753

Total Rs. 90,58,15,560

EXPORTS—

Merchandise	88,42,86,604
Treasure	1,68,45,111
Government Paper, enfaced	1,72,43,934

Total Rs. 91,83,75,649

Balance in favour of India	1,25,57,089
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1887-88.

IMPORTS—

	Rs.
Merchandise	62,38,48,130
Treasure	13,32,58,557
Council Drafts	21,51,60,000
Private Remittances	1,84,42,536
Government Paper, written off	1,68,88,007

Total Rs. 1,01,55,97,230

EXPORTS—

Merchandise	90,47,14,621
Treasure	1,51,39,542
Government Paper, enfaced	3,42,66,738

Total Rs. 95,41,20,896

Balance against India	6,14,76,334
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1888-89.

IMPORTS—

Merchandise	66,57,03,181
Treasure	13,84,49,539
Council Drafts	20,89,92,000
Private Remittances	1,85,00,000
Government Paper, written off	2,29,60,846

Total Rs. 1,05,46,05,526

EXPORTS—

Merchandise	96,97,81,715
Treasure	1,70,34,939
Government Paper, enfaced	3,17,84,967

Total Rs. 1,01,86,01,651

Balance against India	3,60,03,575
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1889-90.

IMPORTS—

Merchandise	66,56,01,205
Treasure	17,45,38,013
Council Drafts	22,41,87,000
Private Remittances	2,00,00,000
Government Paper, written off London	2,13,35,807

Total Rs. 1,10,57,17,025

EXPORTS—

Merchandise	1,03,39,68,624
Treasure	1,84,19,198
Government Paper, enfaced	2,02,50,607

Total Rs. 1,07,26,38,429

Balance of Trade against India	3,30,78,596
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1890-91.

			Rs.
IMPORTS—			
Merchandise	69,08,48,999
Treasure	21,91,94,861
Council Drafts	21,18,69,000
Private Remittances	...	...	1,80,00,000
Government Paper, written off London	...	...	8,28,91,267
	Total Rs.	...	1,22,28,04,127
EXPORTS—			
Merchandise	...	...	1,00,13,57,218
Treasure	...	...	2,07,19,065
Government Paper, enfaced	...	...	13,39,57,527
	Total Rs.	...	1,15,60,33,810
Balance against India	...	...	6,62,70,317

1891-92.

IMPORTS—			
Merchandise	...	...	66,58,74,568
Treasure	...	...	14,72,26,691
Council Drafts	...	...	23,57,14,369
Private Remittances	...	...	22,00,00,000
Government Paper, written off London	...	...	4,65,95,672
	Total Rs.	...	.....
EXPORTS—			
Merchandise	...	...	1,08,08,60,101
Treasure	...	...	3,14,31,858
Government Paper, enfaced	...	...	5,48,41,183
	Total Rs.	...	1,16,61,33,092
Balance in favour of India	...	...	5,07,21,862

TABULAR HISTORY.

TRADE OF INDIA FOR TWENTY YEARS.

(Figures given are for the official years, from 1st April to 31st March.)

TABULAR HISTORY OF THE TRADE

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
United Kingdom	.....	.....	.....	.....	.....	.....
Eastern Coast of Africa, Zanzibar	.....	.....	.....	.....	.....	.....
Straits Settlements	6,861,699	19,072,302	6,986,306	16,137,491	12,372,724	11,324,507
Ceylon	6,892,169	11,400,356	10,800,560	11,316,499	9,170,844	9,416,706
Sumatra	6,128,796	3,908,711	2,898,661	1,958,441	2,336,688	2,924,779
Aden	.....	.....	.....	.....	.....	.....
China—Hong-Kong	.....	250,867	.....	168,907	31,799	.....
Arabia	.....	.....	.....	.....	.....	.....
Persia	.....	.....	.....	.....	.....	.....
Siam	.....	.....	.....	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	.....
Other Countries	1,478	637	54	3,359	867	17,439
TOTAL	21,874,131	27,728,433	21,588,001	27,973,690	23,914,627	23,693,853

BETEL

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
East Coast of Africa—	.....	.....	.....	.....	.....	.....
Mozambique	1,634,947	1,424,098	2,008,351	2,490,001	2,208,446	3,834,360
Zanzibar	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....
Aden	446,585	158,263	195,081	72,163	20,608	11,200
Straits Settlements	56,790	48,531	12,956	5,245	17,306	11,749
Arabia	4,842	12,574	.....	12,948	3,596	19,908
Persia	.....	.....	.....	.....	.....	.....
United Kingdom	13,537	674	.....	.....	.....	.....
Ceylon	.....	.....	.....	.....	.....	.....
Mekran and Somiani	.....	.....	.....	.....	96	.....
China—Hong-Kong	.....	.....	.....	.....	.....	.....
Turkey in Asia	.....	.....	.....	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	.....
Other Countries	602	.....	1,101	3,405	.....	1,010
TOTAL	2,156,593	1,644,920	2,217,489	2,583,862	2,247,052	3,978,339

CLO

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
United Kingdom	.....	.....	.....	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	.....	.....
Madagascar	8,114,091	6,761,197	8,747,820	6,000,168	6,112,304	6,122,794
China—Hong-Kong	.....	.....	.....	.....	.....	.....
East Coast of Africa	.....	.....	.....	4,378	5,138	7,301
Zanzibar	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....
Sumatra	.....	.....	.....	.....	.....	.....
Java	76,196	77,812	280,851	.....	.....	12,651
Ceylon	146,133	.....	.....	.....	.....	.....
Siam	19,905	.....	7,142	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	15,120
Egypt	.....	.....	.....	.....	.....	.....
Arabia	.....	.....	.....	.....	.....	.....
Persia	.....	.....	.....	.....	.....	.....
Aden	.....	.....	.....	.....	.....	.....
Other Countries	3,664	3,601	5,128	1,398	5,194	11,020
TOTAL	8,360,069	6,842,010	9,040,141	6,005,904	6,122,636	5,168,388

PEP

INDIA FOR TWENTY YEARS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
United Kingdom	.....	.....	.....	.....	.....	.....
Eastern Coast of Africa, Zanzibar	.....	.....	.....	.....	.....	.....
Straits Settlements	6,861,699	19,072,302	6,986,306	16,137,491	12,372,724	11,324,507
Ceylon	6,892,169	11,400,356	10,800,560	11,316,499	9,170,844	9,416,706
Sumatra	6,128,796	3,908,711	2,898,661	1,958,441	2,336,688	2,924,779
Aden	.....	.....	.....	.....	.....	.....
China—Hong-Kong	.....	250,867	.....	168,907	31,799	.....
Arabia	.....	.....	.....	.....	.....	.....
Persia	.....	.....	.....	.....	.....	.....
Siam	.....	.....	.....	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	.....
Other Countries	1,478	637	54	3,359	867	17,439
TOTAL	21,874,131	27,728,433	21,588,001	27,973,690	23,914,627	23,693,853

INDIA

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
East Coast of Africa—	.....	.....	.....	.....	.....	.....
Mozambique	1,634,947	1,424,098	2,008,351	2,490,001	2,208,446	3,834,360
Zanzibar	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....
Aden	446,585	158,263	195,081	72,163	20,608	11,200
Straits Settlements	56,790	48,531	12,956	5,245	17,306	11,749
Arabia	4,842	12,574	.....	12,948	3,596	19,908
Persia	.....	.....	.....	.....	.....	.....
United Kingdom	13,537	674	.....	.....	.....	.....
Ceylon	.....	.....	.....	.....	.....	.....
Mekran and Somiani	.....	.....	.....	.....	96	.....
China—Hong-Kong	.....	.....	.....	.....	.....	.....
Turkey in Asia	.....	.....	.....	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	.....
Other Countries	602	.....	1,101	3,405	.....	1,010
TOTAL	2,156,593	1,644,920	2,217,489	2,583,862	2,247,052	3,978,339

INDIA

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
United Kingdom	.....	.....	.....	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	.....	.....
Madagascar	8,114,091	6,761,197	8,747,820	6,000,168	6,112,304	6,122,794
China—Hong-Kong	.....	.....	.....	.....	.....	.....
East Coast of Africa	.....	.....	.....	4,378	5,138	7,301
Zanzibar	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....
Sumatra	.....	.....	.....	.....	.....	.....
Java	76,196	77,812	280,851	.....	.....	12,651
Ceylon	146,133	.....	.....	.....	.....	.....
Siam	19,905	.....	7,142	.....	.....	.....
Mauritius	.....	.....	.....	.....	.....	15,120
Egypt	.....	.....	.....	.....	.....	.....
Arabia	.....	.....	.....	.....	.....	.....
Persia	.....	.....	.....	.....	.....	.....
Aden	.....	.....	.....	.....	.....	.....
Other Countries	3,664	3,601	5,128	1,398	5,194	11,020
TOTAL	8,360,069	6,842,010	9,040,141	6,005,904	6,122,636	5,168,388

IMPORTS.

212

SUGAR

COUNTRIES WHENCE IMPORTED.	1873-74. Rs.	1874-75. Rs.	1874-75. Rs.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Java .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Laccadives and Maldives	18,454	25,024	...	...	...	...	...	...
Ceylon	1,498	5,553	8,569	573	825	...	...	...
Red Sea	1,919	1,147	...	...	...	...	...	...
Straits Settlements	16,707	...	...	810	442	853	708	...
United Kingdom .....	...	1,889	...	116	...	...	...	...
Persia .....	...	2,290	...	...	...	...	...	...
Mauritius .....	...	...	1,029	126	...	412	1,740	1,291
Arabia .....	...	...	...	975	274	...	332	443
East Coast of Africa .....	...	...	...	...	...	337	1,951	1,231
Aden .....	...	...	...	...	...	...	...	...
Yekran and Somiani .....	...	...	...	...	...	...	...	...
Madagascar .....	...	...	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Turkey in Asia .....	...	...	...	...	...	...	...	...
Other Countries	2,459	1,213	2,391	27	260	113	65	75
TOTAL	40,337	34,612	6,989	2,627	1,801	1,773	5,172	4,376

(REFINED).

213

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1873-74. Rs.	1874-75. Rs.	1874-75. Rs.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Java .....	...	...	...	...	...	...	...	40,063
Australia .....	...	...	...	...	...	...	...	...
Laccadives and Maldives	18,454	25,024	...	...	...	...	...	1,964
Ceylon	1,498	5,553	8,569	573	825	...	...	4,477
Red Sea	1,919	1,147	...	...	...	...	...	248
Straits Settlements	16,707	...	...	810	442	853	708	6
United Kingdom .....	...	1,889	...	116	...	...	...	45
Persia .....	...	2,290	...	...	...	...	...	...
Mauritius .....	...	...	1,029	126	...	412	1,740	140,562
Arabia .....	...	...	...	975	274	...	332	12,778
East Coast of Africa .....	...	...	...	...	...	337	1,951	1,905
Aden .....	...	...	...	...	...	...	...	24
Yekran and Somiani .....	...	...	...	...	...	...	...	48
Madagascar .....	...	...	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Turkey in Asia .....	...	...	...	...	...	...	...	...
Other Countries	2,459	1,213	2,391	27	260	113	65	...
TOTAL	40,337	34,612	6,989	2,627	1,801	1,773	5,172	144,140

IMPORTS.

SUGAR

COUNTRIES WHENCE IMPORTED.	1873-74. cwt.	1874-75. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Philippines .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Mauritius	236,236	360,417	524,301	518,202	167,821	389,079	813,300	666,000
Straits Settlements	30,237	29,402	24,245	28,002	21,144	16,463	1,920	62,185
Hong-Kong .....	...	...	...	63,003	60,904	66,997	60,616	71,000
Siam .....	...	...	...	...	...	...	...	...
Laccadives and Maldives .....	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...
Ceylon	1,719	1,647	...	...	...	...	...	...
United Kingdom	289	152	611	308	288	142	870	310
United States .....	...	...	...	...	...	...	...	...
Red Sea .....	...	...	...	...	...	...	...	...
China	72,881	43,736	46,541	1	...	...	...	...
Mediterranean Ports	161	...	...	...	...	...	...	...
Africa .....	...	...	...	...	...	...	...	...
France	60	106	...	...	...	581	388	303
East Coast of Africa, Zanzibar .....	...	...	...	...	...	...	...	...
Madagascar .....	...	...	...	210	...	...	...	...
Bombay or Bandon .....	...	...	...	520	254	...	...	...
Aden .....	...	...	...	161	3,727	...	...	...
Egypt .....	...	...	...	36	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Other Countries	177	4	67	60	109	70	100	15
TOTAL	312,460	435,570	895,710	610,524	266,304	473,832	918,202	647,630

(REFINED).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1873-74. cwt.	1874-75. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Philippines .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Mauritius	236,236	360,417	524,301	518,202	167,821	389,079	813,300	666,000
Straits Settlements	30,237	29,402	24,245	28,002	21,144	16,463	1,920	62,185
Hong-Kong .....	...	...	...	63,003	60,904	66,997	60,616	71,000
Siam .....	...	...	...	...	...	...	...	...
Laccadives and Maldives .....	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...
Ceylon	1,719	1,647	...	...	...	...	...	...
United Kingdom	289	152	611	308	288	142	870	310
United States .....	...	...	...	...	...	...	...	...
Red Sea .....	...	...	...	...	...	...	...	...
China	72,881	43,736	46,541	1	...	...	...	...
Mediterranean Ports	161	...	...	...	...	...	...	...
Africa .....	...	...	...	...	...	...	...	...
France	60	106	...	...	...	581	388	303
East Coast of Africa, Zanzibar .....	...	...	...	...	...	...	...	...
Madagascar .....	...	...	...	210	...	...	...	...
Bombay or Bandon .....	...	...	...	520	254	...	...	...
Aden .....	...	...	...	161	3,727	...	...	...
Egypt .....	...	...	...	36	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Other Countries	177	4	67	60	109	70	100	15
TOTAL	312,460	435,570	895,710	610,524	266,304	473,832	918,202	647,630

IMPORTS.

218

IRON.

COUNTRIES WHENCE IMPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	9,329	26,330	32,262	85,410	49,030	127,443	51,311	100,909
Straits Settlements	...	...	...	...	...	...	...	...
France	...	...	...	...	...	...	...	...
Ceylon	...	...	...	...	...	...	...	...
Java	...	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...	...
Belgium	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
Eastern Coast of Africa—other ports	...	...	...	...	...	...	...	...
Other Countries	420	95	...	562	...	...	...	...
TOTAL	9,749	27,028	32,862	85,972	49,030	127,443	51,311	100,909

(Pig)

219

IMPORTS.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	93,991	185,912	196,248	91,076	93,257	125,066	138,490	108,542	116,335	104,635	183,185
Straits Settlements
France	1,000	...	...	...	...	...	...
Ceylon
Java
Australia
Belgium	147	7	...	...	...	...
Austria
Eastern Coast of Africa—other ports	600
Other Countries
TOTAL	97,792	186,912	196,248	91,076	94,257	126,113	138,506	108,542	116,335	104,642	183,785

IMPORTS.

IRON.

COUNTRIES WHENCE IMPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	678,117	765,144	1,371,860	560,414	679,627	728,688	754,188	497,186
Sweden	...	...	...	...	...	...	...	...
Ceylon	1,097	1,301	2,362	792	2,338	...	...	...
St. Helena	...	...	...	...	...	...	...	...
Suez	1,955	7,232	3,955	...	...	...	...	...
Straits Settlements	1,176	1,120	...	...	...	...	...	...
Holland	...	1,430	1,704	...	...	...	...	...
Africa	...	842	...	...	...	...	...	...
Mauritius	...	...	...	...	...	...	...	...
Germany	...	...	...	...	...	2,891	...	...
France	...	...	...	...	...	...	...	...
Persia	...	...	...	...	...	...	...	...
Mediterranean Ports	...	...	...	...	...	...	...	...
America	738	...	...	...	...	...	...	...
Belgium	...	...	2,000	...	...	...	...	...
Italy	...	...	...	...	493	...	...	...
Aden	...	...	...	...	...	...	...	...
East Coast of Africa	...	...	...	...	...	...	...	...
Cape Colony	...	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...	...
Amboina	...	...	...	...	...	...	...	...
Other Countries	...	...	...	...	...	...	...	...
Turkey in Asia	302	50	114	70	38	78	176	145
TOTAL	682,487	776,667	1,382,976	561,276	682,396	728,711	757,335	497,836

SHEET, BAR, &c.

IMPORTS.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	744,856	934,905	865,916	1,225,520	1,199,430	931,632	1,108,801	1,145,919	914,338	751,271	705,055
Straits Settlements
France
Ceylon
Java
Australia
Belgium
Austria
Eastern Coast of Africa—other ports
Other Countries
TOTAL	754,909	962,445	912,870	1,317,310	1,264,980	976,165	1,246,166	1,235,844	944,233	751,454	665,746

IMPORTS.

	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	Value Rs.	Value Rs.	Value Rs.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	123,641	13,57,470	21,15,140	51,321	406,685	612,806	441,678	523,675
Sierra Leone	14,000	35,500	11,100	...	...	...	...	...
Strait Settlements	40,477	59,510	24,124	...	169	...	...	...
Australia	7,410	...	...	...	...	...	...	...
Ceylon	...	1,176	1,910	681	381	1,459	978	...
France	...	...	5,061	...	...	...	...	...
America	...	...	1,010	...	...	...	...	...
Mauritius	1,463	...	...	...	...	...	...	...
Africa	1,270	...	...	...	...	...	...	...
Aden	...	...	...	...	...	...	...	...
Belgium	2,987	...	1,600	...	...	...	...	...
Hong-kong	17,388	...	11,250	...	...	1,516	1,699	...
Germany	2,890	10,030	18,000	...	...	...	...	...
Mediterranean Ports	...	...	1,300	...	...	...	...	...
Turkey in Europe	...	...	...	...	...	...	...	...
do. in Asia	...	...	...	...	...	...	...	...
Holland	...	...	...	...	1,837	...	1,820	...
Sweden	...	...	...	...	...	...	102	60
Italy	...	...	...	...	...	...	...	...
Spain	...	...	...	...	...	...	...	...
Other Countries	1,420	2,876	2,984	60	...	197
TOTAL	13,823	14,66,659	22,00,053	51,974	408,992	617,778	446,074	523,675

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Types

IMPORTS.

COUNTRIES WHENCE IMPORTED.		1872-73. cwts.	1873-74. cwts.	1874-75. cwts.	1875-76. cwts.	1876-77. cwts.	1877-78. cwts.	1878-79. cwts.	1879-80. cwts.
United Kingdom	289,897	322,277	371,229	343,100	386,948
Egypt	88	...	...
Ceylon	202	...	...	...	...
Holland	169	...	...	...
Italy
Athen
Belgium
Turkey in Asia
Strait Settlements
Austria
France
Germany
Other Countries	63	180	...	119	1
TOTAL	290,162	322,633	371,314	343,228	386,949

IRON

COATED PLATES—(INCLUDING TINNED PLATES)

[illegible]

IMPORTS

	COUNTRIES WHENCE IMPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
		cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
	Germany .....	...	...	...	...	...	...	...	504
	United Kingdom .....	...	...	...	49,729	79,320	69,573	71,496	...
	Ceylon .....	...	...	...	...	147	116	303	...
	France .....	...	...	...	...	12	...	...	...
	Norway .....	...	...	...	...	...	188	...	...
	Aden .....	...	...	...	...	...	...	...	...
	Holland .....	...	...	...	...	...	...	...	...
	Straits Settlements
	Other Countries	109	...
	Belgium
	Egypt
	TOTAL	49,729	79,475	69,872	68,896	70,668

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[illegible]

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Austria .....	...	...	...	...	...	...	...	...
United Kingdom	16,011	2,182	5,149	6,209	4,068	11,738	21,357	27,189
Straits Settlements .....	...	...	...	...	...	24	90	148
France .....	...	...	...	...	...	...	...	...
Mediterranean Ports .....	...	...	...	...	...	...	...	...
Mauritius .....	...	...	...	...	...	...	...	...
Abyssinia .....	...	...	...	...	...	...	...	...
Aden	402	...	...	...	...	207	...	...
Red Sea .....	...	...	118	...	...	123	...	...
Ceylon .....	...	...	...	...	...	200	101	...
Italy .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	81	69	112	4	16	169	17	...
TOTAL	16,497	2,251	6,379	6,218	4,678	12,092	22,426	31,101

LEAD.

STRAIGHT—(Pig).

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Austria .....	...	...	...	...	...	...	...	...
United Kingdom	21,412	14,938	21,016	37,276	17,795	16,496	18,531	10,664
Straits Settlements .....	...	...	...	...	...	...	...	...
France	623	...	543	1,034	...	...	4,120	10,398
Mediterranean Ports .....	...	...	...	...	...	...	...	...
Mauritius .....	...	...	...	...	...	...	...	...
Abyssinia .....	...	...	...	...	...	...	...	...
Aden .....	...	...	...	...	...	...	...	...
Red Sea .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	7	14	38	102	23	16	...	...
TOTAL	22,042	19,057	24,001	37,909	23,111	25,618	22,667	23,163

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Germany .....	...	...	...	...	...	...	...	...
United Kingdom	1,965	1,402	3,417	1,799	4,726	5,167	3,680	4,441
Race .....	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	9	...	...	...	...
Holland	92	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	98	84	58	108	...
Arabia .....	...	...	...	...	...	...	...	...
East Coast of Africa .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Persia .....	...	...	...	...	...	...	...	...
Other Countries	70	105	31	12	5	6	22	95
TOTAL	2,035	1,599	3,448	1,918	4,816	5,231	3,700	4,539

LEAD.

BRIGHT.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Austria .....	...	...	...	...	...	...	...	...
United Kingdom	5,339	3,310	5,978	10,439	6,324	6,585	6,356	7,593
Straits Settlements .....	...	...	...	...	...	...	...	...
France	2	350	1,005	872	2,418	1,687	4,136	...
Mediterranean Ports .....	...	...	...	...	...	...	...	...
Mauritius .....	...	...	...	...	...	...	...	...
Abyssinia .....	...	...	...	...	...	...	...	...
Aden .....	...	...	...	...	...	...	...	...
Red Sea .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	4	1	16	47	83	31	24	4
TOTAL	5,242	3,779	6,819	11,491	7,488	9,206	8,074	12,408

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
United Kingdom	4,606	2,246	3,557	25,704	29,066	32,578	36,470	31,791
France .....	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	...	...	...	...	...
Eastern Coast of Africa (Zanzibar) .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Belgium .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Other Countries	79	64	30	182	46	...	116	...
TOTAL	4,686	2,312	3,587	25,886	29,111	32,587	36,586	31,907

LEAD.

BETS, PIPES, &c.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Austria .....	...	...	...	...	...	...	...	...
United Kingdom	33,153	48,524	46,415	49,247	44,113	...	...	...
Straits Settlements	101	111	145	112	...	...	...	...
France .....	...	...	...	...	...	...	...	...
Mediterranean Ports .....	...	...	...	...	...	...	...	...
Mauritius .....	...	...	...	...	...	...	...	...
Abyssinia .....	...	...	...	...	...	...	...	...
Aden .....	...	...	...	...	...	...	...	...
Red Sea .....	...	...	...	...	...	...	...	...
Ceylon .....	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	4	12	53	...	...	...	...	...
TOTAL	33,354	48,647	46,572	49,360	44,170	62,216	77,224	73,268

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Straits Settlements	16,125	28,741	25,069	31,449	35,680	46,110	33,464	12,106
Hong-Kong	...	...	...	...	...	...	...	...
China	...	...	...	...	...	...	...	...
United Kingdom	546	1,192	3,293	684	514	455	1,182	624
Siam	...	...	...	...	...	...	...	...
Persia	...	23	24	397	236	4	97	36
Junk Ceylon	808	...	182	...	9	...	...	44
Ceylon	41	...	324	68	...	...	36	26
Manilla	...	...	...	...	...	...	...	...
Holland	...	...	...	...	...	...	...	...
Aden	...	174	...	...	...	...	...	...
Australia	...	195	...	...	...	...	...	...
France	...	...	...	26	...	...	...	...
Java	...	...	...	...	...	1,794	...	...
Arabia	...	...	...	...	...	...	...	...
East Coast of Africa	...	...	...	...	...	...	...	...
Austria	...	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar	...	...	...	...	...	...	...	...
Turkey in Asia	...	...	...	...	...	...	...	...
Other Countries	26	3	22	2	...	...	...	...
TOTAL	16,216	30,328	29,814	32,576	36,438	48,372	34,783	20,386

TIN.

IMPORTED—(Block).

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Straits Settlements	35,432	41,657	38,167	40,501	36,261	37,584	20,144	31,940
Hong-Kong
China
United Kingdom	200	769	468	544	383	411	659	726
Siam
Persia
Junk Ceylon
Ceylon
Manilla
Holland
Aden
Australia
France
Java
Arabia
East Coast of Africa
Austria
East Coast of Africa, Zanzibar
Turkey in Asia
Other Countries	17	33	...	...	...	...	...	...
TOTAL	35,387	42,622	38,877	41,001	36,738	38,972	20,846	33,160

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. Rs.	1873-74. Rs.	1874-75. Rs.	1875-76. Rs.	1876-77. Rs.	1877-78. Rs.	1878-79. Rs.	1879-80. Rs.
United Kingdom	98,610	270,690	2,62,940	3,384	756	176	119	...
Ceylon	...	...	...	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
Siam	...	2,600	...	...	...	...	...	...
Siam	...	...	...	...	...	...	...	...
Junk Ceylon	...	...	...	...	...	...	...	...
China—Hong-Kong	...	...	...	...	...	...	...	...
Other Countries	634	732	169	45	12	...	2	...
TOTAL	99,248	273,882	2,65,787	3,429	768	186	121	...

TIN.

IMPORTED—(INCLUDING PLATES OR SHEETS, NOT TINNED IRON).

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Straits Settlements
Hong-Kong
China
United Kingdom
Siam
Persia
Junk Ceylon
Ceylon
Manilla
Holland
Aden
Australia
France
Java
Arabia
East Coast of Africa
Austria
East Coast of Africa, Zanzibar
Turkey in Asia
Other Countries
TOTAL

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. Rs.	1873-74. Rs.	1874-75. Rs.	1875-76. Rs.	1876-77. Rs.	1877-78. Rs.	1878-79. Rs.	1879-80. Rs.
United Kingdom	22,087	11,715	6,529	...	...	...	...	...
Straits Settlements	...	...	...	...	...	...	...	...
China	1,481	3,202	2,856	...	...	...	...	...
Junk Ceylon	...	...	...	...	...	...	...	...
Persia	...	...	15	...	...	...	...	...
Other Countries	432	1,097	342	...	...	...	...	...
TOTAL	21,000	16,011	11,616	...	...	...	...	...

TIN.

IMPORTED—(Block).

COUNTRIES WHENCE IMPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
Straits Settlements
Hong-Kong
China
United Kingdom
Siam
Persia
Junk Ceylon
Ceylon
Manilla
Holland
Aden
Australia
France
Java
Arabia
East Coast of Africa
Austria
East Coast of Africa, Zanzibar
Turkey in Asia
Other Countries
TOTAL

IMPORTS.

SPELTER OR ZINC

THOUGHT.

IMPORT OR MANUFACTURED.

IMPORTS

SPELTER OR ZINC

KERO★

IMPORTS.

1883-85,	1883-84,	1884-85,	1885-86,	1886-87,	1887-88,	1888-89,	1889-90,	1890-91,	1891-92,
gallons,	gallons,	gallons,	gallons,	gallons,	gallons,	gallons,	gallons,	gallons,	cwt.
9,001,507	7,271,490	20,025,000	17,467,871	20,477,655	20,938,920	20,615,834	25,840,000	32,867,000	77,465,795
17,143	22,984	6,1572	67,651	90,188	70,435	72,676	27,676	26,981	195
9,022,232	42,286	17,881	11,233	90,188	70,435	14,922	5,796	2,806	195
...	105,000	105,000	25,897	65,701	20,616	10,670	...	...	...
...	40,000	152,530	...	...	...	...	...	20	...
...	...	...	...	...	...	...	...	...	140
...	...	...	19,808	...	...	...	...	...	...
...	...	...	4,464	177,393	...	...	...	...	...
...	...	...	...	5,035,785	17,610,000	16,961,876	18,913,429	28,833,655	...
...	...	...	...	572	1,130	1,001	...	167	...
1,800	441	1,765	...	...	...	...	...	...	...
...
...	...	...	7,500	633,909	673,500	1,830,410	662,297	661,297	105,000

58

IMPORTS.

COUNTRY WHENCE IMPORTED	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.	1892-93. cwt.	1893-94. cwt.	1894-95. cwt.	1895-96. cwt.	1896-97. cwt.	1897-98. cwt.	1898-99. cwt.	1899-00. cwt.	1900-01. cwt.	1901-02. cwt.	1902-03. cwt.	1903-04. cwt.	1904-05. cwt.	1905-06. cwt.	1906-07. cwt.	1907-08. cwt.	1908-09. cwt.	1909-10. cwt.	1910-11. cwt.	1911-12. cwt.	1912-13. cwt.	1913-14. cwt.	1914-15. cwt.	1915-16. cwt.	1916-17. cwt.	1917-18. cwt.	1918-19. cwt.	1919-20. cwt.	1920-21. cwt.	1921-22. cwt.	1922-23. cwt.	1923-24. cwt.	1924-25. cwt.	1925-26. cwt.	1926-27. cwt.	1927-28. cwt.	1928-29. cwt.	1929-30. cwt.	1930-31. cwt.	1931-32. cwt.	1932-33. cwt.	1933-34. cwt.	1934-35. cwt.	1935-36. cwt.	1936-37. cwt.	1937-38. cwt.	1938-39. cwt.	1939-40. cwt.	1940-41. cwt.	1941-42. cwt.	1942-43. cwt.	1943-44. cwt.	1944-45. cwt.	1945-46. cwt.	1946-47. cwt.	1947-48. cwt.	1948-49. cwt.	1949-50. cwt.	1950-51. cwt.	1951-52. cwt.	1952-53. cwt.	1953-54. cwt.	1954-55. cwt.	1955-56. cwt.	1956-57. cwt.	1957-58. cwt.	1958-59. cwt.	1959-60. cwt.	1960-61. cwt.	1961-62. cwt.	1962-63. cwt.	1963-64. cwt.	1964-65. cwt.	1965-66. cwt.	1966-67. cwt.	1967-68. cwt.	1968-69. cwt.	1969-70. cwt.	1970-71. cwt.	1971-72. cwt.	1972-73. cwt.	1973-74. cwt.	1974-75. cwt.	1975-76. cwt.	1976-77. cwt.	1977-78. cwt.	1978-79. cwt.	1979-80. cwt.	1980-81. cwt.	1981-82. cwt.	1982-83. cwt.	1983-84. cwt.	1984-85. cwt.	1985-86. cwt.	1986-87. cwt.	1987-88. cwt.	1988-89. cwt.	1989-90. cwt.	1990-91. cwt.	1991-92. cwt.	1992-93. cwt.	1993-94. cwt.	1994-95. cwt.	1995-96. cwt.	1996-97. cwt.	1997-98. cwt.	1998-99. cwt.	1999-00. cwt.	2000-01. cwt.	2001-02. cwt.	2002-03. cwt.	2003-04. cwt.	2004-05. cwt.	2005-06. cwt.	2006-07. cwt.	2007-08. cwt.	2008-09. cwt.	2009-10. cwt.	2010-11. cwt.	2011-12. cwt.	2012-13. cwt.	2013-14. cwt.	2014-15. cwt.	2015-16. cwt.	2016-17. cwt.	2017-18. cwt.	2018-19. cwt.	2019-20. cwt.	2020-21. cwt.	2021-22. cwt.	2022-23. cwt.	2023-24. cwt.	2024-25. cwt.	2025-26. cwt.	2026-27. cwt.	2027-28. cwt.	2028-29. cwt.	2029-30. cwt.	2030-31. cwt.	2031-32. cwt.	2032-33. cwt.	2033-34. cwt.	2034-35. cwt.	2035-36. cwt.	2036-37. cwt.	2037-38. cwt.	2038-39. cwt.	2039-40. cwt.	2040-41. cwt.	2041-42. cwt.	2042-43. cwt.	2043-44. cwt.	2044-45. cwt.	2045-46. cwt.	2046-47. cwt.	2047-48. cwt.	2048-49. cwt.	2049-50. cwt.	2050-51. cwt.	2051-52. cwt.	2052-53. cwt.	2053-54. cwt.	2054-55. cwt.	2055-56. cwt.	2056-57. cwt.	2057-58. cwt.	2058-59. cwt.	2059-60. cwt.	2060-61. cwt.	2061-62. cwt.	2062-63. cwt.	2063-64. cwt.	2064-65. cwt.	2065-66. cwt.	2066-67. cwt.	2067-68. cwt.	2068-69. cwt.	2069-70. cwt.	2070-71. cwt.	2071-72. cwt.	2072-73. cwt.	2073-74. cwt.	2074-75. cwt.	2075-76. cwt.	2076-77. cwt.	2077-78. cwt.	2078-79. cwt.	2079-80. cwt.	2080-81. cwt.	2081-82. cwt.	2082-83. cwt.	2083-84. cwt.	2084-85. cwt.	2085-86. cwt.	2086-87. cwt.	2087-88. cwt.	2088-89. cwt.	2089-90. cwt.	2090-91. cwt.	2091-92. cwt.	2092-93. cwt.	2093-94. cwt.	2094-95. cwt.	2095-96. cwt.	2096-97. cwt.	2097-98. cwt.	2098-99. cwt.	2099-00. cwt.	2100-01. cwt.	2101-02. cwt.	2102-03. cwt.	2103-04. cwt.	2104-05. cwt.	2105-06. cwt.	2106-07. cwt.	2107-08. cwt.	2108-09. cwt.	2109-10. cwt.	2110-11. cwt.	2111-12.
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IMPORTS.

IMPORTS.		COTTON.																		
COUNTRIES WHENCE IMPORTED.		1872-73. lbs.	1873-74. lbs.	1874-75. lbs.	1875-76. cwts.	1876-77. cwts.	1877-78. cwts.	1878-79. cwts.	1879-80. cwts.	1880-81. cwts.	1881-82. cwts.	1882-83. cwts.	1883-84. cwts.	1884-85. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.	1890-91. cwts.	1891-92. cwts.
Persia	3,282	14,183	686,440	18,901	29,082	44,320	60,351	71,762	103,300	30,415	42,978	63,441	65,611	38,284	44,964	54,018	56,320	67,963	47,882	
Red Sea	11,200	16,800	
Africa .....	...	...	...	1,332	9,150	2,894	69,365	...	114	2,923	553	4,247	11,340	5,428	6,158	18,095	4,868	10,552
Somali and Mekran .....	...	...	...	88	...	...	128	381	2,634	...	967	...	...	...	...	...	...	...
United Kingdom .....	...	144,032	38,588	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
France .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hong-Kong .....	...	...	...	...	...	290	...	...	...	...	...	...	...	...	...	...	...	...
China .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ceylon	100,597	29,830	14,453	224	707	190	269	411	56	...	...	...	...	...	...	...	...	...
America	10,976	12,838	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Austria .....	...	32,712	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	1,680	6,009	2,474	1,344	1,776	...	...	...	...	...	...	...	...	...	...
Maldives .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia .....	...	...	...	197	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aden .....	...	...	...	...	387	632	...	...	...	...	...	...	...	...	...	...	...	...
Perak .....	...	...	...	1,281	2,176	271	374	1,145	...	...	...	...	...	...	...	...	...	...
Manitibus .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italy .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Somatra .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Abresina .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Coast of Africa .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Straits Settlements .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries	4,484	1,446	6,664	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL		4,429,890	1,444,668	7,678,761	60,904	84,194	65,516	71,725	103,424	4,574	40,475	38,076	68,060	76,777	67,100	61,678	64,627	116,000	81,236	61,958

IMPORTS.

230

COTTON AND YARN.

231

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.	1883-84. lbs.	1884-85. lbs.	1885-86. lbs.	1886-87. lbs.	1887-88. lbs.	1888-89. lbs.	1889-90. lbs.	1890-91. lbs.	1891-92. lbs.
United Kingdom ...	35,847,297	32,477,729	32,669,696	45,130,578	40,079,670	44,142,414	44,241,771	45,295,417	45,145,741	50,725,836	51,891,575	54,411,538	49,578,415	49,961,401	29,712
Italy ...	216,500	185,711	370,391	890,500	90,320	70,780	10,000	23,800	23,460	51,000	146,500	118,750	135,010	126,449	102,649
Ceylon ...	70,885	324,145	72,117	21,501	38,943	79,776	10,000	21,275	58,899	5,182	57,600	112	166,820	287,544	102,649
Austria ...	14,663	185,716	196,108	548,356	462,288	430,539	107,046	489,740	707,878	574,440	299,115	535,753	428,672	387,544	102,649
Holland ...	4,920	10,820	2,240	8,200	3,800	3,800	8,145	6,520	6,520	6,520	10,100	12,600	24,400	8,600	102,649
Egypt ...	4,800	117,556	7,162	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,207	1,207
Arabia ...	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639	1,639
Straits Settlements ...	1,455	7,794	6,031	6,873	6,873	6,873	6,873	6,873	6,873	6,873	6,873	6,873	6,873	6,873	6,873
France ...	2,596	1,600	6,600	68,815	65,088	47,200	93,600	2,400	2,400	2,400	2,400	2,400	2,400	2,400	2,400
Germany ...	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900	15,900
Norway ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Persia ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Belgium ...	.....	3,100	.....	.....	3,420	44,102	5,400	.....	.....	.....	.....	.....	.....	.....	.....
China (Hong-Kong) ...	10	.....	.....	.....	4,811	18,022	5,000	11,500	22,500	122,540	103,053	165,300	185,560	193,000	193,000
Treaty Ports ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United States ...	10,431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ...	1,900	3,227	3,420	4,080	5,790	3,100	131	70,235	4,430	5,000	11,150	11,460	4,800	2,675	2,675
East Coast of Africa ...	.....	.....	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mekran & Somniah ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Yam ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ...	870	696	1,290	5,170	3,224	44	30	2,191	3,100	.....	5,833	3,491	.....	.....	.....
TOTAL ...	36,194,126	33,146,681	33,212,959	46,876,876	40,761,751	44,860,176	45,378,608	45,015,123	49,018,979	51,812,549	52,557,151	46,352,523	49,970,550	60,401,315	60,401,315

IMPORTS.

COTTON PIECES, GREY—(UNBLEACHED).

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78. yards.	1878-79. yards.	1879-80. yards.	1880-81. yards.	1881-82. yards.	1882-83. yards.	1883-84. yards.	1884-85. yards.	1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1891-92. yards.
Germany ...	980,630,767	675,074,744	698,487,243	1,160,746,903	1,093,748,576	1,079,949,622	1,075,473,028	1,085,550	1,101,031,328	1,354,618,124	1,178,757,726	1,145,415,201	1,235,467,215	1,177,572,925	1,169,159,446
United Kingdom ...	10,244,277	10,465,562	8,807,069	8,172,244	4,064,123	4,698,975	2,181,647	2,181,647	2,181,647	2,181,647	2,181,647	2,181,647	2,181,647	2,181,647	2,181,647
Ceylon ...	29,474	.....	8,600	.....	.....	9,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arabia ...	710,240	971,721	1,104,006	819,337	79,200	1,464,081	60,931	17,161	312,000	423,400	657,000	2,708,800	2,141,531	2,141,531	2,141,531
United States ...	109,900	117,791	560,664	84,759	90,293	177,180	122,008	122,008	122,008	122,008	122,008	122,008	122,008	122,008	122,008
Holland ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ...	308,080	445,015	356,871	6,624,905	88,376	28,474	23,812	174,920	361,000	235,148	121,525	14,780	345,250	19,665	19,665
Italy ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China (Hong-Kong) ...	612,438	22,601	32,010	127,000	859,600	21,820	19,200	30,393	70,113	108,097	25,096	14,256	14,256	14,256	14,256
Treaty Ports ...	10,468	.....	.....	.....	.....	7,082	7,744	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria ...	.....	.....	.....	.....	.....	22,807	.....	.....	9,957	22,860	16,650	45,157	35,416	22,860	22,860
Egypt ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France ...	.....	21,053	.....	39,026	70,260	14,840	19,650	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zanzibar ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gam ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Anstralia ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mekran & Somniah ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries ...	1,956	29,960	24,532	12,045	8,653	1,160	655	11,108	4,629	21,370	7,892	2,030	25,851	1,756	1,756
TOTAL ...	992,637,870	775,120,390	908,650,133	1,170,555,819	1,098,461,495	1,086,385,672	1,075,683,056	1,085,131,736	1,105,844,908	1,366,278,898	1,180,175,277	1,147,598,653	1,237,001,362	1,230,559,651	1,172,176,482

IMPORTS.

234

COUNTRIES WHENCE IMPORTED.	COTTON					
	1877-78. No.	1878-79. No.	1879-80. No.	1880-81. No.	1881-82. No.	1882-83. No.
United Kingdom ...	9,574,816	8,022,187	9,856,648	17,095,547	8,858,286	15,883,698
Italy ...	255,946	285,254	93,778	81,482	76,880	26,222
Austria ...	8,185	1,503	1,875	...	58,581	36,250
France ...	5,842	14,944	39,816	119,780	45,620	2,746
Turkey in Europe ...	...	...	...	...	...	...
Ceylon ...	3,689	15,474	55,050	27,148	1,788	2,042
Strait Settlements ...	7,890	8,878	5,827	10,467	...	3,440
Germany ...	...	...	...	2,312	569	1,672
Persia ...	...	...	...	...	...	444
Belgium ...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...
East Coast of Africa ...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...
China—Hong-Kong ...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...
Other Countries ...	6,482	7,184	427	2,649	5,103	3,807
TOTAL ...	9,802,251	8,800,012	10,053,422	17,339,415	8,767,877	15,903,510

IMPORTS.

COTTON

COUNTRIES WHENCE IMPORTED.	COTTON					
	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.
United Kingdom ...	756,845	797,303	607,714	994,030	118,411	845,535
Italy ...	5,861	...	...	...	...	...
China (Hong-Kong Treaty Ports) ...	...	...	2,255	...	...	3,188
Strait Settlements ...	...	...	...	...	2,260	7,800
Belgium ...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...
France ...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...
Persia ...	...	...	...	...	...	...
Other Countries ...	207	1,507	435	1,437	2,200	948
TOTAL ...	762,913	798,870	670,404	995,467	117,970	854,471

COTTON, SHEETINGS AND SHAWLS.

235

IMPORTS.

COUNTRIES WHENCE IMPORTED.	COTTON, SHEETINGS AND SHAWLS.									
	1877-78. No.	1878-79. No.	1879-80. No.	1880-81. No.	1881-82. No.	1882-83. No.	1884-85. No.	1885-86. No.	1886-87. No.	1887-88. No.
United Kingdom ...	15,641,988	17,816,632	16,371,747	17,503,393	17,353,899	19,162,300	18,104,725	15,895,469	14,770,770	14,770,770
Italy ...	24,351	16,562	8,223	38,596	105,937	151,041	291,668	147,770	299,654	299,654
Austria ...	297,899	48,817	125,301	141,544	189,445	38,533	422,487	23,174	5,520	5,520
France ...	16,470	16,897	10,229	2,400	...	...	...	...	...	...
Turkey in Europe ...	...	...	...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...	...	...	...
Strait Settlements ...	...	...	...	...	...	...	...	...	...	...
Germany ...	...	...	...	...	...	...	...	...	...	...
Persia ...	...	...	...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...	...	...
East Coast of Africa ...	...	...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...	...	...	...
China—Hong-Kong ...	...	...	...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	18,997,942	17,928,893	16,449,480	17,745,430	17,678,787	19,415,005	18,896,926	16,428,040	16,428,040	16,428,040

SILK.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	SILK									
	1877-78. lbs.	1878-79. lbs.	1879-80. lbs.	1880-81. lbs.	1881-82. lbs.	1882-83. lbs.	1884-85. lbs.	1885-86. lbs.	1886-87. lbs.	1887-88. lbs.
United Kingdom ...	929,397	908,006	948,238	806,733	907,531	811,575	1,119,287	1,066,041	1,066,041	1,066,041
Italy	2,250	...	...	...	...	...
China (Hong-Kong Treaty Ports)
Strait Settlements
Belgium
Austria
Germany
France
Ceylon
Holland
Arabia
Persia
Other Countries
TOTAL ...	941,125	882,148	964,801	907,873	945,391	839,962	1,164,939	1,121,850	1,121,850	1,121,850

IMPORTS.

Country names abbreviated	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	£	£	£	£	£	£	£	£
China—Hongkong	41,755	41,825	20,874	41,740	1,144,701	1,400,241	1,300,241	1,300,241
Treaty Ports	1,209,611	370,351	43,270	40,906	1,050,243	1,050,243	1,050,243	1,050,243
Strait Settlements	1,000	1,000	6,072	1,327	1,327	1,327	1,327	1,327
India	65,944	1,884,203	2,013,000	9,599	37,767	34,322	34,868	35,777
Belgium	.....	.....	.....	.....	.....	.....	.....	.....
Spain	.....	.....	.....	.....	.....	.....	.....	.....
Russia	.....	.....	.....	.....	.....	.....	.....	.....
United Kingdom	16,714	11,383	3,866	1,053	693	10,778	1,511	1,511
Switzerland	.....	.....	.....	.....	.....	.....	.....	.....
Switzerland Ports	349	.....	.....	.....	.....	18,137	9,231	9,231
France	5,849	16,770	25,464	11,983	169	.....	.....	.....
Italy	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Europe	.....	.....	.....	.....	.....	.....	.....	.....
do in Asia	.....	.....	.....	.....	.....	.....	.....	.....
Peru	.....	.....	.....	.....	.....	.....	.....	.....
Spain	.....	.....	.....	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	.....	.....
Japan	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa	.....	.....	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL	1,089,010	6,215,723	2,447,105	2,656,241	1,461,095	2,102,300	1,813,992	1,868,000

SILK

[illegible]

IMPORTS

1891-92.													
1890-91.	1889-90.	1888-89.	1887-88.	1886-87.	1885-86.								
yards.	yards.	yards.	yards.	yards.	yards.								
100	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
101	224,094	241,393	249,620	259,138	2,052,021								
102	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
103	224,094	241,393	249,620	259,138	2,052,021								
104	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
105	224,094	241,393	249,620	259,138	2,052,021								
106	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
107	224,094	241,393	249,620	259,138	2,052,021								
108	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
109	224,094	241,393	249,620	259,138	2,052,021								
110	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
111	224,094	241,393	249,620	259,138	2,052,021								
112	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
113	224,094	241,393	249,620	259,138	2,052,021								
114	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
115	224,094	241,393	249,620	259,138	2,052,021								
116	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
117	224,094	241,393	249,620	259,138	2,052,021								
118	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
119	224,094	241,393	249,620	259,138	2,052,021								
120	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
121	224,094	241,393	249,620	259,138	2,052,021								
122	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
123	224,094	241,393	249,620	259,138	2,052,021								
124	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
125	224,094	241,393	249,620	259,138	2,052,021								
126	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
127	224,094	241,393	249,620	259,138	2,052,021								
128	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
129	224,094	241,393	249,620	259,138	2,052,021								
130	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
131	224,094	241,393	249,620	259,138	2,052,021								
132	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
133	224,094	241,393	249,620	259,138	2,052,021								
134	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
135	224,094	241,393	249,620	259,138	2,052,021								
136	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
137	224,094	241,393	249,620	259,138	2,052,021								
138	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
139	224,094	241,393	249,620	259,138	2,052,021								
140	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
141	224,094	241,393	249,620	259,138	2,052,021								
142	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
143	224,094	241,393	249,620	259,138	2,052,021								
144	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
145	224,094	241,393	249,620	259,138	2,052,021								
146	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
147	224,094	241,393	249,620	259,138	2,052,021								
148	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
149	224,094	241,393	249,620	259,138	2,052,021								
150	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
151	224,094	241,393	249,620	259,138	2,052,021								
152	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
153	224,094	241,393	249,620	259,138	2,052,021								
154	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
155	224,094	241,393	249,620	259,138	2,052,021								
156	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
157	224,094	241,393	249,620	259,138	2,052,021								
158	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
159	224,094	241,393	249,620	259,138	2,052,021								
160	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
161	224,094	241,393	249,620	259,138	2,052,021								
162	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
163	224,094	241,393	249,620	259,138	2,052,021								
164	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
165	224,094	241,393	249,620	259,138	2,052,021								
166	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
167	224,094	241,393	249,620	259,138	2,052,021								
168	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
169	224,094	241,393	249,620	259,138	2,052,021								
170	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
171	224,094	241,393	249,620	259,138	2,052,021								
172	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
173	224,094	241,393	249,620	259,138	2,052,021								
174	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
175	224,094	241,393	249,620	259,138	2,052,021								
176	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
177	224,094	241,393	249,620	259,138	2,052,021								
178	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
179	224,094	241,393	249,620	259,138	2,052,021								
180	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
181	224,094	241,393	249,620	259,138	2,052,021								
182	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
183	224,094	241,393	249,620	259,138	2,052,021								
184	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
185	224,094	241,393	249,620	259,138	2,052,021								
186	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
187	224,094	241,393	249,620	259,138	2,052,021								
188	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
189	224,094	241,393	249,620	259,138	2,052,021								
190	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
191	224,094	241,393	249,620	259,138	2,052,021								
192	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
193	224,094	241,393	249,620	259,138	2,052,021								
194	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
195	224,094	241,393	249,620	259,138	2,052,021								
196	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
197	224,094	241,393	249,620	259,138	2,052,021								
198	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								
199	224,094	241,393	249,620	259,138	2,052,021								
200	4,098,068	4,636,450	5,103,052	5,450,659	5,856,173								

SILK.

THE GOODS

Year	1855-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	yards.	yards.	yards.	yards.	yards.	yards.	yards.
1855	2,000,001	2,885,110	2,866,735	5,103,052	6,436,450	1,008,063	1,108
1856	2,000,001	2,885,110	2,866,735	5,103,052	6,436,450	1,008,063	4,846,497
1857	7,563	106,046	266,288	24,000	21,893	224,094	326,000
1858	1,000,000	1,307,199	1,684,825	4,432,230	6,108,307	4,258,626	4,804,943
1859	1,000,000	1,307,199	1,684,825	4,432,230	6,108,307	4,258,626	1,271,499
1860	1,000,000	1,307,199	1,684,825	4,432,230	6,108,307	4,258,626	380,207
1861	622,030	215,230	607,238	247,811	240,648	220,010	122,349
1862	115,267	306,210	165,638	189,016	161,266	169,998	409,404
1863	19,266	34,031	42,191	55,238	24,888	30,706	60,678
1864	15,840	38,322	43,980	48,174	1,280	59	10,873
1865	1,461	1,229	2,650	4,013	9,516	9,516	69
1866	1,461	1,229	2,650	4,013	9,516	9,516	7,881
1867	1,461	1,229	2,650	4,013	9,516	9,516	8,703
1868	1,461	1,229	2,650	4,013	9,516	9,516	1,127
1869	1,461	1,229	2,650	4,013	9,516	9,516	10,079
1870	1,461	1,229	2,650	4,013	9,516	9,516	1,69
1871	1,461	1,229	2,650	4,013	9,516	9,516	1,574
1872	1,461	1,229	2,650	4,013	9,516	9,516	71,854
1873	4,831	1,276	1,397	6,992	9,089	18,106	78,149
1874	9,083	1,339	1,397	6,992	9,089	18,106	12,150
1875	855	7,113	.....	1,860	610	735	7,688
1876	855	7,113	.....	2,631	313	735	7,688
1877	855	7,113	.....	325	.....	.....	7,688
1878	855	7,113	.....	.....	.....	.....	7,688
1879	855	7,113	.....	.....	.....	.....	7,688
1880	855	7,113	.....	.....	.....	.....	7,688
1881	855	7,113	.....	.....	.....	.....	7,688
1882	855	7,113	.....	.....	.....	.....	7,688
1883	855	7,113	.....	.....	.....	.....	7,688
1884	855	7,113	.....	.....	.....	.....	7,688
1885	855	7,113	.....	.....	.....	.....	7,688
1886	855	7,113	.....	.....	.....	.....	7,688
1887	855	7,113	.....	.....	.....	.....	7,688
1888	855	7,113	.....	.....	.....	.....	7,688
1889	855	7,113	.....	.....	.....	.....	7,688
1890	855	7,113	.....	.....	.....	.....	7,688
1891	855	7,113	.....	.....	.....	.....	7,688
1892	855	7,113	.....	.....	.....	.....	7,688
1893	855	7,113	.....	.....	.....	.....	7,688
1894	855	7,113	.....	.....	.....	.....	7,688
1895	855	7,113	.....	.....	.....	.....	7,688
1896	855	7,113	.....	.....	.....	.....	7,688
1897	855	7,113	.....	.....	.....	.....	7,688
1898	855	7,113	.....	.....	.....	.....	7,688
1899	855	7,113	.....	.....	.....	.....	7,688
1900	855	7,113	.....	.....	.....	.....	7,688
1901	855	7,113	.....	.....	.....	.....	7,688
1902	855	7,113	.....	.....	.....	.....	7,688
1903	855	7,113	.....	.....	.....	.....	7,688
1904	855	7,113	.....	.....	.....	.....	7,688
1905	855	7,113	.....	.....	.....	.....	7,688
1906	855	7,113	.....	.....	.....	.....	7,688
1907	855	7,113	.....	.....	.....	.....	7,688
1908	855	7,113	.....	.....	.....	.....	7,688
1909	855	7,113	.....	.....	.....	.....	7,688
1910	855	7,113	.....	.....	.....	.....	7,688
1911	855	7,113	.....	.....	.....	.....	7,688
1912	855	7,113	.....	.....	.....	.....	7,688
1913	855	7,113	.....	.....	.....	.....	7,688
1914	855	7,113	.....	.....	.....	.....	7,688
1915	855	7,113	.....	.....	.....	.....	7,688
1916	855	7,113	.....	.....	.....	.....	7,688
1917	855	7,113	.....	.....	.....	.....	7,688
1918	855	7,113	.....	.....	.....	.....	7,688
1919	855	7,113	.....	.....	.....	.....	7,688
1920	855	7,113	.....	.....	.....	.....	7,688
1921	855	7,113	.....	.....	.....	.....	7,688
1922	855	7,113	.....	.....	.....	.....	7,688
1923	855	7,113	.....	.....	.....	.....	7,688
1924	855	7,113	.....	.....	.....	.....	7,688
1925	855	7,113	.....	.....	.....	.....	7,688
1926	855	7,113	.....	.....	.....	.....	7,688
1927	855	7,113	.....	.....	.....	.....	7,688
1928	855	7,113	.....	.....	.....	.....	7,688
1929	855	7,113	.....	.....	.....	.....	7,688
1930	855	7,113	.....	.....	.....	.....	7,688
1931	855	7,113	.....	.....	.....	.....	7,688
1932	855	7,113	.....	.....	.....	.....	7,688
1933	855	7,113	.....	.....	.....	.....	7,688
1934	855	7,113	.....	.....	.....	.....	7,688
1935	855	7,113	.....	.....	.....	.....	7,688
1936	855	7,113	.....	.....	.....	.....	7,688
1937	855	7,113	.....	.....	.....	.....	7,688
1938	855	7,113	.....	.....	.....	.....	7,688
1939	855	7,113	.....	.....	.....	.....	7,688
1940	855	7,113	.....	.....	.....	.....	7,688
1941	855	7,113	.....	.....	.....	.....	7,688
1942	855	7,113	.....	.....	.....	.....	7,688
1943	855	7,113	.....	.....	.....	.....	7,688
1944	855	7,113	.....	.....	.....	.....	7,688
1945	855	7,113	.....	.....	.....	.....	7,688
1946	855	7,113	.....	.....	.....	.....	7,688
1947	855	7,113	.....	.....	.....	.....	7,688
1948	855	7,113	.....	.....	.....	.....	7,688
1949	855	7,113	.....	.....	.....	.....	7,688
1950	855	7,113	.....	.....	.....	.....	7,688
1951	855	7,113	.....	.....	.....	.....	7,688
1952	855	7,113	.....	.....	.....	.....	7,688
1953	855	7,113	.....	.....	.....	.....	7,688
1954	855	7,113	.....	.....	.....	.....	7,688
1955	855	7,113	.....	.....	.....	.....	7,688
1956	855	7,113	.....	.....	.....	.....	7,688
1957	855	7,113	.....	.....	.....	.....	7,688
1958	855	7,113	.....	.....	.....	.....	7,688
1959	855	7,113	.....	.....	.....	.....	7,688
1960	855	7,113	.....	.....	.....	.....	7,688
1961	855	7,113	.....	.....	.....	.....	7,688
1962	855	7,113	.....	.....	.....	.....	7,688
1963	855	7,113	.....	.....	.....	.....	7,688
1964	855	7,113	.....	.....	.....	.....	7,688
1965	855	7,113	.....	.....	.....	.....	7,688
1966	855	7,113	.....	.....	.....	.....	7,688
1967	855	7,113	.....	.....	.....	.....	7,688
1968	855	7,113	.....	.....	.....	.....	7,688
1969	855	7,113	.....	.....	.....	.....	7,688
1970	855	7,113	.....	.....	.....	.....	7,688
1971	855	7,113	.....	.....	.....	.....	7,688
1972	855	7,113	.....	.....	.....	.....	7,688
1973	855	7,113	.....	.....	.....	.....	7,688
1974	855	7,113	.....	.....	.....	.....	7,688
1975	855	7,113	.....	.....	.....	.....	7,688
1976	855	7,113	.....	.....	.....	.....	7,688
1977	855	7,113	.....	.....	.....	.....	7,688
1978	855	7,113	.....	.....	.....	.....	7,688
1979	855	7,113	.....	.....	.....	.....	7,688
1980	855	7,113	.....	.....	.....	.....	7,688
1981	855	7,113	.....	.....	.....	.....	7,688
1982	855	7,113	.....	.....	.....	.....	7,688
1983	855	7,113	.....	.....	.....	.....	7,688
1984	855	7,113	.....	.....	.....	.....	7,688
1985	855	7,113	.....	.....	.....	.....	7,688
1986	855	7,113	.....	.....	.....	.....	7,688
1987	855	7,113	.....	.....	.....	.....	7,688
1988	855	7,113	.....	.....	.....	.....	7,688
1989	855	7,113	.....	.....	.....	.....	7,688
1990	855	7,113	.....	.....	.....	.....	7,688
1991	855	7,113	.....	.....	.....	.....	7,688
1992	855	7,113	.....	.....	.....	.....	7,688
1993	855	7,113	.....	.....	.....	.....	7,688
1994	855	7,113	.....	.....	.....	.....	7,688
1995	855	7,113	.....	.....	.....	.....	7,688
1996	855	7,113	.....	.....	.....	.....	7,688
1997	855	7,113	.....	.....	.....	.....	7,688
1998	855	7,113	.....	.....	.....	.....	7,688
1999	855	7,113	.....	.....	.....	.....	7,688
2000	855	7,113	.....	.....	.....	.....	7,688
2001	855	7,113	.....	.....	.....	.....	7,688
2002	855	7,113	.....	.....	.....	.....	7,688
2003	855	7,113	.....	.....	.....	.....	7,688
2004	855	7,113	.....	.....	.....	.....	7,688
2005	855	7,113	.....	.....	.....	.....	7,688
2006	855	7,113	.....	.....	.....	.....	7,688
2007	855	7,113	.....	.....	.....	.....	7,688
2008	855	7,113	.....	.....	.....	.....	7,688
2009	855	7,113	.....	.....	.....	.....	7,688
2010	855	7,113	.....	.....	.....	.....	7,688
2011	855	7,113	.....	.....	.....	.....	7,688
2012	855	7,113	.....	.....	.....	.....	7,688
2013	855	7,113	.....	.....	.....	.....	7,688
2014	855	7,113	.....	.....	.....	.....	7,688
2015	855	7,113	.....	.....	.....	.....	7,688
2016	855	7,113	.....	.....	.....	.....	7,688
2017	855	7,113	.....	.....	.....	.....	7,688
2018	855	7,113	.....	.....	.....	.....	7,688
2019	855	7,113	.....	.....	.....	.....	7,688
2020	855	7,113	.....	.....	.....	.....	7,688
2021	855	7,113	.....	.....	.....	.....	7,688
2022	855	7,113	.....	.....	.....	.....	7,688
2023	855	7,113	.....	.....	.....	.....	7,688
2024	855	7,113	.....	.....	.....	.....	7,688
2025	855	7,113	.....	.....	.....	.....	7,688
2026	855	7,113	.....	.....	.....	.....	7,688
2027	855	7,113	.....	.....	.....	.....	7,688
2028	855	7,113	.....	.....	.....	.....	7,688
2029	855	7,113	.....	.....	.....	.....	7,688
2030	855	7,113	.....	.....	.....	.....	7,688
2031	855	7,113	.....	.....	.....	.....	7,688
2032	855	7,113	.....	.....	.....	.....	7,688
2033	855	7,113	.....	.....	.....	.....	7,688
2034	855	7,113	.....	.....	

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78.		1878-79.		1879-80.		1880-81.		1881-82.		1882-83.	
	yards.		yards.		yards.		yards.		yards.		yards.	
United Kingdom ...	960,868	1,290,879	651,894	1,428,948	1,021,830	714,480	666,617	681,081	666,940	529,909	749,512	856,385
Italy ...	16,981	37,314	25,042	25,416	30,409	42,392	81,111	83,610	70,028	165,707	286,100	382,270
Austria ...	.....	4,474	.....	11,108	5,655	2,940	6,539	48,622	27,197	28,024	25,707	15,317
Algeria ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France ...	185,293	123,275	318,834	438,733	309,894	302,046	196,835	211,025	129,046	1,639,916	2,679,007	2,829,762
China—Hong-Kong	9,570	19,378	8,796	11,398	6,800	7,201	1,007	4,668	7,442	11,690	17,676	4,479
Treaty Ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ...	62,303	57,439	29,350	3,709	6,616	2,967	1,683	14,227	5,412	1,464	25,008	21,075
Australia	10,602	.....	.....	21,026	.....	1,429	17,467	84,734	123,040	186,912	261,094	276,537
Germany	.....	888	.....	.....	.....	674	1,512	4,736	4,805	12,845	11,985	27,119
India	.....	.....	.....	.....	.....	1,245	3,005	6,281	2,980	3,273	2,655	15,599
Japan	.....	.....	.....	.....	.....	1,791	.....	.....	.....	30	1,492	2,286
Ceylon ...	.....	.....	.....	.....	.....	2,000	1,856	266	.....	.....	25,904	4,600
Peru ...	.....	.....	.....	.....	.....	735	.....	7,131	5,647	.....	1,140	31,483
Turkey in Asia	.....	.....	.....	.....	.....	.....	7,077	8,001	1,908	1,496	2,620	2,620
Belgium	.....	.....	.....	.....	.....	.....	.....	3,200	.....	.....	1,001	.....
Cochin China, Saigon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa, Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	1,652	2,606	1,677	1,606	637	82	445	1,854	1,	2,626,011	3,970,372	4,229,332
TOTAL	1,248,005	1,535,905	1,035,643	1,945,922	1,404,417	1,151,447	1,023,385	1,858,390	2,174,4	2,626,011	3,970,372	4,229,332

SILK.

IMPORTED WITH OTHER MATERIAL.

COUNTRIES WHENCE IMPORTED.	1877-78.		1878-79.		1879-80.		1880-81.		1881-82.		1882-83.	
	yards.		yards.		yards.		yards.		yards.		yards.	
United Kingdom ...	960,868	1,290,879	651,894	1,428,948	1,021,830	714,480	666,617	681,081	666,940	529,909	749,512	856,385
Italy ...	16,981	37,314	25,042	25,416	30,409	42,392	81,111	83,610	70,028	165,707	286,100	382,270
Austria ...	.....	4,474	.....	11,108	5,655	2,940	6,539	48,622	27,197	28,024	25,707	15,317
Algeria ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France ...	185,293	123,275	318,834	438,733	309,894	302,046	196,835	211,025	129,046	1,639,916	2,679,007	2,829,762
China—Hong-Kong	9,570	19,378	8,796	11,398	6,800	7,201	1,007	4,668	7,442	11,690	17,676	4,479
Treaty Ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements ...	62,303	57,439	29,350	3,709	6,616	2,967	1,683	14,227	5,412	1,464	25,008	21,075
Australia	10,602	.....	.....	21,026	.....	1,429	17,467	84,734	123,040	186,912	261,094	276,537
Germany	.....	888	.....	.....	.....	674	1,512	4,736	4,805	12,845	11,985	27,119
India	.....	.....	.....	.....	.....	1,245	3,005	6,281	2,980	3,273	2,655	15,599
Japan	.....	.....	.....	.....	.....	1,791	.....	.....	.....	30	1,492	2,286
Ceylon ...	.....	.....	.....	.....	.....	2,000	1,856	266	.....	.....	25,904	4,600
Peru ...	.....	.....	.....	.....	.....	735	.....	7,131	5,647	.....	1,140	31,483
Turkey in Asia	.....	.....	.....	.....	.....	.....	7,077	8,001	1,908	1,496	2,620	2,620
Belgium	.....	.....	.....	.....	.....	.....	.....	3,200	.....	.....	1,001	.....
Cochin China, Saigon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa, Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aden ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	1,652	2,606	1,677	1,606	637	82	445	1,854	1,	2,626,011	3,970,372	4,229,332
TOTAL	1,248,005	1,535,905	1,035,643	1,945,922	1,404,417	1,151,447	1,023,385	1,858,390	2,174,4	2,626,011	3,970,372	4,229,332

IMPORTS.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.	
	lb.		lb.		lb.		lb.		lb.		lb.		lb.	
Peru ...	1,123,223	721,650	899,100	945,900	1,324,760	1,193,918	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000
Somalia, Mekran	507,484	425,722	587,863	735,746	857,040	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600
India ...	81,091	57,971	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United Kingdom	21,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France	14,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arabia	.....	25,720	.....	25,394	41,284	35,398	50,500	50,500	50,500	50,500	50,500	50,500	50,500	50,500
Ceylon	.....	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China—Hong-Kong	.....	.....	.....	11,703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Treaty Ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Australia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	2,011	1,849	.....	6,025	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL	1,725,884	1,254,000	1,642,707	1,746,185	2,145,861	2,310,135	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000

WOOL.

LW.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.	
	lb.		lb.		lb.		lb.		lb.		lb.		lb.	
Peru ...	1,123,223	721,650	899,100	945,900	1,324,760	1,193,918	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000
Somalia, Mekran	507,484	425,722	587,863	735,746	857,040	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600	1,008,600
India ...	81,091	57,971	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
United Kingdom	21,611	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France	14,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Arabia	.....	25,720	.....	25,394	41,284	35,398	50,500	50,500	50,500	50,500	50,500	50,500	50,500	50,500
Ceylon	.....	84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
China—Hong-Kong	.....	.....	.....	11,703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Treaty Ports	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Australia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Germany	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other Countries	2,011	1,849	.....	6,025	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTAL	1,725,884	1,254,000	1,642,707	1,746,185	2,145,861	2,310,135	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000	2,370,000

IMPORTS.

IMPORTS.

240

WOOL.

COUNTRIES WHENCE IMPORTED.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
	yards.	yards.	yards.	yards.	yards.	yards.	yards.
United Kingdom ...	6,895,471	7,716,301	7,465,304	10,572,843	8,173,951	6,647,329	8,770,547
France ...	39,858	20,228	90,948	52,066	143,093	56,379	69,511
Strait Settlements ...	1,522	21,280	38,493	40,823	12,889	15,507	21,432
Germany ...	35,375	7,471	4,082	184,163	127,278	168,256	201,307
Italy ...	5,649	15,589	59,538	256,373	56,108	3,702	12,181
Mauritius ...	...	...	...	...	...	...	...
Algeria ...	...	...	...	...	4,503	...	...
Japan ...	...	...	...	716	...	...	...
Arabia ...	...	...	...	...	...	...	...
Spain, Gibraltar ...	...	...	...	2,842	...	4,183	...
Ceylon ...	...	...	...	3,688	7,533	...	2,097
China—Hong-Kong ...	8,174	7,089	...	18	65	...	...
Treaty Ports ...	3,224	388	...	1,638	5,302	...	14,249
India ...	10	...	1,040	...	...	10,385	...
Alen ...	...	...	...	113,340	9,513	41,800	75,308
Austria ...	55,770	12,330	10,554	7,539	2,416	853	9,919
Egypt ...	1,478	1,544	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Do. in Europe ...	...	...	...	...	...	632	...
Mekran and Souman ...	...	2,095	...	...	...	...	6,073
Holland ...	3,636	...	...	...	9,936	...	31,300
Belgium ...	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Cochin China, Saigon ...	...	...	...	...	...	...	...
Other Countries ...	1,486	1,159	4,401	890	801	1,366	670
Malta ...	...	...	...	...	...	...	...
TOTAL ...	7,069,698	7,811,540	7,672,043	11,254,429	8,647,647	6,932,772	9,316,122

IMPORTS.

WOOL.

COUNTRIES WHENCE IMPORTED.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
	No.	No.	No.	No.	No.	No.	No.
United Kingdom ...	271,274	497,046	446,293	496,944	385,938	347,858	683,010
China—Hong Kong ...	...	...	...	...	12	...	...
Egypt ...	...	...	...	...	...	25	...
India ...	...	...	...	414	1,164	127	2,886
France ...	80	...	...	763	...	...	...
Italy ...	...	...	...	1,507	6,700	...	...
Germany ...	...	...	...	...	...	1,427	...
Arabia ...	...	...	...	...	...	12	3,710
Austria ...	...	...	...	...	...	...	1,600
Belgium ...	...	...	...	...	...	...	...
Malta ...	...	...	...	...	...	...	198
Strait Settlements ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Ceylon ...	126	366	209	236	639	315	165
Other Countries ...	...	...	...	...	...	...	...
TOTAL ...	271,460	497,412	446,502	499,896	396,447	349,764	691,435

241

IMPORTS.

Wool Goods.

COUNTRIES WHENCE IMPORTED.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
	yards.	yards.	yards.	yards.	yards.	yards.	yards.
United Kingdom ...	9,935,677	10,925,861	12,357,790	9,935,677	7,845,401	8,397	9,701,203
France ...	20,433	56,517	84,899	188,258	85,397	300,897	10,490,416
Strait Settlements ...	25,412	41,839	81,986	35,812	221,217	177,353	244,136
Germany ...	353,656	377,917	440,646	690,037	974,572	1,753,801	2,237,655
Italy ...	42,653	14,993	19,014	31,689	20,651	948	498
Mauritius ...	...	...	...	...	...	...	...
Algeria ...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...
Arabia ...	...	...	...	...	...	...	...
Spain, Gibraltar ...	...	...	...	...	...	...	...
Ceylon ...	...	...	...	...	...	...	...
China—Hong-Kong ...	...	...	...	...	...	...	...
Treaty Ports ...	...	...	...	...	...	...	...
India ...	...	...	...	...	...	...	...
Alen ...	...	...	...	...	...	...	...
Austria ...	...	...	...	...	...	...	...
Egypt ...	...	...	...	...	...	...	...
United States ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Do. in Europe ...	...	...	...	...	...	...	...
Mekran and Souman ...	...	...	...	...	...	...	...
Holland ...	...	...	...	...	...	...	...
Belgium ...	...	...	...	...	...	...	...
East Coast of Africa, Zanzibar ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Cochin China, Saigon ...	...	...	...	...	...	...	...
Other Countries ...	...	...	...	...	...	...	...
Malta ...	...	...	...	...	...	...	...
TOTAL ...	11,253,258	12,133,627	13,506,388	11,564,223	10,215,522	13,110,184	13,888,218

Wool.

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.
	No.	No.	No.	No.	No.	No.	No.
United Kingdom ...	271,274	497,046	446,293	496,944	385,938	347,858	683,010
China—Hong Kong ...	...	...	...	...	12	...	...
Egypt ...	...	...	...	...	...	25	...
India ...	...	...	...	414	1,164	127	2,886
France ...	80	...	...	763	...	...	...
Italy ...	...	...	...	1,507	6,700	...	...
Germany ...	...	...	...	...	...	1,427	...
Arabia ...	...	...	...	...	...	12	3,710
Austria ...	...	...	...	...	...	...	1,600
Belgium ...	...	...	...	...	...	...	...
Malta ...	...	...	...	...	...	...	198
Strait Settlements ...	...	...	...	...	...	...	...
Australia ...	...	...	...	...	...	...	...
Turkey in Asia ...	...	...	...	...	...	...	...
Ceylon ...	126	366	209	236	639	315	165
Other Countries ...	...	...	...	...	...	...	...
TOTAL ...	271,460	497,412	446,502	499,896	396,447	349,764	691,435

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.		1879-80.	
	Rs.	Rs.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.
United Kingdom ..	24,45,476	26,07,492	27,01,663	35,232	23,892	35,232	23,892	35,232	23,892	35,232	23,892	35,232	23,892	35,232	23,892	35,232
France ..	28,381	50,374	29,081	9,493	440	691	1,816	42	..	..	..	..	..	..	..	..
Hong-Kong ..	20,002	1,10,002	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China ..	41,516	38,300	41,448	..	..	..	..	..	..	..	..	..	..	..	..	..
India ..	24,959	20,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium ..	20,844	42,104	21,223	..	..	..	..	..	..	..	..	..	..	..	..	..
Strait Settlements ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Manilla ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tylo ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Holland ..	25,300	1,11,847	1,65,253	..	..	..	..	..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	2,235	17,729	..	..	..	..	..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ceylon ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Africa ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China, Treaty Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	1,879	214	740	1	60	17	31	..	..	..	..	..	..	..	..	..
TOTAL ..	27,42,039	28,30,871	31,58,413	40,895	46,391	65,847	52,719	82,200	..	..	..	..	..	..	..	..

PAPER,

AND PASTEBOARD.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.		1879-80.	
	Rs.	Rs.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.
United Kingdom ..	62,585	20,442	55,217	48,555	45,055	61,055	7	63,388	45,122	34,000	53,476	217	..	..	..	..
France ..	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hong-Kong
China ..	239	618	453	660	328	..	..	..	..	..	..	..	..	..	..	..
India
Belgium
Strait Settlements
Manilla
Tylo
Holland
Mediterranean Ports
Aden
Ceylon
Africa
Italy
Spain
Germany
Portugal
China, Treaty Ports
Norway
Sweden
Other Countries
TOTAL ..	76,478	69,391	64,864	61,200	59,656	84,154	85,142	79,147	100,161	81,463	..	..	..	..	..	..

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.		1879-80.	
	Rs.	Rs.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.
United Kingdom ..	4,88,827	2,02,056	5,41,886	6,38,241	7,44,274	9,19,563	7,51,225	8,23,415	..	..	..	..	..	..	..	..
France ..	67,921	70,254	22,306	20,886	10,037	6,957	45,881	20,310	..	..	..	..	..	..	..	..
Hong-Kong ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	5,255	10,325	16,375	6,670	16,731	10,883	21,831	1,181	..	..	..	..	..	..	..	..
Italy ..	4,727	..	3,311	..	2,351	3,373	8,863	1,181	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China, Treaty Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	1,402	1,053	912	1,750	1,751	1,751	753	1,485	..	..	..	..	..	..	..	..
TOTAL ..	5,16,232	3,00,038	5,85,283	6,60,277	7,66,483	9,27,009	8,04,077	9,66,003	..	..	..	..	..	..	..	..

MATCHES,

AND OTHER SORTS.

COUNTRIES WHENCE IMPORTED.	1872-73.		1873-74.		1874-75.		1875-76.		1876-77.		1877-78.		1878-79.		1879-80.	
	Rs.	Rs.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.	Rs.	cwt.
United Kingdom ..	12,31,391	15,10,818	12,11,818	17,84,478	17,05,650	17,05,402	18,48,411	16,47,830	15,21,400	12,27,034	14,76,497	..	..	..	..	..
France ..	21,391	60,286	80,030	1,09,700	75,021	2,50,619	16,40,181	4,00,127	4,07,614	6,34,218	..	..	..	..	..	..
Hong-Kong ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China, Treaty Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL ..	13,40,263	17,44,391	13,20,880	20,42,804	19,61,660	22,41,202	24,35,631	19,45,400	22,41,600	28,27,622	32,16,894	..	..	..	..	..

IMPORTS.

COUNTRIES WHENCE IMPORTED.	1872-73. value. Rs.	1873-74. value. Rs.	1874-75. No.	1875-76. No.	1876-77. No.	1877-78. No.	1878-79. No.	1879-80. No.
Egypt .....	...	...	...	...	...	...	...	...
Germany .....	...	...	...	...	...	...	...	...
United Kingdom	10,45,159	8,47,394	107,283	175,000	1,161,763	1,746,369	3,311,401	3,822,060
China (Hong-Kong	17,014	1,465	...	471	387,854	233,051	333,049	408,118
China (Treaty Ports)	1,84,631	1,95,450	208,154	191,819	...	2,906	...	...
Siam	28,334	2,480	21,396	...	...	...	...	...
Strait Settlements	71,062	1,200,323	212,263	190,639	296,752	432,145	688,710	602,230
Red Sea	2,986	1,407	2,207	888	1,265	4,450	6,601	488
Ceylon	8	...	...	...	...	...	...	...
Siam .....	...	774	1,451	...	...	...	...	...
Mediterranean Ports .....	...	...	...	...	648	...	1,851	700
France .....	...	...	...	...	...	808	...	1,072
Italy .....	...	...	1,184	...	...	...	4,865	...
Sumatra .....	...	...	...	...	...	...	...	...
Austria .....	...	...	...	...	...	...	...	...
United States .....	...	...	...	...	...	...	...	...
Aden .....	...	...	...	...	...	...	...	...
Other Countries	242	141	97	1,043	62	834	1,169	439
Japan .....	...	...	...	...	...	...	...	...
TOTAL	13,48,186	10,67,717	1,696,291	2,440,155	1,798,334	2,439,855	3,214,469	3,861,011

IMPORTS.

[illegible]

EXPORTS.

COUNTRY TO WHICH EXPORTED.	1872-73. lb.	1873-74. lb.	1874-75. lb.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
United Kingdom ..	362,534,450	367,435,802	435,794,222	2,605,911	1,429,181	1,449,288	1,897,864	1,897,864
France ..	25,637,633	35,131,005	84,866,739	557,783	745,211	610,000	381,004	632,272
China ..	10,886,033	6,210,914	17,639,014	..	..	..	..	..
Hong-Kong ..	..	25,703,266	29,584,745	..	465,309	300,762	209,710	205,068
Algeria ..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	41,764,402	50,092,054	67,204,236	..	..	..	..	..
Mekran and Somnasi ..	..	..	..	..	..	..	..	..
Bombay ..	10,914,029	145,040	2,885,508	..	..	..	..	..
Spain ..	78,400	999,609	..	26,171	67,993	9,920	21,330	..
Holland ..	1,137,700	8,764,712	..	49,702	47,249	40,958	39,088	39,088
Ceylon ..	545,658	770,251	2,022,864	1,000	4,005	8,612	..	..
Switzerland ..	..	..	..	..	..	..	..	..
Red Sea ..	61,120	88,220	80,720	..	..	..	..	..
Germany ..	2,603,476	1,312,051	7,115,109	37,712	56,239	100,211	38,897	41,271
Strait Settlements ..	589,377	200,437	333,729	28,720	21,024	40,880	34,198	32,161
Gibraltar ..	..	..	..	..	625	..	..	..
Russia ..	4,613,292	2,761,456	9,130,444	188,422	25,024	23,205	51,003	2,408
Mascates ..	22,846	38,092	10,498	78	..	74	..	..
Aden ..	..	..	..	..	..	..	..	..
Persian Gulf ..	39,480	77,302	218,232	80	..	..	..	..
Batavia ..	135,200	71,120	53,648	..	..	..	..	..
Africa ..	15,504	..	70,223	16,575	9,451	18,330	..	..
America (U. S.) ..	..	9,408	..	..	..	..	..	..
Turkey in Europe ..	..	..	6,000	..	..	..	..	..
Do. in Asia ..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Eastern Coast of Africa—Zanzibar ..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..
Russal ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Maldives ..	..	..	..	..	..	..	..	..
Punjab ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	49,214,447	204,665,020	527,209,001	5,000,798	4,557,034	5,459,077	5,005,000	5,459,077

EX
COTTON.

EXPORTS.

COUNTRY TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
United Kingdom ..	362,534,450	367,435,802	435,794,222	2,605,911	1,429,181	1,449,288	1,897,864	1,897,864
France ..	25,637,633	35,131,005	84,866,739	557,783	745,211	610,000	381,004	632,272
China ..	10,886,033	6,210,914	17,639,014	..	..	..	..	..
Hong-Kong ..	..	25,703,266	29,584,745	..	465,309	300,762	209,710	205,068
Algeria ..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	41,764,402	50,092,054	67,204,236	..	..	..	..	..
Mekran and Somnasi ..	..	..	..	..	..	..	..	..
Bombay ..	10,914,029	145,040	2,885,508	..	..	..	..	..
Spain ..	78,400	999,609	..	26,171	67,993	9,920	21,330	..
Holland ..	1,137,700	8,764,712	..	49,702	47,249	40,958	39,088	39,088
Ceylon ..	545,658	770,251	2,022,864	1,000	4,005	8,612	..	..
Switzerland ..	..	..	..	..	..	..	..	..
Red Sea ..	61,120	88,220	80,720	..	..	..	..	..
Germany ..	2,603,476	1,312,051	7,115,109	37,712	56,239	100,211	38,897	41,271
Strait Settlements ..	589,377	200,437	333,729	28,720	21,024	40,880	34,198	32,161
Gibraltar ..	..	..	..	..	625	..	..	..
Russia ..	4,613,292	2,761,456	9,130,444	188,422	25,024	23,205	51,003	2,408
Mascates ..	22,846	38,092	10,498	78	..	74	..	..
Aden ..	..	..	..	..	..	..	..	..
Persian Gulf ..	39,480	77,302	218,232	80	..	..	..	..
Batavia ..	135,200	71,120	53,648	..	..	..	..	..
Africa ..	15,504	..	70,223	16,575	9,451	18,330	..	..
America (U. S.) ..	..	9,408	..	..	..	..	..	..
Turkey in Europe ..	..	..	6,000	..	..	..	..	..
Do. in Asia ..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Eastern Coast of Africa—Zanzibar ..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..	..
Sweden ..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..
Norway ..	..	..	..	..	..	..	..	..
Russal ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Maldives ..	..	..	..	..	..	..	..	..
Punjab ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	49,214,447	204,665,020	527,209,001	5,000,798	4,557,034	5,459,077	5,005,000	5,459,077

EXPORTS.

248

COTTON.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
China— Treaty Ports ..	1,169,368	1,601,450	1,486,740	6,648,870	6,239,719	13,702,133	18,146,060	22,027,229
Red Sea ..	102,330	107,000	171,102	..	..	..	..	..
Aden ..	492,936	794,001	1,063,422	1,046,084	951,665	1,181,130	1,187,880	983,155
Persian Gulf ..	49,692	29,010	37,431	13,678	24,070	20,887	42,451	36,420
Straits Settlements ..	6,629	64,080	25,422	111,372	78,968	104,173	270,780	23,708
Laccadives and Maldives ..	3,372	8,840	5,131	8,700	5,212	4,850	3,216	..
Africa ..	3,320	..	26,011	..	..	..	..	..
Somali and Mohran ..	..	..	..	..	..	..	1,777	3,000
Mauritius ..	..	6,950	..	..	7,416	..	..	..
United Kingdom ..	..	..	..	..	..	4,000	13,620	1,480
Ceylon ..	..	15,813	13,866	2,174	3,770	10,101	16,110	16,420
Japan ..	..	..	10,000	117,000	201,410	81,420	1,103,000	1,814,000
Eastern Mozambique (Vice of Africa—Zanzibar)	..	..	..	3,743	..	8,720	19,000	10,770
Arabia ..	..	..	..	371,700	259,000	203,371	376,045	337,724
Turkey in Asia ..	..	..	..	..	..	18,800	19,308	..
Do. in Europe ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	24,000	41,800
Egypt ..	..	..	..	..	..	..	..	3,800
Algeria ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..	..
France ..	..	..	..	..	..	..	..	..
Peru ..	..	..	..	..	..	..	..	..
Sumatra ..	..	..	..	..	..	..	..	..
Other Countries ..	4,000	1,540	1,010	4,220	2,480	4,030	..	2,714
TOTAL ..	1,812,685	2,454,852	2,834,725	6,228,511	7,920,710	15,000,200	21,308,000	25,062,479

*Free from duty.

249

EXPORTS.

COTTON AND YARN.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
China— Treaty Ports ..	1,169,368	1,601,450	1,486,740	6,648,870	6,239,719	13,702,133	18,146,060	22,027,229
Red Sea ..	102,330	107,000	171,102	..	..	..	..	..
Aden ..	492,936	794,001	1,063,422	1,046,084	951,665	1,181,130	1,187,880	983,155
Persian Gulf ..	49,692	29,010	37,431	13,678	24,070	20,887	42,451	36,420
Straits Settlements ..	6,629	64,080	25,422	111,372	78,968	104,173	270,780	23,708
Laccadives and Maldives ..	3,372	8,840	5,131	8,700	5,212	4,850	3,216	..
Africa ..	3,320	..	26,011	..	..	..	..	..
Somali and Mohran ..	..	..	..	..	..	..	1,777	3,000
Mauritius ..	..	6,950	..	..	7,416	..	..	..
United Kingdom ..	..	..	..	..	..	4,000	13,620	1,480
Ceylon ..	..	15,813	13,866	2,174	3,770	10,101	16,110	16,420
Japan ..	..	..	10,000	117,000	201,410	81,420	1,103,000	1,814,000
Eastern Mozambique (Vice of Africa—Zanzibar)	..	..	..	3,743	..	8,720	19,000	10,770
Arabia ..	..	..	..	371,700	259,000	203,371	376,045	337,724
Turkey in Asia ..	..	..	..	..	..	18,800	19,308	..
Do. in Europe ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	24,000	41,800
Egypt ..	..	..	..	..	..	..	..	3,800
Algeria ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..	..
France ..	..	..	..	..	..	..	..	..
Peru ..	..	..	..	..	..	..	..	..
Sumatra ..	..	..	..	..	..	..	..	..
Other Countries ..	4,000	1,540	1,010	4,220	2,480	4,030	..	2,714
TOTAL ..	1,812,685	2,454,852	2,834,725	6,228,511	7,920,710	15,000,200	21,308,000	25,062,479

*Free from duty.

*Free from duty.

EXPORTS.

250

COTTON PIECE GOODS.

COUNTRIES TO WHICH EXPORTED.	1872-73. yards.	1873-74. yards.	1874-75. yards.	1875-76. yards.	1876-77. yards.	1877-78. yards.	1878-79. yards.	1879-80. yards.
Strait Settlements ..	1,223,570	1,178,422	2,290,655	2,463	27,572	33,215	67,338	38,818
Persia ..	355,270	242,616	1,113,399	63,384	62,005	58,425	100,781	91,888
Ceylon ..	12,659,267	4,646,002	4,652,814	26,002	110,812	76,650	116,502	94,132
Africa ..	153,260	65,088	202,408	..	..	..	..	..
Aden ..	4,152,333	5,820,178	3,757,601	5,025,386	4,411,657	4,467,542	5,000,722	5,411,647
Red Sea ..	607,678	1,020,584	1,362,406	..	..	..	..	..
Suez ..	177,190	163,233	233,854	..	..	..	..	..
United Kingdom ..	609,673	1,508,607	409,232	..	..	..	..	10,889
United States ..	..	..	..	..	..	..	..	..
Somalia & Mohra ..	382,854	330,583	471,477	261,504	392,284	309,484	681,271	736,025
China—(Hong Kong Treaty Ports ..	78,782	..	6,204	..	7,200	..	1,068,830	480,880
Sumatra ..	25,811	..	..	..	..	..	..	..
Malacca & Laccadives ..	12,932	14,540	20,606	11,512	..	..	..	..
Mauritius ..	35,668	109,494	77,234	11,222	64,692	18,986	74,822	90,822
Niuehu ..	5,112	5,803	2,056	..	..	..	..	..
France ..	..	12,472	7,200	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..
Cape of Good Hope ..	..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	600	..	..	..	..	..
Turkey in Asia ..	..	..	..	20,600	14,501	61,281	211,221	41,608
Mediterranean Ports ..	..	..	..	..	..	..	..	..
Eastern Coast of Zanzibar (Mombasa & Other Ports ..	..	..	..	874,000	1,562,666	2,803,524	4,229,737	4,018,311
Arabia ..	..	..	..	..	1,630,604	1,940,824	1,010,207	2,000,600
Australia ..	..	..	..	..	..	41,000	15,647	..
Malta ..	..	..	..	1,674,222	2,280	..	..	..
Egypt ..	..	..	..	47,480	7,107	..	..	..
Japan ..	..	..	..	..	38,470	42,000	79,028	72,000
Abyssinia ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..	..
Natal ..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Other Countries ..	..	30	1,730	..	6,833	9,572	8,212	3,600
TOTAL ..	10,920,021	15,731,765	14,455,813	6,010,225	8,216,483	10,017,788	14,093,306	17,038,211

* Free from duty from

251

EXPORTS.

UNBLEACHED.

COUNTRIES TO WHICH EXPORTED.	1872-73. yards.	1873-74. yards.	1874-75. yards.	1875-76. yards.	1876-77. yards.	1877-78. yards.	1878-79. yards.	1879-80. yards.
Strait Settlements ..	4,622	74,180	201,112	624,072	163,772	116,572	216,278	288,032
Persia ..	109,131	231,165	345,417	281,132	490,681	275,264	631,274	870,771
Ceylon ..	84,638	90,419	102,023	121,023	131,556	207,298	279,835	292,145
Africa ..	20,760	8,723	..	..	..	..	..	..
Aden ..	1,532,270	12,022,780	18,007,026	15,179,047	12,365,100	11,013,436	10,255,242	13,985,013
Red Sea ..	..	..	..	..	..	..	..	..
Suez ..	..	..	..	..	..	..	..	..
United Kingdom ..	..	..	..	..	15,482	2,230	106,442	129,440
United States ..	..	..	..	..	..	..	..	..
Somalia & Mohra ..	212,232	205,146	294,411	985,281	341,884	923,769	244,402	501,737
China—(Hong Kong Treaty Ports ..	11,100	105,422	683,094	254,400	122,220	175,880	173,516	770,079
Sumatra ..	216,188	760,020	1,462,144	2,402,062	3,115,203	5,100,440	4,300,000	13,897,022
Malacca & Laccadives ..	33,281	..	..	..	..	..	..	..
Mauritius ..	..	5,630	..	..	..	..	..	..
Niuehu ..	117,554	117,883	173,806	60,178	83,862	72,378	117,605	94,208
France ..	..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..
Cape of Good Hope ..	..	..	..	..	..	..	..	..
Siam ..	..	..	..	..	..	..	..	..
Turkey in Europe ..	..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	..	..	..	..	..	..	..
Eastern Coast of Zanzibar (Mombasa & Other Ports ..	..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..
Malta ..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Abyssinia ..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	..	..	..	..	..
Natal ..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	..	..	..	..	..
Java ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	10,920,021	15,731,765	14,455,813	6,010,225	8,216,483	10,017,788	14,093,306	17,038,211

August 1877.

55

EXPORTS.

COTTON PIECE GOODS

Countries to which Exported.	1876-80. yards.	1878-80. yards.	1880-81. yards.	1881-82. yards.	1882-83. yards.	1883-84. yards.
Ceylon ...	3,620,009	2,582,738	3,031,614	2,942,968	3,917,356	5,768,324
Straits Settlements ...	817,490	891,888	1,709,169	2,361,885	2,618,475	3,523,706
Arabia ...	969,471	912,922	808,534	1,085,053	809,908	985,664
Aden ...	1,088,763	1,434,620	871,144	1,073,477	1,221,914	1,275,108
United Kingdom ...	269,470	143,397	157,520	142,989	130,016	464,159
Austria ...	...	...	...	...	...	184,002
Nekran and Somali ...	604,660	732,002	483,663	542,850	580,778	467,161
Belgium ...	...	...	...	...	...	...
Turkey in Asia ...	270,941	35,302	221,503	73,526	73,479	40,658
Malta ...	...	...	...	...	...	...
Turkey in Europe ...	...	...	...	...	...	...
Persia ...	319,723	204,922	277,707	486,842	461,292	310,643
East Coast of Africa { Mozambique Zanzibar }	114,099	180,156	474,811	264,218	305,141	345,881
Egypt ...	...	3,774	13,283	5,230	...	...
Sumatra ...	...	29,256	...	14,523	55,201	83,557
Java ...	...	...	...	...	...	...
Siam ...	...	...	...	...	...	...
Maldives and Laccadives ...	22,037	6,788	34,724	30,693	5,320	14,022
Mauritius ...	44,149	56,580	16,901	44,244	72,576	83,043
Saigon ...	...	...	...	...	...	4,000
Australia ...	...	...	...	...	...	...
France ...	...	1,208	...	...	...	30,000
Natal ...	2,400	...	3,389	...	11,614	7,413
Other Countries in Asia ...	...	2,080	...	...	...	...
Abyssinia ...	...	...	...	13,726	...	4,740
Africa ...	...	...	...	...	5,090	...
Réunion ...	...	...	...	...	...	...
Madagascar ...	...	...	...	...	...	6,000
China—Hong-kong ...	...	...	...	...	...	...
China—Treaty Ports ...	...	...	...	...	...	...
Other Countries ...	3,507	920	9,369	1,205	5,233	137
Total ...	7,246,318	7,531,447	8,106,227	9,079,488	10,454,382	13,419,183

Subject to duty until

CHECKED, PRINTED OR DYED.

EXPORTS.

1885-86. yards.	1886-87. yards.	1887-88. yards.	1888-89. yards.	1889-90. yards.	1890-91. yards.	1891-92. yards.
4,430,807	6,094,843	6,650,890	5,086,263	5,305,976	6,205,533	6,219,326
3,679,206	4,858,712	5,627,956	4,905,555	3,908,320	4,332,310	4,872,935
983,638	653,974	478,890	692,170	594,000	678,800	805,104
1,017,917	1,347,013	1,450,637	1,077,710	1,077,710	1,275,621	1,502,680
184,002	163,591	318,993	449,737	917,828	180,079	421,077
840,647	837,601	1,053,401	849,292	1,015,567	725,766	916,123
39,850	51,212	83,381	90,141	129,544	22,162	232,489
...	...	...	...	...	805	800
3,564	...	...	...	...	...	...
580,184	218,833	153,929	280,386	303,447	263,839	542,709
162,210	262,403	272,806	606,941	611,619	849,550	128,001
3,053	7,134	4,232	9,536	45,033	65,836	132,706
145,551	39,086	4,842	5,074	...	...	820
...	...	...	...	...	60	718
...	...	...	...	...	4,398	1,000
18,777	9,191	4,425	6,956	...	33,701	71,091
62,493	62,020	28,671	68,807	122,898	...	...
...	...	...	...	...	1,869	555
42,340	...	...	...	82,100	800	...
8,485	10,228	41,700	37,700	102,866	106,793	74,321
...
116,595	163,834	52,170	55,130	32,490	185,563	146,648
...	6,400	...	...	...	...	...
...	...	...	27,000	53,900	38,600	2,100
...	...	...	4,500	...	...	...
...	...	...	...	11,840	1,066	3,120
...	...	...	...	...	43	...
...	...	...	...	3,235	...	...
2,482	5,672	1,902	3,210	...	...	...
17,827,464	14,768,096	16,346,856	15,189,068	14,275,099	14,375,003	16,619,371

1890-1891.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	JULY,									
	1870-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.
United Kingdom ..	5,444,670	6,090,723	6,681,430	5,808,032	3,577,844	4,493,468	4,689,640	4,677,561	5,057,530	5,534,136
America, United States ..	1,466,613	717,088	835,800	1,156,805	881,312	845,810	1,106,191	1,255,632	1,430,041	2,003,731
France ..	148,870	86,026	59,839	119,305	2,073	6,672	127,440	89,844	101,310	11,600
Ceylon ..	1,664	22,094	..	2	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	31,201	35,500	151,568
Mediterranean Ports ..	9,280	1,320	..	..	..	..	..	..	..	..
Straits Settlements ..	452	340	125	417	581	378	328	311	327	707
China—Hong-Kong ..	3,398	..	8,496	8,497	..	..	..	7,142	181	17,421
Belgium ..	6,357	..	..	..	..	..	..	..	..	..
Australia ..	292	3,042	9,130	10,741	11,241	20,699	20,858	18,401	15,973	25,229
Austria ..	..	..	..	12,940	23,400	42,107	61,272	75,591	105,540	147,644
Italy ..	..	..	..	916	4,745	3,721	7,021	30,009	42,266	65,522
Spain ..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..	..	..
South America ..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	20	10	107	..	101	401	61	61	45	61
Total ..	7,080,912	6,127,370	6,493,967	5,200,270	4,533,256	5,450,276	6,021,280	6,650,639	7,330,314	10,345,000

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	JULY,									
	1870-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.
United Kingdom ..	5,444,670	6,090,723	6,681,430	5,808,032	3,577,844	4,493,468	4,689,640	4,677,561	5,057,530	5,534,136
America, United States ..	1,466,613	717,088	835,800	1,156,805	881,312	845,810	1,106,191	1,255,632	1,430,041	2,003,731
France ..	148,870	86,026	59,839	119,305	2,073	6,672	127,440	89,844	101,310	11,600
Ceylon ..	1,664	22,094	..	2	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	31,201	35,500	151,568
Mediterranean Ports ..	9,280	1,320	..	..	..	..	..	..	..	..
Straits Settlements ..	452	340	125	417	581	378	328	311	327	707
China—Hong-Kong ..	3,398	..	8,496	8,497	..	..	..	7,142	181	17,421
Belgium ..	6,357	..	..	..	..	..	..	..	..	..
Australia ..	292	3,042	9,130	10,741	11,241	20,699	20,858	18,401	15,973	25,229
Austria ..	..	..	..	12,940	23,400	42,107	61,272	75,591	105,540	147,644
Italy ..	..	..	..	916	4,745	3,721	7,021	30,009	42,266	65,522
Spain ..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..	..	..
Aden ..	..	..	..	..	..	..	..	..	..	..
South America ..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	20	10	107	..	101	401	61	61	45	61
Total ..	7,080,912	6,127,370	6,493,967	5,200,270	4,533,256	5,450,276	6,021,280	6,650,639	7,330,314	10,345,000

EXPORTS.

	1872-73. No.	1873-74. No.	1874-75. No.	1875-76. No.	1876-77. No.	1877-78. No.	1878-79. No.	1879-80. No.
Cocoonaria to which Entered.								
America, United States ..	1,859,200	1,004,200	417,100	1,889,000	10,961,229	4,450,200	10,465,174	10,605,229
Strait Settlements ..	1,631,067	1,094,951	4,445,494	5,816,845	3,255,200	9,371,138	9,132,308	9,325,200
Ceylon ..	992,412	413,074	693,164	819,648	487,254	231,798	216,807	184,200
Australia ..	1,154,200	1,622,602	1,882,272	5,092,294	5,682,210	8,110,672	7,988,000	10,609,400
China ..	197,200	197,800	614,916	816,012	6,130,973	2,104,028	7,482,731	13,419,868
Hong-Kong Treaty Ports ..	..	..	..	..	..	..	..	..
Java ..	30,000	229,200	5,000	97,350	45,000	90,000	..	..
Cape of Good Hope ..	..	..	..	36,500	29,912	137,140	467,687	461,500
Aden ..	48,614	51,700	32,786	69,230	97,639	125,620	72,405	73,500
Viet Nam ..	..	..	..	..	..	7,639	..	..
Peru ..	11,475	141,465	174,109	34,600	17,970	241,162	483,002	44,728
Suez ..	..	..	..	..	..	..	..	..
India ..	21,200	112,800	77,800	..	..	..	..	..
Bombay ..	..	..	..	..	..	..	..	..
Bombay and Aden ..	..	..	..	..	..	..	..	..
United Kingdom ..	21,200	85,120	43,446	83,179	1,851,866	608,920	7,112,614	4,730,332
Africa ..	237,887	124,400	82,300	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	69,170	35,000	71,000	231,000	267,000
Sumatra ..	..	..	..	..	..	..	..	..
Spain-Gibraltar ..	..	..	..	..	..	..	..	..
France ..	5,000	..	..	..	..	..	..	10,300
Mediterranean Ports ..	100,500	12,000	5,482	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Turkey in Asia ..	4,700	13,000	6,610	274,450	230,012	994,100	890,800	460,212
Do in Europe ..	..	..	..	15,150	79,000	..	87,900	101,600
Maldives and Laccadives ..	5,840	..	17,165	..	..	..	..	..
Singapore ..	..	..	..	90,000	16,000	..	..	..
Italy ..	..	..	..	6,804	10,000	39,700	147,000	33,185
Malta ..	..	..	..	9,700	4,000	..	6,000	14,750
[East Coast of Mozambique] Africa .. (Bombay) Other Countries in Africa ..	..	..	..	101,200	34,200	150,325	160,012	322,235
Egypt ..	..	..	..	1,201,720	1,109,640	1,707,044	1,519,011	1,698,816
Sudan ..	..	..	..	16,430	22,000	92,800	670,700	235,700
Saudi Arabia ..	..	..	..	4,097	27,162	6,238	7,447	622,047
Other Countries in America ..	..	..	..	..	..	..	..	..
Aruba ..	..	..	..	13,800	16,200	15,010	26,129	35,972
Austria ..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	12,400	16,800
Greece ..	..	..	..	..	..	..	..	..
Canada ..	..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..	..
Other Countries ..	3,011	4,507	6,824	8,646	4,462	4,770	5,491	1,837
Total ..	6,109,570	6,294,064	8,010,821	18,093,211	89,877,090	25,005,274	43,393,705	51,949,645

EXPORTS.

JUNE.

	1872-73. No.	1873-74. No.	1874-75. No.	1875-76. No.	1876-77. No.	1877-78. No.	1878-79. No.	1879-80. No.
Cocoonaria to which Entered.								
America, United States ..	1,859,200	1,004,200	417,100	1,889,000	10,961,229	4,450,200	10,465,174	10,605,229
Strait Settlements ..	1,631,067	1,094,951	4,445,494	5,816,845	3,255,200	9,371,138	9,132,308	9,325,200
Ceylon ..	992,412	413,074	693,164	819,648	487,254	231,798	216,807	184,200
Australia ..	1,154,200	1,622,602	1,882,272	5,092,294	5,682,210	8,110,672	7,988,000	10,609,400
China ..	197,200	197,800	614,916	816,012	6,130,973	2,104,028	7,482,731	13,419,868
Hong-Kong Treaty Ports ..	..	..	..	..	..	..	..	..
Java ..	30,000	229,200	5,000	97,350	45,000	90,000	..	..
Cape of Good Hope ..	..	..	..	36,500	29,912	137,140	467,687	461,500
Aden ..	48,614	51,700	32,786	69,230	97,639	125,620	72,405	73,500
Viet Nam ..	..	..	..	..	..	7,639	..	..
Peru ..	11,475	141,465	174,109	34,600	17,970	241,162	483,002	44,728
Suez ..	..	..	..	..	..	..	..	..
India ..	21,200	112,800	77,800	..	..	..	..	..
Bombay ..	..	..	..	..	..	..	..	..
Bombay and Aden ..	..	..	..	..	..	..	..	..
United Kingdom ..	21,200	85,120	43,446	83,179	1,851,866	608,920	7,112,614	4,730,332
Africa ..	237,887	124,400	82,300	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..
Madagascar ..	..	..	..	69,170	35,000	71,000	231,000	267,000
Sumatra ..	..	..	..	..	..	..	..	..
Spain-Gibraltar ..	..	..	..	..	..	..	..	..
France ..	5,000	..	..	..	..	..	..	10,300
Mediterranean Ports ..	100,500	12,000	5,482	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Turkey in Asia ..	4,700	13,000	6,610	274,450	230,012	994,100	890,800	460,212
Do in Europe ..	..	..	..	15,150	79,000	..	87,900	101,600
Maldives and Laccadives ..	5,840	..	17,165	..	..	..	..	..
Singapore ..	..	..	..	90,000	16,000	..	..	..
Italy ..	..	..	..	6,804	10,000	39,700	147,000	33,185
Malta ..	..	..	..	9,700	4,000	..	6,000	14,750
[East Coast of Mozambique] Africa .. (Bombay) Other Countries in Africa ..	..	..	..	101,200	34,200	150,325	160,012	322,235
Egypt ..	..	..	..	1,201,720	1,109,640	1,707,044	1,519,011	1,698,816
Sudan ..	..	..	..	16,430	22,000	92,800	670,700	235,700
Saudi Arabia ..	..	..	..	4,097	27,162	6,238	7,447	622,047
Other Countries in America ..	..	..	..	..	..	..	..	..
Aruba ..	..	..	..	13,800	16,200	15,010	26,129	35,972
Austria ..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..
Russia ..	..	..	..	..	..	..	12,400	16,800
Greece ..	..	..	..	..	..	..	..	..
Canada ..	..	..	..	..	..	..	..	..
Other Countries in Asia ..	..	..	..	..	..	..	..	..
Philippines ..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..	..
Other Countries ..	3,011	4,507	6,824	8,646	4,462	4,770	5,491	1,837
Total ..	6,109,570	6,294,064	8,010,821	18,093,211	89,877,090	25,005,274	43,393,705	51,949,645

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	Pieces.	Pieces.	Pieces.	Yards.	Yards.	Yards.	Yards.	Yards.
America, United States ..	69,601	11,460	4,300	1,203,315	3,241,847	5,200,332	3,251,418	1,000,330
United Kingdom	108	128	1,049,435	1,037,125	151,740	1,589,028
Strait Settlements
Australia
Ceylon
Turkey in Asia
India
China
Japan
Other Countries
TOTAL ..	69,601	11,460	4,300	1,203,315	3,241,847	5,200,332	3,251,418	1,000,330

JUTE.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	B.	B.	B.	B.	B.	B.	B.	B.
United Kingdom ..	1,452,884	1,314,097	1,090,705	818,197	498,449	687,383	495,348	118,456
France ..	215,587	405,091	450,595	303,042	623,136	494,900	208,588	191,915
Spain ..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..
Persian Gulf ..	..	..	..	..	..	..	..	..
Red Sea ..	..	..	..	..	..	..	..	..
Siam and Malacca ..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..
TOTAL ..	8,231,318	8,233,017	1,056,015	1,370,569	1,417,899	1,615,812	1,390,589	663,801

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	B.	B.	B.	B.	B.	B.	B.	B.	B.	B.
United Kingdom ..	165,700	195,741	389,308	405,746	277,148	530,720	314,000	398,207	321,185	321,185
France ..	375,111	600,831	524,800	542,770	745,061	780,626	682,456	910,437	623,825	623,825
Italy ..	..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..
Persian Gulf ..	..	..	..	..	..	..	..	..	..	..
Red Sea ..	..	..	..	..	..	..	..	..	..	..
Siam and Malacca ..	..	..	..	..	..	..	..	..	..	..
China ..	..	..	..	..	..	..	..	..	..	..
Japan ..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..
TOTAL ..	747,692	831,405	885,305	920,083	1,023,807	1,220,250	996,232	1,312,974	1,225,010	1,225,010

EXPORTS.

JUTE.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.
America, United States ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176
United Kingdom
Strait Settlements
Australia
Ceylon
Turkey in Asia
India
China
Japan
Other Countries
TOTAL ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176

JUTE.

COUNTRIES TO WHICH EXPORTED.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.
	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.
America, United States ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176	18,721,240	22,638,490
United Kingdom
Strait Settlements
Australia
Ceylon
Turkey in Asia
India
China
Japan
Other Countries
TOTAL ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176	18,721,240	22,638,490

JUTE.

COUNTRIES TO WHICH EXPORTED.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.
	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.	Yards.
America, United States ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176	18,721,240	22,638,490
United Kingdom
Strait Settlements
Australia
Ceylon
Turkey in Asia
India
China
Japan
Other Countries
TOTAL ..	250,230	412,000	2,790,000	20,490,124	12,763,610	2,700,000	16,600,100	7,311,176	18,721,240	22,638,490

JUTE.

* Or those the following quantities represent the silk of will worms, tasar, muga, etc., &c.—

Chrysom (waste) 109,690 56

EXPORTS.

Comparing to which European.	1872-73. Pounds.	1873-74. Pounds.	1874-75. Pounds.	1875-76. Yards.	1876-77. Yards.	1877-78. Yards.	1878-79. Yards.	1879-80. Yards.
United Kingdom . . .	149,619	163,031	172,710	1,398,229	1,688,053	561,833	882,271	1,047,047
France . . .	8,939	9,399	10,520	90,769	95,578	14,221	27,740	29,110
Spain . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Germany . . .	10,419	16,160	16,850	400,002	524,177	415,000	701,832	667,435
Italy . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Greece . . .	18,916	31,823	39,828	131,845	155,171	100,729	70,458	81,211
Russia . . .	12,835	13,294	13,465	110,091	128,269	69,728	103,728	112,121
Portugal . . .	5,067	8,656	9,778	17,121	20,000	14,041	14,041	14,041
China—(Hong-Kong and Treaty Ports)	1,000	1,000	3,241	14,642	—	5,986	6,265	7,495
Red Sea . . .	17,638	24,661	31,832	—	—	—	—	—
Madagascar . . .	1,000	1,000	1,000	791	6,686	2,138	2,908	784
Samoa . . .	1,000	1,000	1,000	3,500	—	1,110	1,110	1,110
Annexed, United States . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Africa . . .	3,225	1,568	368	12,274	18,644	16,635	15,020	15,020
Annexed, and Colonies . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Spain and Mexico . . .	9,276	9,769	69	25,138	38,611	30,019	40,361	40,361
Constantinople and Mekran . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Hellenic Republic . . .	3,082	2,833	4,785	—	—	1,521	1,521	1,521
Japan . . .	450	718	975	—	—	—	—	—
Admiral's Isles . . .	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
Austria . . .	—	—	—	12,650	—	—	10,000	—
Prussia . . .	—	—	—	82,035	4,400	—	2,005	1,000
Russia . . .	—	—	—	18,000	—	—	—	—
Arabia . . .	—	—	—	125,428	1,000	120,201	10,000	10,000
Turkey in Asia . . .	—	—	—	60,240	47,081	25,501	14,000	14,000
India . . .	—	—	—	1,115	—	—	39,919	37,702
Australia . . .	—	—	—	—	—	—	—	—
Italy . . .	—	—	—	—	—	—	—	—
Spain . . .	—	—	—	—	—	—	—	—
Algeria . . .	—	—	—	—	—	—	—	—
East Coast of Zambiar . . .	—	—	—	—	—	—	—	—
of Africa Monrovia . . .	—	—	—	—	—	—	—	—
Other Countries in Europe . . .	100	250	300	221	5,704	5,775	5,105	5,105
TOTAL . . .	202,233	262,504	282,222	2,921,000	3,500,000	1,000,000	1,500,000	1,700,000

SILK: THE GOOD:

1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.	1900-01.	1901-02.	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	1934-35.	1935-36.	1936-37.	1937-38.	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.	2912-1
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EXPORTS.

[illegible]

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1917-18. Pieces.	1917-18. Value.	1917-18. No.	1917-18. Value.	1917-18. No.	1917-18. Value.	1917-18. No.
France	14,693	8,200	1,687	7,310	6,204	4,449	3,238
United Kingdom	15,634	9,995	2,064	15,418	15,103	17,148	1,741
British India	1,027	1,170	149	.....	.....	.....	.....
Egypt	2,831	5,015	244	367	1,895	1,286	1,093
Straits Settlements	426	434	478	817	616	444	499
Hong Kong	23	74	107	109	106	197	129
Middle Eastern Ports	45	71	120	.....	.....	.....	.....
China	218	125	265	.....	363	143	.....
Ceylon .....	.....	261	.....	6,184	.....	185	.....
Dutch East Indies .....	.....	299	.....	.....	.....	.....	.....
Germany .....	.....	11,875	.....	.....	.....	.....	.....
Austria .....	.....	.....	.....	.....	.....	.....	.....
Italy .....	.....	.....	.....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....	.....	.....	.....
Turkey Asia .....	.....	.....	.....	1,329	478	751	1,478
Asia in Europe .....	.....	.....	.....	1,074	273	160	16
Australia .....	.....	.....	.....	167	.....	24	.....
Persia .....	.....	.....	.....	.....	47	.....	.....
Nepal .....	.....	.....	.....	.....	.....	.....	.....
Halla .....	.....	.....	.....	.....	.....	.....	.....
Spain .....	.....	.....	.....	.....	.....	.....	.....
East Coast of Africa, Zanzibar .....	.....	.....	.....	.....	.....	.....	.....
Other Countries .....	.....	15	107	48	27	104	131
Total	82,110	21,422	30,037	30,037	30,037	30,037	30,037

WOOLAWLS

1911-12. No.	1912-13. No.	1913-14. No.	1914-15. No.	1915-16. No.	1916-17. No.	1917-18. No.	1918-19. No.	1919-20. No.	1920-21. No.	1921-22. No.	1922-23. No.	1923-24. No.	1924-25. No.	1925-26. No.	1926-27. No.	1927-28. No.	1928-29. No.	1929-30. No.	1930-31. No.	1931-32. No.	1932-33. No.	1933-34. No.	1934-35. No.	1935-36. No.	1936-37. No.	1937-38. No.	1938-39. No.	1939-40. No.	1940-41. No.	1941-42. No.	1942-43. No.	1943-44. No.	1944-45. No.	1945-46. No.	1946-47. No.	1947-48. No.	1948-49. No.	1949-50. No.	1950-51. No.	1951-52. No.	1952-53. No.	1953-54. No.	1954-55. No.	1955-56. No.	1956-57. No.	1957-58. No.	1958-59. No.	1959-60. No.	1960-61. No.	1961-62. No.	1962-63. No.	1963-64. No.	1964-65. No.	1965-66. No.	1966-67. No.	1967-68. No.	1968-69. No.	1969-70. No.	1970-71. No.	1971-72. No.	1972-73. No.	1973-74. No.	1974-75. No.	1975-76. No.	1976-77. No.	1977-78. No.	1978-79. No.	1979-80. No.	1980-81. No.	1981-82. No.	1982-83. No.	1983-84. No.	1984-85. No.	1985-86. No.	1986-87. No.	1987-88. No.	1988-89. No.	1989-90. No.	1990-91. No.	1991-92. No.	1992-93. No.	1993-94. No.	1994-95. No.	1995-96. No.	1996-97. No.	1997-98. No.	1998-99. No.	1999-00. No.	2000-01. No.	2001-02. No.	2002-03. No.	2003-04. No.	2004-05. No.	2005-06. No.	2006-07. No.	2007-08. No.	2008-09. No.	2009-10. No.	2010-11. No.	2011-12. No.	2012-13. No.	2013-14. No.	2014-15. No.	2015-16. No.	2016-17. No.	2017-18. No.	2018-19. No.	2019-20. No.	2020-21. No.	2021-22. No.	2022-23. No.	2023-24. No.	2024-25. No.	2025-26. No.	2026-27. No.	2027-28. No.	2028-29. No.	2029-30. No.	2030-31. No.	2031-32. No.	2032-33. No.	2033-34. No.	2034-35. No.	2035-36. No.	2036-37. No.	2037-38. No.	2038-39. No.	2039-40. No.	2040-41. No.	2041-42. No.	2042-43. No.	2043-44. No.	2044-45. No.	2045-46. No.	2046-47. No.	2047-48. No.	2048-49. No.	2049-50. No.	2050-51. No.	2051-52. No.	2052-53. No.	2053-54. No.	2054-55. No.	2055-56. No.	2056-57. No.	2057-58. No.	2058-59. No.	2059-60. No.	2060-61. No.	2061-62. No.	2062-63. No.	2063-64. No.	2064-65. No.	2065-66. No.	2066-67. No.	2067-68. No.	2068-69. No.	2069-70. No.	2070-71. No.	2071-72. No.	2072-73. No.	2073-74. No.	2074-75. No.	2075-76. No.	2076-77. No.	2077-78. No.	2078-79. No.	2079-80. No.	2080-81. No.	2081-82. No.	2082-83. No.	2083-84. No.	2084-85. No.	2085-86. No.	2086-87. No.	2087-88. No.	2088-89. No.	2089-90. No.	2090-91. No.	2091-92. No.	2092-93. No.	2093-94. No.	2094-95. No.	2095-96. No.	2096-97. No.	2097-98. No.	2098-99. No.	2099-00. No.	2100-01. No.	2101-02. No.	2102-03. No.	2103-04. No.	2104-05. No.	2105-06. No.	2106-07. No.	2107-08. No.	2108-09. No.	2109-10. No.	2110-11. No.	2111-12. No.	2112-13. No.	2113-14. No.	2114-15. No.	2115-16. No.	2116-17. No.	2117-18. No.	2118-19. No.	2119-20. No.	2120-21. No.	2121-22. No.	2122-23. No.	2123-24. No.	2124-25. No.	2125-26. No.	2126-27. No.	2127-28. No.	2128-29. No.	2129-30. No.	2130-31. No.	2131-32. No.	2132-33. No.	2133-34. No.	2134-35. No.	2135-36. No.	2136-37. No.	2137-38. No.	2138-39. No.	2139-40. No.	2140-41. No.	2141-42. No.	2142-43. No.	2143-44. No.	2144-45. No.	2145-46. No.	2146-47. No.	2147-48. No.	2148-49. No.	2149-50. No.	2150-51. No.	2151-52. No.	2152-53. No.	2153-54. No.	2154-55. No.	2155-56. No.	2156-57. No.	2157-58. No.	2158-59. No.	2159-60. No.	2160-61. No.	2161-62. No.	2162-63. No.	2163-64. No.	2164-65. No.	2165-66. No.	21
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EXPORTS.

COUNTRIES TO WHICH EXPORTED.	MANU-FACTURES OF	MANU-FACTURES OF	MANU-FACTURES OF	PIDGE GOODS.	PIDGE GOODS.	PIDGE GOODS.	PIDGE GOODS.	PIDGE GOODS.
	1872-73. lit.	1873-74. lit.	1874-75. lit.	1875-76. Yards.	1876-77. Yards.	1877-78. Yards.	1878-79. Yards.	1879-80. Yards.
France	36,039	11,227	8,072	18,062	275	1,601	..	..
United Kingdom	96,493	68,894	5,08,915	65,121	15,124	20,706	22,245	..
Persia .. ..	..	2,690	..	..	..	..	..	..
Sec .. ..	..	2,246	..	..	..	..	..	..
Ceylon	23,216	88,733	48,780	218,444	373,821	343,375	348,275	545,600
America, United States	2,225	..	1,701	..	598	239	..	..
Mauritius	30,035	5,782	45,917	16,515	..	..	..	..
Aden	4,033	4,115	6,569	6,815	13,862	25,194	7,095	15,800
China - Hong-Kong .. ..	..	..	..	..	477	..	1,132	..
Africa	3,789	..	..	..	..	..	312	..
Straits Settlements	3,565	1,100	2,144	1,578	..	..	..	..
Mediterranean Ports .. ..	..	..	1,803	..	..	..	..	..
Red Sea .. ..	..	..	..	..	..	..	..	..
South America .. ..	..	..	..	1,800	..	..	..	..
Italy .. ..	..	..	..	..	1,167	..	..	..
Egypt .. ..	..	..	..	..	..	..	..	15,000
Arabia .. ..	..	..	..	..	..	..	..	..
Australia .. ..	..	..	..	..	..	..	..	..
Malta .. ..	..	..	..	..	..	..	..	..
Turkey in Asia .. ..	..	..	..	..	..	..	..	..
Do. in Europe .. ..	..	..	..	..	..	..	..	..
Eastern Coast of Africa—	..	..	..	..	..	..	..	..
Mozambique .. ..	..	..	..	..	..	..	..	..
Zanzibar .. ..	..	..	..	..	..	..	..	..
Austria .. ..	..	..	..	..	..	..	..	..
Other Countries	1,170	5,079	1,342	2,787	1,568	2,865	2,496	2,000
TOTAL	2,13,568	146,562	3,22,067	331,975	406,629	491,788	491,788	570,000

EXPORTS.

[illegible]

Exports.

Country to which Exported.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.
United Kingdom ..	113,507	1,388,692	300,402	2,076,819	4,337,208	5,731,240	839,632	1,690,454	1,070,125	8,075,130	4,655,100	10,068,210	7,444,938	12,967,118	8,031,530
Mauritius ..	70,437	111,872	80,811	96,472	107,818	154,888	41,293	30,696	3,534	62,675	64,706	50,700	33,904	31,827	45,291
France ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ceylon ..	15,751	48,241	24,740	23,633	22,241	16,922	17,009	11,261	10,102	16,602	2,367,712	3,200,998	2,312,130	2,145,213	2,509,670
Aden ..	18,000	8,908	10,948	21,401	19,278	26,184	21,230	29,241	6,841	30,148	14,012	11,135	24,639	19,816	15,545
Madagascar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straits Settlements ..	21,000	36,246	31,029	20,709	43,202	30,007	20,883	10,402	14,305	12,359	11,313	11,230	23,364	14,002	14,272
Reunion ..	16,360	53,163	33,431	..	41,793	20,107	49,602	40,470	29,013	42,525	40,007	1,407	2,200	12,156	7,334
Java ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Persia ..	8,125	335	890	..	..	..	..	..	..	..	..	..	..	..	..
Africa ..	4,118	6,294	7,008	..	..	..	..	..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Red Sea ..	760	83,082	30,707	..	..	..	..	..	..	..	..	..	..	..	..
Somali and Mekran ..	1,585	688	800	2,001	..	684	..	..	..	..	..	..	..	..	..
Laccadives and Maldives ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	18,797	122,318	..	..	..	..	..	..	..	..	..	..	..	..
Suez ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain (Gibraltar) ..	..	..	3,000	..	..	..	..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	9,970	2,968	801	..	..	..	..	..	..	..	..	..
Malta ..	..	..	..	10,007	191,881	61,074	..	..	..	..	..	..	..	..	..
Natal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cape of Good Hope ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South America ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China (Hong-Kong) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China—Tientsin Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Abyssinia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	297,308	1,745,504	1,609,076	5,496,165	8,363,236	6,340,705	1,044,709	2,105,550	1,460,320	10,863,200	7,414,407	20,846,490	18,831,714	21,002,010	12,963,425

Free of duty

Exports.

Country to which Exported.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.
United Kingdom ..	113,507	1,388,692	300,402	2,076,819	4,337,208	5,731,240	839,632	1,690,454	1,070,125	8,075,130	4,655,100	10,068,210	7,444,938	12,967,118	8,031,530
Mauritius ..	70,437	111,872	80,811	96,472	107,818	154,888	41,293	30,696	3,534	62,675	64,706	50,700	33,904	31,827	45,291
France ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ceylon ..	15,751	48,241	24,740	23,633	22,241	16,922	17,009	11,261	10,102	16,602	2,367,712	3,200,998	2,312,130	2,145,213	2,509,670
Aden ..	18,000	8,908	10,948	21,401	19,278	26,184	21,230	29,241	6,841	30,148	14,012	11,135	24,639	19,816	15,545
Madagascar ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Straits Settlements ..	21,000	36,246	31,029	20,709	43,202	30,007	20,883	10,402	14,305	12,359	11,313	11,230	23,364	14,002	14,272
Reunion ..	16,360	53,163	33,431	..	41,793	20,107	49,602	40,470	29,013	42,525	40,007	1,407	2,200	12,156	7,334
Java ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Persia ..	8,125	335	890	..	..	..	..	..	..	..	..	..	..	..	..
Africa ..	4,118	6,294	7,008	..	..	..	..	..	..	..	..	..	..	..	..
West Indies ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Red Sea ..	760	83,082	30,707	..	..	..	..	..	..	..	..	..	..	..	..
Somali and Mekran ..	1,585	688	800	2,001	..	684	..	..	..	..	..	..	..	..	..
Laccadives and Maldives ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mediterranean Ports ..	..	18,797	122,318	..	..	..	..	..	..	..	..	..	..	..	..
Suez ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain (Gibraltar) ..	..	..	3,000	..	..	..	..	..	..	..	..	..	..	..	..
Austria ..	..	..	..	9,970	2,968	801	..	..	..	..	..	..	..	..	..
Malta ..	..	..	..	10,007	191,881	61,074	..	..	..	..	..	..	..	..	..
Natal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Coast of Africa ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arabia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Belgium ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cape Colony ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Germany ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Australia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cape of Good Hope ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Egypt ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Turkey in Asia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Holland ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Denmark ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greece ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Portugal ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spain ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South America ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China (Hong-Kong) ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
China—Tientsin Ports ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Abyssinia ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Other Countries ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	297,308	1,745,504	1,609,076	5,496,165	8,363,236	6,340,705	1,044,709	2,105,550	1,460,320	10,863,200	7,414,407	20,846,490	18,831,714	21,002,010	12,963,425

Free of duty

From 1st January 1872.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwts.	1873-74. cwts.	1874-75. cwts.	1875-76. cwts.	1876-77. cwts.	1877-78. cwts.	1878-79. cwts.	1879-80. cwts.
Ceylon	316,437	415,101	406,815	28,5614	364,218	209,278	207,450	216,132
United Kingdom	1,914	..	..	..	410	..	..
Strait Settlements	9,187	31,001	3,314	7,083	1,203	6,187	14,460	7,304
America (U. S.)
Manilla	7,347	11,031	..	..	..	..
Idation
Sumatra	2,122	..	3,347	3,286	..
France	2,000	..
Red Sea
Laccadives and Maldives
Germany	1,340	31,194	15,000	..	..	..	..
West Indies	9,079	..	..	..	..
Eastern Coast of Africa	2	..	..
Madagascar
Hong-Kong
Italy
Egypt
Other Countries	530	125	500	745	72	425	255	116
Siam
Australia
Austria
Natal
TOTAL ..	320,109	440,501	425,230	385,084	365,030	316,896	315,231	337,110

* Subject to duty at 2 annas

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1881-82. cwts.	1882-83. cwts.	1883-84. cwts.	1884-85. cwts.	1885-86. cwts.	1886-87. cwts.	1887-88. cwts.	1888-89. cwts.	1889-90. cwts.	1890-91. cwts.	1891-92. cwts.
Ceylon	425,089	226,175	202,207	245,227	307,178	360,790	353,210	365,410	331,831	486,092	475,803
United Kingdom	4,000	..	2,000	801	..	127	557	392
Strait Settlements	12,211	1,487	1,770	1,724	8,141	8,444	2,279	1,365	1,569	1,016	1,766
America (U. S.)
Manilla
Idation
Sumatra
France
Red Sea
Laccadives and Maldives
Germany
West Indies
Eastern Coast of Africa
Madagascar
Hong-Kong
Italy
Egypt
Other Countries
Siam
Australia
Austria
Natal
TOTAL ..	868,900	226,367	208,144	347,390	408,721	410,772	365,221	374,419	336,235	495,288	477,048

* Subject to duty at 2 annas

EXPORTS.

268

RICE.

269

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1880-81. cwt.	1881-82. cwt.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1891-92. cwt.
United Kingdom ..	11,923,441	11,880,480	9,987,859	12,008,445	10,488,188	10,700,141	11,020,012	10,813,820	12,381,488	8,620,250	1,500,148	2,008,486	6,108,021	6,843,116	4,260,871	5,117,216	4,229,424	6,135,307	4,229,424	6,135,307
Oceania ..	2,078,931	2,016,084	2,420,056	2,607,620	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161	2,709,161
Manila ..	2,408,000	2,097,731	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858	1,467,858
Perth ..	501,048	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662	429,000	445,662
West Indies ..	201,772	228,770	115,000	244,811	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440	120,440
Strait Settlements ..	1,745,280	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596	890,448	1,030,596
Madagascar ..	140,301	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661	139,148	60,661
France ..	10,164	49,727	159,474	62,170	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716
Germany ..	111,811	94,816	105,556	67,877	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716
Australia ..	88,818	180,236	46,448	124,745	87,877	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716
Native and Laculvies ..	70,294	65,001	72,500	17,901	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	380,838
Alen ..	67,732	27,482	112,616	38,248	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	102,120	67,011	380,838	60,716	380,838
Other ..	153,810	19,232	102,300	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021	4,021
Cape of Good Hope ..	125,469	51,432	357,351	61,180	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936	104,936
Port ..	50,771	65,982	139,624	115,646	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170
Sumatra and Junk Ceylon ..	127,046	112,110	139,624	115,646	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170	157,170
St. Helena ..	32,340	24,941	9,800	5,870	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499	7,499
Africa ..	140,424	90,606	104,787	7,000	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790	10,790
Singapore ..	46,237	137	18,850	49,027	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423	304,423
Swatow and Suifu ..	6,031	6,447	5,480	5,025	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001	5,001
Tientsin ..	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613	14,613
Shanghai ..	380,461	64,237	10,781	91,007	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024
Beijing ..	108,812	24,221	91,007	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024	21,024
Spain ..	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281	21,281
Gibraltar ..	174,906	65,320	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671	14,671
Canton ..	45,400	2,605	880	1,774	1,233	101,131	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189	21,189
China (Hong-Kong) ..	402,802	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Japan (Open Ports) ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tsushima ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russia ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sweden ..	300,031	144,870	30,250	20,208	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004	37,004
Denmark ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Prussia ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Latvian (L. Lings) ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Finland ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malta ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eastern Coast of Africa ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Ports ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
India ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
South America ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arabia ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Portugal ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madagascar ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Algeria ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Belgium ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canton-China, Saigon ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other countries in Africa ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cape Colony ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other countries in Asia ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Greece ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Other Countries ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ..	22,774,721	18,082,184	16,400,612	19,000,348	15,585,741	18,211,888	20,021,712	21,000,070	20,310,422	31,029,721	20,839,189	21,702,130	27,313,844	30,400,500	31,148,706	22,765,225	20,774,251	24,474,005	22,759,881	22,759,881

* Subject to duty at 5 per cent.

EXPORTS:

LIN

	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
Countries to which Exported.																				
United Kingdom	1,026,811	1,317,074	1,365,250	4,038,292	5,740,320	4,909,708	2,650,798	2,691,660	1,177,000	4,091,280	4,883,002	4,731,138	5,071,772	6,783,097	6,644,306	4,805,177	4,392,007	4,616,146	5,711,193	6,171,193
United States	1,140,633	1,488,633	2,010,393	1,533,790	143,897	207,696	2,620,798	2,691,660	318,281	318,281	1,689,100	1,427,427	2,200,112	2,200,112	2,200,112	1,275,689	1,275,689	1,275,689	1,275,689	1,275,689
France	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Holland	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Germany	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Africa	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Asia	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Australia	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
South America	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
West Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
China	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Spain	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Italy	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Portugal	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
East Indies	239	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560	1,560
Japan	239	1,560	1,560	1,560	1,560	1,560														

Free from duty

EXPORTS.

RAPF

COASTS TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.	1881-82. cwt.	1882-83. cwt.	1883-84. cwt.	1884-85. cwt.	1885-86. cwt.	1886-87. cwt.	1887-88. cwt.	1888-89. cwt.	1889-90. cwt.	1890-91. cwt.	1901-02. cwt.
United Kingdom	..	32,308	359,151	798,495	1,675,545	2,520,400	1,818,674	857,111	981,521	1,039,238	1,070,590	1,881,297	1,678,408	222,027	311,718	648,887	899,137	388,251	276,331
French-Canadian Ports	3,064	1,292,384	2,520,400	2,092,672	..	97,418	810,537	970,056	1,140,235	1,435,625	1,370,719	702,677	1,216,141	1,090,537	..	787,629
Belgium	34,998	..	..	71,717	..	..	..	..	..	..	..	..	..	..	..	..
Spain	446	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Australia	159,255	222,487	153,235	..	93,540	225,955	418,589	671,879	707,404	596,703	257,751	690,818	1,037,629	..	457,886	1,000
Germany
Holland	42,900	1,800	..	..	..	..	..	..	..	..	..	..	..	..	..
Italy	3,757	..	..	..	..	..	..	..	..	..	..	..	..	..
Malta	16,250	6,997	..	..	..	..	..	..	..	..	..	..	..	..
Spain	16,915	..	..	..	..	..	..	..	..	..	..	..	..	..
China-Hong-Kong	4,602	11,169	..	..	..	..	..	..	..	..	..	..	..	..
Spain, Gibraltar
Japan	879	128,785	178,792	464,040	87,865	105,439	..	11,068	..	..	..
Aden
Australia	1,410	3,068	..	..	..	..	..	..	..	..	..
Eastern Coast of Africa, Zanzibar
India
West Indies
Japan
Shantung Settlements
Other Countries
TOTAL	..	32,500	359,854	837,440	3,841,818	2,688,700	3,190,488	1,865,478	1,380,872	2,848,075	3,048,727	4,521,053	3,721,840	2,659,510	2,081,200	3,061,588	3,904,161	1,554,708	2,015,560

Free from duty

EXPORTS

1914-15.	1883-83.		1883-84.		1884-85.		1885-86.		1886-87.		1887-88.		1888-89.		1889-90.		1890-91.		1891-92.	
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
117,000	4,054,300	6,882,292	4,731,338	6,011,775	4,735,071	5,015,205	5,614,200	5,255,175	4,345,002	4,699,316	5,113,194	4,345,002	4,699,316	5,113,194	4,345,002	4,699,316	5,113,194	4,345,002	4,699,316	5,113,194
20,644	315,231	215,107	1,127,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337	1,257,337
99,236	21,016	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488	1,416,488
15,612	23,919	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071	825,071
18,711	18,711	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626	85,626
4,231	5,503	2,666	7,469	6,378	5,307	5,888	5,810	11,195	12,180	12,584	12,584	12,584	12,584	12,584	12,584	12,584	12,584	12,584	12,584	12,584
459,000	459,000	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914	2,914
1,680	91,236	8,046	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251	4,251
6,044	91,236	8,046	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741	216,741
38,860	44,203	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
		290	6,075	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455	15,455
		3,025	25,114	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070	47,070
				5,000	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247	6,247
					281	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680	32,680
						147	224	447												
15	72	272	304	151	810	9,015,139	8,672,033	8,427,003	8,401,274	7,146,800	8,077,301	10,000,929	9,670,000	9,340,000	9,010,000	8,680,000	8,350,000	8,020,000	7,690,000	7,360,000

2 August 1675.

EXPORTS.

[illegible]

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
France	428,720	828,578	1,081,710	1,410,542	1,772,919	1,000,381	884,292	1,429,079
United Kingdom	1,326	739	40,537	15,620	47,441	8,468	14,527	12,761
Greece .....	...	...	...	111,298	110,187	187,214	108,826	250,240
Italy .....	...	...	...	...	13,889	301	2,207	187
Manitibus .....	...	891	244	181	...	...	...	141
Persia .....	...	685	...	...	...	...	...	...
Aden	1,094	...	502	4,180	...	...	509	5,025
Mediterranean Ports .....	...	74,474	60,676	...	...	...	...	1,081
Natal	8,300	...	2,300	...	12,276	13,914	...	13,981
Spain .....	...	...	...	...	...	...	...	...
Ceylon	6,560	1,819	8,003	9,938	4,288	8,231	5,012	643
Gibraltar .....	...	...	...	...	...	...	...	12,884
Africa	1,012	1,620	8,408	...	...	...	...	10,044
Red Sea .....	...	...	...	...	...	...	...	...
Arabia .....	...	...	...	...	...	...	...	...
United States .....	...	...	...	...	...	...	...	...
Strait Settlements .....	...	...	...	...	...	...	...	...
Turkey in Europe .....	...	...	...	...	...	...	...	...
Do. in Asia .....	...	...	...	...	...	...	...	...
China .....	...	...	...	...	...	...	...	...
Holland .....	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Russia .....	...	...	...	...	...	...	...	...
Portugal .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	100	101	50	120	204	103	217	111
Sumatra .....	...	...	...	...	...	...	...	...
Mekran and Somniah .....	...	...	...	...	...	...	...	...
Total	447,870	908,430	1,300,223	1,405,908	1,997,815	1,188,892	1,028,087	1,819,105

TIL.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
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Red Sea
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Strait Settlements
Turkey in Europe
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Other Countries	100	101	50	120	204	103	217	111
Sumatra
Mekran and Somniah
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EXPORTS.

TIL.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
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United Kingdom	1,326	739	40,537	15,620	47,441	8,468	14,527	12,761
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Manitibus	891	244	181	141
Persia	685
Aden	1,094	...	502	4,180	509	5,025
Mediterranean Ports	74,474	60,676	1,081
Natal	8,300	...	2,300	...	12,276	13,914	...	13,981
Spain
Ceylon	6,560	1,819	8,003	9,938	4,288	8,231	5,012	643
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Africa	1,012	1,620	8,408	10,044
Red Sea
Arabia
United States
Strait Settlements
Turkey in Europe .....	...	...	...	...	...	...	...	...
Do. in Asia .....	...	...	...	...	...	...	...	...
China .....	...	...	...	...	...	...	...	...
Holland .....	...	...	...	...	...	...	...	...
Japan .....	...	...	...	...	...	...	...	...
Russia .....	...	...	...	...	...	...	...	...
Portugal .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Other Countries	100	101	50	120	204	103	217	111
Sumatra .....	...	...	...	...	...	...	...	...
Mekran and Somniah .....	...	...	...	...	...	...	...	...
Total	447,870	908,430	1,300,223	1,405,908	1,997,815	1,188,892	1,028,087	1,819,105

EXPORTS.

SUGAR.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
United Kingdom	575,655	941,614	444,749	275,128	397,368	352,938	111,009	299,835
Persia	13,918	7,786	6,787	...	...	...	...	...
Ceylon	19,575	22,413	91,020	8,140	10,738	10,149	9,342	10,157
Canada .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Aden	8,104	7,398	7,471	2,133	1,398	677	648	1,137
Red Sea	8,134	11,379	13,148	...	...	...	...	...
France	1,857	...	...	...	191	...	...	...
Africa	1,614	1,089	1,472	...	...	...	...	...
Madagascar and Mascareignes	1,301	912	1,358	...	...	...	...	...
Eastern Coast of Africa .....	...	...	...	...	...	...	...	...
Mozambique .....	...	...	...	...	...	...	...	...
Do. Zanzibar .....	...	...	...	...	...	...	...	...
Somniah and Mekran .....	...	382	208	135	...	189	205	21
Suez	212	175	88	...	...	...	...	...
America, United States .....	...	...	...	15,110	...	...	...	...
Strait Settlements .....	...	...	...	...	...	...	...	...
Mediterranean Ports .....	...	94	511	...	...	...	...	...
Manitibus .....	...	198	...	...	...	...	...	...
Junk Ceylon .....	...	348	672	1,126	857	710	307	851
Turkey in Europe .....	...	...	...	...	...	...	...	...
Do. in Asia .....	...	...	...	404	...	...	...	...
Ladrones Islands .....	...	...	278	...	...	...	...	...
Italy .....	...	...	...	...	8,134	3,118	6,983	7,233
Egypt .....	...	...	...	13,338	...	...	...	...
Natal .....	...	...	...	...	...	...	...	...
Malta .....	...	...	...	...	...	...	...	...
Siam .....	...	...	...	...	...	...	...	...
St. Helena .....	...	...	...	...	...	...	...	...
Spain, Gibraltar .....	...	...	...	...	...	...	...	...
Russia .....	...	...	...	...	...	...	...	...
Other Countries	77	187	15	50	310	128	69	191
Abysinia .....	...	...	...	...	...	...	...	...
Total	630,938	994,816	498,064	313,664	418,998	360,997	238,718	279,616

REFINED.

COUNTRIES TO WHICH EXPORTED.	1872-73. cwt.	1873-74. cwt.	1874-75. cwt.	1875-76. cwt.	1876-77. cwt.	1877-78. cwt.	1878-79. cwt.	1879-80. cwt.
United Kingdom	575,655	941,614	444,749	275,128	397,368	352,938	111,009	299,835
Persia	13,918	7,786	6,787	...	...	...	...	...
Ceylon	19,575	22,413	91,020	8,140	10,738	10,149	9,342	10,157
Canada .....	...	...	...	...	...	...	...	...
Australia .....	...	...	...	...	...	...	...	...
Aden	8,104	7,398	7,471	2,133	1,398	677	648	1,137
Red Sea	8,134	11,379	13,148	...	...	...	...	...
France	1,857	...	...	...	191	...	...	...
Africa	1,614	1,089	1,472	...	...	...	...	...
Madagascar and Mascareignes	1,301	912	1,358	...	...	...	...	...
Eastern Coast of Africa .....	...	...	...	...	...	...	...	...
Mozambique .....	...	...	...	...	...	...	...	...
Do. Zanzibar .....	...	...	...	...	...	...	...	...
Somniah and Mekran .....	...	382	208	135	...	189	205	21
Suez	212	175	88	...	...	...	...	...
America, United States .....	...	...	...	15,110	...	...	...	...
Strait Settlements .....	...	...	...	...	...	...	...	...
Mediterranean Ports .....	...	94	511	...	...	...	...	...
Manitibus	198
Junk Ceylon	348	672	1,126	857	710	307	851
Turkey in Europe
Do. in Asia	404
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Italy	8,134	3,118	6,983	7,233
Egypt	13,338
Natal
Malta
Siam
St. Helena
Spain, Gibraltar
Russia .....	...	...	...	...	...	...	...	...
Other Countries	77	187	15	50	310	128	69	191
Abysinia .....	...	...	...	...	...	...	...	...
Total	630,938	994,816	498,064	313,664	418,998	360,997	238,718	279,616

EXPORTS.

274

SUGAR,

REFINED, OR CRYSTALLIZED, INCLUDING SUGARCANDY.

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	65,592	605,656	265,766	23,044	24,735	406	...	78,724	163,953	10,855	2,400	...	11,505	156	82,420	146	239
Germany	1
Ceylon	17,033	19,822	26,740	12,402	10,122	11,506	...	14,827	18,151	20,754	18,644	24,343	16,981	23,367	18,746	16,210	26,106
Arabia	8,794	11,004	11,844	5,877	3,858	3,399	...	10,264	7,301	4,678	1,480	3,507	1,806	915	2,387	1,541	964
Aden	3,939	9,099	6,062	2,497	1,809	1,131	...	2,506	3,380	2,664	514	2,257	3,263	3,372	3,192	3,137	3,737
United States	3,751	18,024	70,087	4,006	...	...	...	640	...	...	...	...	...	...	...	...	...
Turkey in Asia	2,816	4,745	2,636	582	857	...	...	...	940	162	...	...	...	...	...	...	...
Maldives	1,553	1,234	1,416	1,078	836	1,029	...	760	1,483	954	1,114	942	1,990	1,059	452	378	527
Persia	1,333	1,656	4,537	1,279	794	426	...	1,656	1,558	394	138	1,174	418	1,106	972	2,573	1,961
Italy	1,150	38,894	19,468	...	285	...	...	...	475	...	...	...	...	...	...	...	186
Eastern Mozambique Coast of Zangibar } Africa } Sonnianland Mekrae... }	348	716	354	111	176	372	...	576	523	357	372	683	725	1,646	1,873	2,131	1,419
Austria	200	...	...	100	...	...	138	103	...	...	...	...	...	69	59	74
France	62,678	67,503	...	1,092	...	...	155	...	...	...	...	...	...	...	...	...
Australia	194	...	...	...	...	...	1,299	...	...	...	...	...	...	...	...	2
Straits Settlements	368	...	...	...	...	...	5,344	14,460	...	...	...	...	...	...	229
Mauritius	170	...	...	...	...	...	...	...	...	11
China—Hong-Kong	409	...	...	...	...	2,063	...	...	2
Abyssinia	140	...	113	...	106	188	145
Russia
Egypt
Natal
Siam
Madagascar
Other Countries	19	11	13	20	6	131	...	20	18	45	140	152	105	177	42	...	...
TOTAL	107,308	674,627	477,128	51,048	44,963	15,915	...	11,274	203,693	55,323	24,942	33,340	37,723	34,533	111,323	28,768	37,044

EXPORTS.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
United Kingdom	17,227,200	19,182,180	21,060,050	24,287,488	27,718,777	32,200,236	31,507,338	30,900,000
Australia	70,028	71,619	30,229	46,830	42,609	54,369	68,487	69,004
British Settlements	70,028	24,053	20,857	7,000	4,881	31,048	2,182	9,608
Peru	633	1,052	..	1,120	..	6,133	6,063	..
United States	58,701	7,207	4,022	5,715	1,885	10,787	17,402	..
Canada	8,753	2,000	2,039	4,488	5,874	5,229	6,014	..
Netherlands Ports	..	6,618	1,645	..	..	..	..	..
China	..	..	..	..	..	..	..	..
Japan	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..
Total	17,269,011	19,268,032	21,137,087	24,361,059	27,784,124	32,456,075	31,582,278	30,974,004

EXPORTS.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
Aden	20,001	20,751	17,704	2,707,043	276,646	224,167	1,853,499	4,400,391
India	5,032	7,220	6,791	..	..	..	..	..
Malacca	5,044	4,002	6,791	675,704	104,091	52,211	219,454	859,338
United Kingdom	3,401	871	3,251	490,729	227,419	231,773	214,031	600,485
Peru	100,277	64,777	124,408	6,457,720	4,231,092	6,222,295	5,075,584	3,763,000
Australia	771	560	642	30,064	60,814	64,297	127,101	11,000
Madagascar and Laccadives	..	..	..	..	..	..	..	..
Peru Gulf	..	..	..	..	..	..	..	..
Yokohama	771	429	881	44,254	58,192	50,188	65,460	26,490
China	209	800	478	11,770	67,880	38,000	40,330	21,000
Other Countries	..	..	..	..	..	..	..	..
Total	122,001	179,412	209,317	28,061,711	15,000,720	16,094,264	13,079,287	10,877,881

TOBACCO.

MANUFACTURED.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
Aden	20,001	20,751	17,704	2,707,043	276,646	224,167	1,853,499	4,400,391
India	5,032	7,220	6,791	..	..	..	..	..
Malacca	5,044	4,002	6,791	675,704	104,091	52,211	219,454	859,338
United Kingdom	3,401	871	3,251	490,729	227,419	231,773	214,031	600,485
Peru	100,277	64,777	124,408	6,457,720	4,231,092	6,222,295	5,075,584	3,763,000
Australia	771	560	642	30,064	60,814	64,297	127,101	11,000
Madagascar and Laccadives	..	..	..	..	..	..	..	..
Peru Gulf	..	..	..	..	..	..	..	..
Yokohama	771	429	881	44,254	58,192	50,188	65,460	26,490
China	209	800	478	11,770	67,880	38,000	40,330	21,000
Other Countries	..	..	..	..	..	..	..	..
Total	122,001	179,412	209,317	28,061,711	15,000,720	16,094,264	13,079,287	10,877,881

TEA.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
United Kingdom	17,227,200	19,182,180	21,060,050	24,287,488	27,718,777	32,200,236	31,507,338	30,900,000
Australia	70,028	71,619	30,229	46,830	42,609	54,369	68,487	69,004
British Settlements	70,028	24,053	20,857	7,000	4,881	31,048	2,182	9,608
Peru	633	1,052	..	1,120	..	6,133	6,063	..
United States	58,701	7,207	4,022	5,715	1,885	10,787	17,402	..
Canada	8,753	2,000	2,039	4,488	5,874	5,229	6,014	..
Netherlands Ports	..	6,618	1,645	..	..	..	..	..
China	..	..	..	..	..	..	..	..
Japan	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..
Total	17,269,011	19,268,032	21,137,087	24,361,059	27,784,124	32,456,075	31,582,278	30,974,004

EXPORTS.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
Aden	20,001	20,751	17,704	2,707,043	276,646	224,167	1,853,499	4,400,391
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Peru Gulf
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Peru	100,277	64,777	124,408	6,457,720	4,231,092	6,222,295	5,075,584	3,763,000
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Madagascar and Laccadives
Peru Gulf
Yokohama	771	429	881	44,254	58,192	50,188	65,460	26,490
China	209	800	478	11,770	67,880	38,000	40,330	21,000
Other Countries
Total	122,001	179,412	209,317	28,061,711	15,000,720	16,094,264	13,079,287	10,877,881

EXPORTS.

Countries to which Exported.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
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India	5,032	7,220	6,791
Malacca	5,044	4,002	6,791	675,704	104,091	52,211	219,454	859,338
United Kingdom	3,401	871	3,251	490,729	227,419	231,773	214,031	600,485
Peru	100,277	64,777	124,408	6,457,720	4,231,092	6,222,295	5,075,584	3,763,000
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Madagascar and Laccadives
Peru Gulf
Yokohama	771	429	881	44,254	58,192	50,188	65,460	26,490
China	209	800	478	11,770	67,880	38,000	40,330	21,000
Other Countries	..	..	..	..	..	..	..	..
Total	122,001	179,412	209,317	28,061,711	15,000,720	16,094,264	13,079,287	10,877,881

EXPORTS.

COCOANUT

COUNTRIES TO WHICH EXPORTED.	1880-81. gallons.	1881-82. gallons.	1882-83. gallons.	1883-84. gallons.
United Kingdom	1,019,604	582,424	510,083	719,181
Straits Settlements .....	.....	.....	.....	.....
Australia .....	.....	.....	.....	.....
France	314,238	225,655	60,680	177,444
Austria	159,468	34,463	72,095	65,689
United States	15,190	54,092	5,734	.....
Italy	84,179	7,188	4,216	.....
Réunion .....	.....	.....	.....	.....
Abyssinia .....	.....	.....	.....	.....
Martinique .....	.....	.....	.....	.....
Germany	128,844	136,263	189,342	.....
Portugal .....	.....	2,236	.....	946
Cape of Good Hope	4,052	1,623	1,844	1,077
Aden	11,240	10,723	6,208	6,903
West Indies .....	.....	.....	.....	1,890
Arabia	824	1,462	1,665	1,067
Natal .....	.....	1,252	.....	.....
Ceylon .....	.....	7,295	.....	.....
Eastern Coast (Mozambique of Africa ... Zanzibar	.....	.....	.....	928
South America .....	.....	.....	.....	10,507
Persia .....	.....	.....	.....	944
Belgium .....	.....	.....	.....	.....
Egypt .....	.....	.....	.....	.....
Cape Colony .....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....
China—(Hong-Kong Treaty Ports	.....	.....	.....	.....
Japan .....	.....	.....	.....	.....
Maldives .....	.....	.....	.....	.....
Mohani and Somnathi .....	.....	.....	.....	.....
Turkey in Asia .....	.....	.....	.....	.....
Other Countries	1,017	1,083	1,765	1,078
TOTAL	1,888,122	1,064,675	886,527	988,814

EXPORTS.

CINCHONA

COUNTRIES TO WHICH EXPORTED.	1880-81. lb.	1881-82. lb.	1882-83. lb.	1883-84. lb.
United Kingdom	608,524	247,315
Germany
Belgium
Italy	38,084	55,880
Egypt	1,532
France	960
Hong-Kong	22
United States
Ceylon
Other Countries
TOTAL	641,608	306,419

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1880-81. gallons.	1881-82. gallons.	1882-83. gallons.	1883-84. gallons.
United Kingdom	1,019,604	582,424	510,083	719,181
Straits Settlements .....	.....	.....	.....	.....
Australia .....	.....	.....	.....	.....
France	314,238	225,655	60,680	177,444
Austria	159,468	34,463	72,095	65,689
United States	15,190	54,092	5,734	.....
Italy	84,179	7,188	4,216	.....
Réunion .....	.....	.....	.....	.....
Abyssinia .....	.....	.....	.....	.....
Martinique .....	.....	.....	.....	.....
Germany	128,844	136,263	189,342	.....
Portugal .....	.....	2,236	.....	946
Cape of Good Hope	4,052	1,623	1,844	1,077
Aden	11,240	10,723	6,208	6,903
West Indies .....	.....	.....	.....	1,890
Arabia	824	1,462	1,665	1,067
Natal .....	.....	1,252	.....	.....
Ceylon .....	.....	7,295	.....	.....
Eastern Coast (Mozambique of Africa ... Zanzibar	.....	.....	.....	928
South America .....	.....	.....	.....	10,507
Persia .....	.....	.....	.....	944
Belgium .....	.....	.....	.....	.....
Egypt .....	.....	.....	.....	.....
Cape Colony .....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....
China—(Hong-Kong Treaty Ports	.....	.....	.....	.....
Japan .....	.....	.....	.....	.....
Maldives .....	.....	.....	.....	.....
Mohani and Somnathi .....	.....	.....	.....	.....
Turkey in Asia .....	.....	.....	.....	.....
Other Countries	1,017	1,083	1,765	1,078
TOTAL	1,888,122	1,064,675	886,527	988,814

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1880-81. lb.	1881-82. lb.	1882-83. lb.	1883-84. lb.
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Germany
Belgium
Italy	38,084	55,880
Egypt	1,532
France	960
Hong-Kong	22
United States
Ceylon
Other Countries
TOTAL	641,608	306,419

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	CASTOR				
	1878-79. gallons.	1879-80. gallons.	1880-81. gallons.	1881-82. gallons.	1882-83. gallons.
United Kingdom	1,033,318	1,753,248	1,775,074	1,902,877	1,660,112
Australia	608,009	455,868	670,391	642,025	454,484
Strait Settlements	148,441	137,091	151,969	148,776	190,301
Mauritius	103,222	59,675	79,199	111,457	84,499
China— { Hong-Kong	88,070	67,222	82,120	96,222	82,288
China— { Treaty Ports	51,502	55,780	63,508	78,093	90,554
Ceylon	5,946	81,679	21,963	44,713	59,345
United States	16,245	.....	.....	8,641	2,098
France	.....	.....	.....	.....	.....
Algeria	.....	1,778	5,592	8,652	1,171
South America	.....	7,389	17,032	16,020	33,636
Italy	.....	3,943	3,721	2,940	3,111
Aden	.....	.....	1,253	6,888	2,336
Egypt	.....	5,403	3,011	1,078	1,576
Cape of Good Hope	.....	6,022	3,222	25,318	12,022
Natal	.....	.....	1,089	.....	.....
West Indies	.....	2,583	.....	1,500	1,720
Réunion	.....	2,640	.....	16,742	.....
Austria	.....	.....	.....	8,217	8,217
Russia	.....	.....	.....	.....	6,881
Germany	.....	.....	.....	.....	6,400
Japan	.....	.....	.....	.....	1,185
Cochin China, Saigon	.....	.....	.....	.....	.....
East Coast of Africa { Mozambique	.....	.....	.....	.....	.....
East Coast of Africa { Zanzibar	.....	.....	.....	.....	.....
Malta	.....	.....	.....	.....	.....
Java	.....	.....	.....	.....	.....
Cape Colony	.....	.....	.....	.....	.....
Siam	.....	.....	.....	.....	.....
Belgium	.....	.....	.....	.....	.....
Arabia	.....	.....	.....	.....	.....
Philippines	.....	.....	.....	.....	.....
Sumatra	.....	.....	.....	.....	.....
Other Countries	.....	459	807	2,317	1,967
Turkey in Asia	.....	.....	.....	.....	1,723
Persia	.....	.....	.....	.....	1,289
TOTAL	2,110,757	2,651,881	2,890,803	3,090,288	2,671,288

EXPORTS.

COUNTRIES TO WHICH EXPORTED.	1884-85. gallons.	1885-86. gallons.	1886-87. gallons.	1887-88. gallons.	1888-89. gallons.	1889-90. gallons.	1890-91. gallons.	1891-92. gallons.
	1884-85. gallons.	1885-86. gallons.	1886-87. gallons.	1887-88. gallons.	1888-89. gallons.	1889-90. gallons.	1890-91. gallons.	1891-92. gallons.
United Kingdom	1,612,255	997,808	1,182,353	1,056,102	760,223	783,550	1,101,604	1,384,745
Australia	990,380	662,450	781,737	892,044	601,489	1,002,789	1,206,078	1,037,004
Strait Settlements	150,045	200,104	227,023	234,920	214,811	247,896	320,107	275,137
Mauritius	130,807	152,027	118,575	173,398	83,274	132,155	120,694	144,293
China— { Hong-Kong	101,104	109,004	120,546	116,299	137,317	174,200	146,842	85
China— { Treaty Ports	540	.....	.....	.....	.....	.....	.....	.....
Ceylon	118,301	95,222	126,985	95,104	84,948	171,469	31,424	71,418
United States	22,818	58,412	25,818	27,378	21,902	39,589	23,245	128
France	5,577	.....	.....	.....	.....	.....	.....	30
Algeria	.....	.....	1,816	4,442	4,840	2,919	5,189	.....
South America	.....	.....	976	.....	.....	.....	.....	.....
Italy	.....	1,000	3,140	11,190	20,724	28,718	42,357	12,590
Aden	.....	2,927	10,139	6,370	6,200	.....	5,672	3,704
Egypt	.....	4,800	16,222	15,559	34,610	.....	49,219	89,229
Cape of Good Hope	.....	2,174	14,147	27,321	1,825	67,939	4,037	.....
Natal	.....	19,990	1,593	1,825	2,316	.....	8,594	4,379
West Indies	.....	1,900	.....	.....	.....	6,403	.....	.....
Réunion	.....	3,057	6,890	.....	.....	.....	.....	.....
Austria	.....	.....	.....	.....	.....	.....	2,280	6,020
Russia	.....	.....	.....	.....	1,000	.....	918	1,870
Germany	.....	.....	6,881	.....	2,770	1,842	.....	4,161
Japan	.....	.....	6,400	.....	.....	.....	.....	811
Cochin China, Saigon	.....	.....	.....	.....	.....	1,297	2,789	.....
East Coast of Africa { Mozambique	.....	.....	.....	.....	.....	2,548	.....	.....
East Coast of Africa { Zanzibar	.....	.....	.....	.....	.....	.....	.....	.....
Malta	.....	.....	.....	.....	.....	.....	.....	.....
Java	.....	.....	.....	.....	.....	8,590	5,216	.....
Cape Colony	.....	.....	.....	.....	.....	12,210	17,614	75,012
Siam	.....	.....	.....	.....	.....	1,825	1,690	1,619
Belgium	.....	.....	.....	.....	.....	2,805	.....	48
Arabia	.....	.....	.....	.....	.....	.....	101	.....
Philippines	.....	.....	.....	.....	.....	.....	100	.....
Sumatra	.....	.....	.....	.....	.....	.....	18	.....
Other Countries	.....	.....	.....	.....	.....	.....	.....	.....
Turkey in Asia	.....	.....	.....	.....	.....	.....	42	41
Persia	.....	.....	.....	.....	.....	.....	.....	137
TOTAL	3,207,045	2,190,888	2,676,012	2,677,005	2,092,913	2,664,990	3,167,234	3,275,980

EXPORTS.

COUNTRIES TO WHICH EXPORTED	1872-73.	1873-74.	1874-75.	1876-76.	1876-77.	1877-78.	1878-79.	1879-80.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom	71,208	83,043	97,327	72,849	61,141	51,641	62,221	56,726
France	18,213	10,222	8,870	10,077	10,250	29,569	19,081	10,389
Germany	1,000	6,591	3,152	1,081	5,165	1,165	2,954	1,039
America, United States	15,107	5,233	5,445	4,088	6,169	9,832	9,223	50,738
Spain	1,457	660	300	..	..	..	157	1,048
Mediterranean Ports	5,641	8,432	7,130	..	..	..	..	..
Germany	..	..	432	3,164	..	..	..	..
Scandinavia and Siberia	188	91	32	24	2,478	4,178	4,710	1,681
Aden	..	..	..	..	..	3	..	..
East of Good Hope	47	..	..	..	..	..	..	..
China	201	955	1,770	1,010	..	..	10	..
Red Sea	..	56	..	..	..	..	..	..
Japan	150	226	..	..	..	..	..	..
Africa	..	..	..	..	..	3	..	..
Poland	..	..	..	..	..	..	..	..
Turkey in Europe	..	..	180	..	..	..	..	..
Belgium	..	..	..	..	48	..	33	..
Holland	..	..	19	..	..	..	..	10
Italy	2,804	..	..	6,413	5,812	6,018	7,185	4,028
Spain	..	..	..	1,332	1,330	..	1,837	..
Yugoslavia	..	..	..	..	..	..	..	..
Crete	..	..	..	..	531	2	38	81
Africa	..	..	..	277	7,056	12,417	8,635	9,584
China	..	..	..	198	310	928	332	..
Japan (Hong-Kong)	..	..	..	..	11	..	..	..
China (Tientsin)	..	..	..	..	..	..	..	..
Eastern Coast of Africa	..	..	..	..	..	..	..	..
Australia	..	..	..	..	..	..	..	..
Japan	..	..	..	..	..	..	693	..
Spain	..	..	..	..	..	..	..	..
Siberia Settlements	..	..	..	..	..	..	..	..
Holland	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	5	30
TOTAL	115,312	115,880	81,466	110,292	100,384	120,021	105,931	100,389

EXPORTS

COUNTRIES TO WHICH EXPORTED.	1873-74.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	No.	No.	No.	No.	No.	cts.	cts.	cts.
United Kingdom	5,220,956	5,616,405	5,276,438	319,014	278,620	298,338	298,816	444,344
America, United States	730,124	8,201	618,248	589,180	48,707	100,000	160,000	160,000
Germany	5,201	..	..	..	..	..	147,431	..
France	517,987	748,133	321,023	38,927	17,834	14,271	15,000	61,402
Spain	20,000	20,000	20,000	..	..	..	..	..
Strait Settlements	..	..	..	..	..	..	..	..
China	..	..	..	..	..	..	..	..
Siam	7,323	2,676	744	15,166	8,947	15,997	22,477	12,000
Turkey in Asia	..	..	..	..	..	..	..	..
Other Countries	14,238	1,190	1,459	..	2,346	814	2,745	..
Foreign Goods	..	..	..	..	..	..	..	..
Ceylon	..	..	8,726	..	..	..	..	..
Mediterranean Ports	..	..	..	120	..	..	..	..
Africa	1,641,000	602,771	238,177	..	..	..	486,477	431
Aden	..	..	..	..	..	..	..	..
Holland	71,678	..	..	..	..	..	..	..
Belgium	7,650	..	..	..	..	..	..	..
Austria	..	..	..	..	..	..	416	..
Prussia	..	..	..	..	..	..	..	1,222
Guinear	..	1,746	10,643	21,091	1,408	5,187	17,003	19,015
Australia	..	4,096	..	..	6,619	..	..	..
Other Countries	..	12	4,446	..	..	..	..	..
Yapoo	..	..	..	..	..	..	..	..
Kerguel	..	..	..	181	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..
Spain	..	..	..	2,263	1,511	277	1,465	190
Greece	..	..	..	..	..	..	..	..
Yapoo	..	..	..	..	..	..	..	..
Other Countries	..	..	..	..	..	..	..	..
Marina and Somalra	..	..	..	..	..	..	..	..
China	..	..	..	..	..	..	..	..
China-Hong Kong	..	..	..	..	..	..	..	..
East Coast of Africa	..	..	..	..	..	..	..	..
Other Countries	923	..	691	..	..	199	..	..
TOTAL	8,179,056	6,829,538	7,112,885	419,696	433,246	528,666	528,666	693,666

IN

Exports

[illegible]

HIDES.

EXPORTS

[illegible]

EXPORTS.

284

SALT PETRE.

COUNTRIES TO WHICH EXPORTED.	1872-73.	1873-74.	1874-75.	1875-76.	1876-77.	1877-78.	1878-79.	1879-80.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom ...	301,053	255,742	338,744	231,702	189,200	856	189,600	202,704
China—Hong-Kong ...	61,133	50,407	68,694	57,632	59,909	55,230	61,878	94,712
United States ...	115,039	115,600	79,910	47,293	111,202	56,312	79,186	111,877
Java ...	...	1,005	452	...	2,201	...	...	...
Straits Settlements ...	6,169	7,137	5,905	7,830	8,076	8,630	4,027	4,693
Ceylon ...	774	1,304	529	763	986	1,033	830	820
France ...	14,700	5,003	41,807	47,800	57,221	13,993	32,633	35,347
Austria ...	...	...	...	...	...	...	2,977	4,392
Mauritius ...	4,200	7,347	15,033	12,719	13,789	16,820	18,069	3,701
Réunion ...	4,725	...	...	...	...	...	2,735	4,202
Australia ...	1,107	526	438	210	1,873	1,156	179	1,639
Belgium ...	...	...	...	...	...	...	...	...
Mediterranean Ports ...	4,338	4,540	1,679	...	...	...	...	...
West Indies ...	4,594	1,009	...	3,525	2,329	9,000	...	...
Africa ...	143	439	40	...	...	...	...	...
Holland ...	...	...	...	1,887	...	...	...	...
Italy ...	...	...	...	3,284	19,049	10,768	2,534	15,389
Capo of Good Hope ...	...	...	...	265	207	155	316	133
Arabia ...	...	...	...	42	...	...	...	...
Egypt ...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	...	...	...	...	...
Japan ...	...	...	...	...	...	...	...	...
Cape Colony ...	...	...	...	...	...	...	...	...
Eastern Coast of Africa	...	...	...	...	...	...	...	...
Aden ...	...	...	...	...	...	...	...	...
Mekran and Somniah ...	...	...	...	...	...	...	...	...
Persia ...	...	...	...	...	...	...	...	...
Other Countries ...	17	91	99	...	86	20	0	47
TOTAL ...	518,982	451,107	553,330	415,080	466,218	389,009	382,400	609,272

Exempted from duty by Act XVII of 1867.

285

EXPORTS.

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.	cwts.
United Kingdom ...	145,951	130,307	214,110	165,627	105,206	138,593	179,470	192,059	167,050	136,804	130,923
China—Hong-Kong ...	73,008	75,508	90,840	127,450	69,431	79,074	90,137	104,437	76,872	83,360	28,632
United States ...	103,273	103,833	84,723	106,225	90,832	86,045	61,111	61,382	90,381	123,304	116,172
Java ...	...	...	...	...	228	...	...	...	3,050	690	1,224
Straits Settlements ...	4,316	6,381	6,245	10,149	6,334	7,630	8,202	7,607	12,462	17,929	7,025
Ceylon ...	1,457	390	1,199	271	370	492	841	531	552	1,490	864
France ...	7,516	56,240	68,304	30,414	33,706	50,900	35,516	32,319	34,049	5,971	10,135
Austria ...	...	213	...	...	...	...	...	...	...	...	...
Mauritius ...	11,023	16,504	12,612	8,233	1,759	6,053	8,018	9,108	21,400	24,908	30,552
Réunion ...	...	5,091	6,646	5,014	...	...	...	3,203	6,171	4,204	6,093
Australia ...	1,841	870	1,473	838	4,242	935	2,285	1,285	895	1,707	1,402
Belgium ...	...	...	...	...	198	3,443	4,339	1,002	1,143	...	...
Mediterranean Ports ...	...	...	...	...	...	...	...	...	...	...	...
West Indies ...	...	2,308	...	...	848	...	...	...	600	...	1,005
Africa ...	...	...	...	...	...	...	...	...	...	...	...
Holland ...	...	...	...	400	...	...	...	...	...	...	...
Italy ...	1,420	885	919	820	1,892	1,607	800	902	300	398	233
Capo of Good Hope ...	302	351	...	151	...	541	163	...	...	...	...
Arabia ...	...	...	...	103	636	645	445	416	169	170	157
Egypt ...	...	...	...	...	...	...	...	...	...	...	...
Natal ...	...	...	...	710	680	...	...	...	887	801	...
Japan ...	...	...	...	...	...	...	...	108	199	100	204
Cape Colony ...	...	...	...	...	...	...	...	217	154	100	124
Eastern Coast of Africa	...	...	...	...	...	...	...	189	...	63	36
Aden ...	...	...	...	...	...	...	...	...	...	2	...
Mekran and Somniah ...	...	...	...	...	...	...	...	...	...	13	1
Persia ...	...	...	...	...	...	...	...	...	...	...	20
Other Countries ...	106	40	97	188	90	246	192	251	751	69	...
TOTAL ...	302,095	354,800	390,563	491,093	451,917	402,174	397,572	386,396	420,503	422,229	309,699

Exempted from duty by Act XVII of 1867.

[Extracted from T. Westwood Thompson's Indian Circular, dated 23rd March 1893.]

287

STERLING LOANS.	Amount of Capital on 30th Sept. 1892.	Repayable.	Interest, when paid.	Latest Quotations.
4% Stock, 1863	25,156	Not before 10th Oct. 1889	5th April	5th Oct.
Do. "Certificates				
31% Debentures	2,000,000	On 12th August 1890	16th Feb.	16th Aug.
31% Debentures	1,614,000	On 16th August 1898	16th Feb.	16th Aug.
31% Stock, 1880	1,153,515	Not before 5th Jan. 1921	5th Jan., 5th April, 5th July, 5th Oct.	108 1/2 109 1/2 109 1/2 109 1/2
3% Stock, 1884	34,755,079	Not before 5th Oct. 1949	5th Jan., 5th April, 5th July, 5th Oct.	98 1/2 99 1/2 99 1/2 99 1/2

PRICES OF RUPEE PAPER
[Extracted from T. Westwood Thompson's]

	LONDON.			
	4½% 1878/79.		4% 1864/55.	
	Highest.	Lowest.	Highest.	Lowest.
January ...	73½	68½	74½	69½
February ...	69½	67½	70½	68½
March ...	69	64½	71½	66½
April ...	66½	64½	68½	66½
May ...	67½	65½	69½	67½
June ...	70½	67½	70½	68½
July ...	...	...	69½	65½
August ...	...	...	66½	62½
September ...	...	...	63½	62½
October ...	...	...	67½	63½
November ...	...	...	66½	65
December ...	...	...	66	62½
During the year 1892 ...				
... 1891 ...	...	72½	74½	69½
... 1890 ...	92½	70½	82½	72½
... 1889 ...	72½	68½	90½	68½
... 1888 ...	74½	69½	70	66½
... 1887 ...	73½	69½	70½	66½
... 1886 ...	70½	67½	74	65
... 1885 ...	80½	73	78½	72½
... 1884 ...	85½	78½	82½	77
... 1883 ...	80½	82	82½	78½
... 1882 ...	91½	83½	85½	79½
... 1881 ...	95	88	87½	81
... 1880 ...	90½	84½	82½	77
... 1879 ...	88	76½	80½	70
... 1878 ...	...	...	83½	71½
... 1877 ...	...	...	91	80
... 1876 ...	...	...	92	76
... 1875 ...	...	...	94½	90
... 1874 ...	...	...	95	94
... 1873 ...	...	...	97½	93½
... 1872 ...	...	...	97½	92½
... 1871 ...	...	...	97	90½
... 1870 ...	...	...	93	89½

DURING THE YEAR 1893.
Indian Circular, dated 26th January 1893.]

	CALCUTTA.				BOMBAY.			
	4½% 1878/79.		4%.		4½% 1878/79.		4%.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
105½	104	106½	105½	105½	105½	104	106½	105½
104	103½	105½	104½	104½	104½	103½	105½	104½
104	103	107½	103½	103½	103½	103½	107½	103½
103½	103	107½	103½	103½	103½	103½	107½	103½
104½	103½	107½	103½	103½	103½	103½	107½	103½
105	104½	107½	103½	103½	103½	103½	107½	103½
In July the greater portion of this paper was issued in the form of bank.					In July the greater portion of this paper was issued in the form of bank.			
109	105	109½	103½	103½	109½	104	109½	103½
107	100½	104½	103½	103½	109½	104	109½	103½
104½	102	103½	101	101	109½	104	109½	103½
107	103½	101	101	101	109½	104	109½	103½
104	99	99½	99	99	109½	104	109½	103½
103	99	98	97½	97½	109½	104	109½	103½
100½	94	100	94½	94½	109½	104	109½	103½
103	107	101½	102	102	109½	104	109½	103½
107	101½	102	97½	97½	109½	104	109½	103½
109½	104½	102	98½	98½	109½	104	109½	103½
114½	108	106	98	98	109½	104	109½	103½
109½	98	100	92½	92½	109½	104	109½	103½
101½	95	93½	91	91	109½	104	109½	103½
...	...	97	93	93	...	...	97	93
...	...	99½	91½	91½	...	...	99½	91½
...	...	102½	98½	98½	...	...	102½	98½
...	...	103½	101½	101½	...	...	103½	101½
...	...	104½	101½	101½	...	...	104½	101½
...	...	105½	101½	101½	...	...	105½	101½
...	...	102½	98	98	...	...	102½	98
...	...	100½	97	97	...	...	100½	97
...	...	98½	94½	94½	...	...	98½	94½

RATES OF EXCHANGE DURING THE YEAR 1892.

[Extracted from T. Westwood Thompson's Indian Circular, dated 26th January 1893.]

LONDON ON CALCUTTA.				LONDON ON BOMBAY.				CALCUTTA ON LONDON.				BOMBAY ON LONDON.			
Minimum Rate of Allotment.				Minimum Rate of Allotment.											
Council Drafts.		Telegraphic Transfers.		Council Drafts.		Telegraphic Transfers.		Credit Bills, 6 m/s.		Document Bills, 6 m/s.		Credit Bills, 6 m/s.		Document Bills, 6 m/s.	
s. d.	s. d.			s. d.	s. d.			s. d.	s. d.			s. d.	s. d.		
Jan. 6	1 4 1/2	...	1 4 1/2	...	1 4 1/2	...	1 4 1/2	Jan. 2	1 5 1/2	1 5 1/2	...	Jan. 2	1 4 1/2	1 4 1/2	...
" 13	1 4 1/2	...	1 4 1/2	...	1 4 1/2	...	1 4 1/2	" 9	1 4 1/2	1 4 1/2	...	" 9	1 4 1/2	1 4 1/2	...
" 20	1 4 1/2	1 4 1/2	1 4 1/2	...	1 4 1/2	...	1 4 1/2	" 16	1 4 1/2	1 4 1/2	...	" 16	1 4 1/2	1 4 1/2	...
" 27	1 4	...	1 4	...	1 4	...	1 4	" 23	1 4 1/2	1 4 1/2	...	" 23	1 4 1/2	1 4 1/2	...
" 27	1 4	...	1 4	...	1 4	...	1 4	" 30	1 4 1/2	1 4 1/2	...	" 30	1 4 1/2	1 4 1/2	...
Feb. 3	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	Feb. 6	1 4 1/2	1 4 1/2	...	Feb. 6	1 4 1/2	1 4 1/2	...
" 10	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 13	1 4 1/2	1 4 1/2	...	" 13	1 4 1/2	1 4 1/2	...
" 17	1 4	...	1 4	...	1 4	...	1 4	" 20	1 4 1/2	1 4 1/2	...	" 20	1 4 1/2	1 4 1/2	...
" 24	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 27	1 4 1/2	1 4 1/2	...	" 27	1 4 1/2	1 4 1/2	...
March 2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	March 5	1 4 1/2	1 4 1/2	...	March 5	1 4 1/2	1 4 1/2	...
" 9	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 12	1 4 1/2	1 4 1/2	...	" 12	1 4 1/2	1 4 1/2	...
" 16	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 19	1 4 1/2	1 4 1/2	...	" 19	1 4 1/2	1 4 1/2	...
" 23	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 26	1 3 1/2	1 3 1/2	...	" 26	1 3 1/2	1 3 1/2	...
" 30	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 30	...	...	...	" 30	...	...	...
April 6	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	April 2	1 3 1/2	1 3 1/2	...	April 2	1 3 1/2	1 3 1/2	...
" 13	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 9	1 3 1/2	1 3 1/2	...	" 9	1 3 1/2	1 3 1/2	...
" 20	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 16	Holiday.	Holiday.	...	" 16	1 3 1/2	1 3 1/2	...
" 27	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 23	1 3 1/2	1 3 1/2	...	" 23	1 3 1/2	1 3 1/2	...
" 30	...	...	...	...	...	...	...	" 30	1 3 1/2	1 3 1/2	...	" 30	1 3 1/2	1 3 1/2	...

200

LONDON ON CALCUTTA.				LONDON ON BOMBAY.				CALCUTTA ON LONDON.				BOMBAY ON LONDON.			
Minimum Rate of Allotment.				Minimum Rate of Allotment.											
Council Drafts.		Telegraphic Transfers.		Council Drafts.		Telegraphic Transfers.		Credit Bills, 6 m/s.		Document Bills, 6 m/s.		Credit Bills, 6 m/s.		Document Bills, 6 m/s.	
s. d.	s. d.			s. d.	s. d.			s. d.	s. d.			s. d.	s. d.		
May 4	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	May 7	1 3 1/2	1 3 1/2	...	May 7	1 3 1/2	1 3 1/2	...
" 11	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 14	1 3 1/2	1 3 1/2	...	" 14	1 3 1/2	1 3 1/2	...
" 18	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 21	1 3 1/2	1 3 1/2	...	" 21	1 3 1/2	1 3 1/2	...
" 25	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 27	1 3 1/2	1 3 1/2	...	" 27	1 3 1/2	1 3 1/2	...
June 1	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	June 3	1 3 1/2	1 3 1/2	...	June 3	1 3 1/2	1 3 1/2	...
" 8	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	" 10	1 3 1/2	1 3 1/2	...	" 10	1 3 1/2	1 3 1/2	...
" 15	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 17	1 3 1/2	1 3 1/2	...	" 17	1 3 1/2	1 3 1/2	...
" 22	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 24	1 3 1/2	1 3 1/2	...	" 24	1 3 1/2	1 3 1/2	...
" 29	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 30	...	...	...	" 30	...	...	...
July 6	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	July 1	1 3 1/2	1 3 1/2	...	July 1	1 3 1/2	1 3 1/2	...
" 13	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 8	1 3 1/2	1 3 1/2	...	" 8	1 3 1/2	1 3 1/2	...
" 20	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 15	1 3 1/2	1 3 1/2	...	" 15	1 3 1/2	1 3 1/2	...
" 27	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 22	1 3 1/2	1 3 1/2	...	" 22	1 3 1/2	1 3 1/2	...
" 30	...	...	...	...	...	...	...	" 29	1 3 1/2	1 3 1/2	...	" 29	1 3 1/2	1 3 1/2	...
Aug. 3	1 3	...	1 3	...	1 3	...	1 3	Aug. 5	1 3 1/2	1 3 1/2	...	Aug. 5	1 3 1/2	1 3 1/2	...
" 10	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 12	1 3 1/2	1 3 1/2	...	" 12	1 3 1/2	1 3 1/2	...
" 17	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 19	1 3 1/2	1 3 1/2	...	" 19	1 3 1/2	1 3 1/2	...
" 24	No allotment	...	No allotment	...	No allotment	...	No allotment	" 26	...	...	...	" 26	...	...	...
" 31	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 30	...	...	...	" 30	...	...	...
Sept. 7	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	Sept. 2	1 3 1/2	1 3 1/2	...	Sept. 2	1 3 1/2	1 3 1/2	...
" 14	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 9	1 3 1/2	1 3 1/2	...	" 9	1 3 1/2	1 3 1/2	...
" 21	1 3 1/2	1 3 1/2	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 16	1 3 1/2	1 3 1/2	...	" 16	1 3 1/2	1 3 1/2	...
" 28	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 24	1 3 1/2	1 3 1/2	...	" 24	1 3 1/2	1 3 1/2	...
Oct. 5	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	Oct. 1	Holiday.	Holiday.	...	Oct. 1	1 3 1/2	1 3 1/2	...
" 12	1 3 1/2	...	1 3 1/2	...	1 3 1/2	...	1 3 1/2	" 8	1 3 1/2	1 3 1/2	...	" 8	1 3 1/2	1 3 1/2	...
" 19	1 3	...	1 3	...	1 3	...	1 3	" 15	1 3 1/2	1 3 1/2	...	" 15	1 3 1/2	1 3 1/2	...
" 26	1 3	...	1 3	...	1 3	...	1 3	" 22	1 3 1/2	1 3 1/2	...	" 22	1 3 1/2	1 3 1/2	...
" 30	...	...	...	...	...	...	...	" 29	1 3 1/2	1 3 1/2	...	" 29	1 3 1/2	1 3 1/2	...

201

RATES OF EXCHANGE DURING THE YEAR 1892.—(Conold.)

[Extracted from T. Westwood Thompson's Indian Circular, dated 26th January 1893.]

	LONDON ON CALCUTTA.					LONDON ON BOMBAY.					CALCUTTA ON LONDON.					BOMBAY ON LONDON.			
	Minimum Rate of Allotment.		Minimum Rate of Allotment.			Minimum Rate of Allotment.		Minimum Rate of Allotment.			Credit Bills, 6 m/s.		Document Bills, 6 m/s.			Credit Bills, 6 m/s.		Document Bills, 6 m/s.	
	Council Drafts.	Telegraphic Transfers.	Council Drafts.	Telegraphic Transfers.		Council Drafts.	Telegraphic Transfers.	Credit Bills, 6 m/s.	Document Bills, 6 m/s.		Credit Bills, 6 m/s.	Document Bills, 6 m/s.	Credit Bills, 6 m/s.	Document Bills, 6 m/s.					
Nov.	2	s. d.	s. d.	s. d.	s. d.	Nov.	5	s. d.	s. d.	Nov.	5	s. d.	s. d.	Nov.	5	s. d.	s. d.		
"	9	1 2½	1 3	1 2½	...	"	13	1 3½	1 3½	"	12	1 3½	1 3½	"	12	1 3½	1 3½		
"	16	1 2½	...	1 2½	...	"	19	1 3½	1 3½	"	19	1 3½	1 3½	"	19	1 3½	1 3½		
"	23	1 2½	...	...	...	"	26	1 3½	1 3½	"	26	1 3½	1 3½	"	26	1 3½	1 3½
"	30	1 3½	1 3½	1 3½	...	"	...	...	...	"	...	...	...	"	...	...	...
Dec.	7	No allotment	No allotment	No allotment	...	Dec.	3	1 3½	1 3½	Dec.	3	1 3½	1 3½	Dec.	3	1 3½	1 3½		
"	14	1 2½	1 2½	1 2½	...	"	10	1 3½	1 3½	"	10	1 3½	1 3½	"	10	1 3½	1 3½		
"	21	1 2½	...	1 2½	...	"	17	1 3½	1 3½	"	17	1 3½	1 3½	"	17	1 3½	1 3½		
"	28	1 2½	...	1 2½	...	"	24	Holiday.	Holiday.	"	24	Holiday.	Holiday.	"	24	1 2½	1 2½		
"	...	...	...	...	...	"	31	1 3½	1 3½	"	31	1 3½	1 3	"	31	1 2½	1 3

PRICE OF WHEAT.* SEERS PER RUPEE.

PLACES.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.
Calcutta	...	14-89	14-89	11-66	21-42	16-76	14-43	14-43	15-91	14-14	11-53	12-45	16-0	13-06
Bombay	...	9	8-47	6-5	8-95	10-19	8-47	8-95	10-21	10-94	11-64	12-38	11-88	8-21
Patna	...	16-21	16-89	10-54	15-19	30-61	13-04	12-02	23-94	19-9	15-95	16-88	23-48	19-12
Cawnpore	...	19-75	16-75	14-0	16-75	20-0	11-5	15-5	24-11	19-29	16-58	17-35	23-28	16-08
Akola	...	9-7	8-3	8-3	16-5	11-5	9-0	13-5	15-0	15-0	20-0	21-0	21-5	13-5
Bangalore
Salem	...	7-2	6-1	6-2	5-4	6-5	6-4	7-3	...	11-17	9-24	11-35	12-83	11-3
Raipore	...	32-0	22-0	20-0	36-0	36-0	15-0	23-0	48-15	41-83	42-27	41-6	46-54	42-59
Delhi	...	25-32	19-77	19-47	21-08	20-9	11-66	12-91	21-87	20-89	19-0	19-27	21-41	18-47

* The prices given are Mr. J. F. O'Connor's

PRICE OF WHEAT—(Concl'd.)*
SEERS PER RUPEE.

PLACES.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Calcutta...	11-9	12-3	13-06	15-4	13-2	13-1	16-02	11-38	10-38	14-17	12-98	12-92	13-35	11-78	11-18
Bombay ...	6-58	6-63	8-93	10-99	10-37	10-29	11-22	15-45	15-14	9-93	9-6	9-91	10-49	9-7	8-43
Patna ...	14-56	14-12	19-94	22-65	19-44	19-17	20-9	21-26	20-95	18-79	17-72	16-64	17-2	16-18	14-85
Cawnpore	13-8	14-17	18-34	20-47	18-68	18-73	22-02	22-49	19-65	16-42	16-19	16-68	15-46	14-59	14-23
Akola ...	12-5	14-0	16-0	17-5	22-0	20-0	22-09	22-37	18-48	15-1	15-0	15-12	14-56	13-83	10-87
Bangalore	7-4	6-19	8-09	11-62	11-58	11-24	11-04	10-69	10-82	10-71	10-16	10-54	11-68	10-56	7-46
Salem ...	4-58	5-22	7-37	11-77	11-6	12-7	12-7	10-4	10-5	11-1	10-1	10-57	10-47	9-77	8-45
Raipore ...	19-48	19-88	25-54	39-08	31-53	23-46	29-26	34-32	26-58	21-77	21-63	20-31	21-62	16-96	13-5
Delhi ...	14-1	14-1	17-48	19-37	18-59	18-97	20-02	22-5	19-08	14-71	14-75	17-29	16-33	14-04	14-46

* The prices given are Mr. J. E. O'Connor's.

RICE, COMMON.*
SEERS PER RUPEE.

PLACES.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.
Calcutta ...	15-13	12-57	11-4	16-76	14-89	15-13	15-83	20-0	19-07	12-11	11-86	14-25	12-28	11-8
Backergunge ...	22-86	21-46	10-73	21-04	19-36	18-77	22-27	20-87	27-52	25-57	14-97	19-6	19-59	15-04
Midnapore ...	27-3	16-5	9-88	23-33	25-0	18-0	25-56	22-15	20-9	21-92	16-37	16-13	24-34	21-25
Bombay ...	6-92	7-39	4-31	5-75	6-86	5-91	7-84	9-67	10-75	12-61	14-1	11-33	10-79	9-18
Cawnpore ...	15-25	11-5	12-0	13-0	16-25	11-5	14-0	17-07	16-05	14-29	13-74	16-6	13-92	12-76
Delhi ...	14-8	12-84	10-43	12-82	12-57	9-14	12-15	13-42	12-21	12-46	11-82	13-71	16-61	12-82
Raipore ...	31-0	17-0	15-0	24-0	26-0	12-0	28-0	27-17	37-91	37-55	33-97	35-04	30-49	31-66
Rangoon ...	14-75	14-75	16-61	13-29	13-29	12-08	11-07	...	17-1	13-63	10-59	15-8	16-61	14-21
Akola ...	9-3	5-5	5-5	11-5	8-5	9-0	12-8	10-0	11-0	9-64	16-0	14-0	14-0	8-17
Salem ...	7-2	6-1	6-2	5-4	6-5	6-4	7-3	...	11-17	9-24	11-35	12-83	9-73	5-0
Bangalore ...	...	...	...	...	...	...	...	...	...	13-19	12-33	14-3	9-7	6-6
Bellary ...	5-3	4-8	3-9	4-2	8-5	12-9	7-4	...	9-4	10-55	13-75	14-8	11-73	7-79

* The prices given are Mr. J. E. O'Connor's.

RICE, COMMON.—(Concl'd.)*
SEERS PER RUPEE.

PLACES	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Calcutta ...	10-5	10-4	14-3	19-8	16-0	15-8	11-76	9-95	14-24	17-93	16-61	13-45	13-48	13-38	10-9
Backergunge	12-08	12-26	20-39	30-27	26-94	21-14	16-91	14-67	16-11	19-25	18-3	13-47	14-01	15-81	11-52
Midnapore	14-0	14-87	19-08	28-39	28-95	25-11	17-92	18-23	21-9	24-25	22-04	16-47	17-07	17-49	12-75
Bombay ...	8-08	8-54	10-11	12-03	12-41	12-39	11-05	11-14	10-92	10-89	10-78	10-7	11-16	11-11	10-05
Cawnpore...	8-8	11-54	14-7	15-58	15-98	14-42	12-81	14-62	14-75	14-34	13-21	12-25	12-83	12-29	11-75
Delhi ...	9-17	10-46	12-82	13-6	13-81	13-95	11-21	13-33	12-58	13-46	12-33	10-96	12-37	11-21	10-96
Raipore ...	19-71	21-7	24-35	37-94	40-55	12-0	23-65	23-86	21-76	17-68	17-7	15-33	17-9	18-11	13-95
Rangoon ...	11-05	10-66	12-4	13-88	14-7	12-94	12-82	15-03	14-2	13-99	12-3	12-29	11-93	10-96	10-52
Akola ...	10-0	10-0	11-18	10-08	12-0	12-0	10-57	10-12	10-69	9-6	9-59	8-15	8-15	9-22	10
Salem ...	4-58	5-22	7-37	11-77	11-6	12-7	12-7	10-4	10-5	14-7	14-2	13-37	12-84	10-75	9-71
Bangalore ..	7-4	10-6	11-43	11-59	11-35	11-15	11-01	9-73	9-85	10-99	11-65	10-42	9-65	8-53	7-56
Bellary ...	8-48	7-55	9-88	16-37	17-7	17-6	16-4	15-3	15-8	13-7	13-7	13-33	12-78	11-25	9-22

* The prices given are Mr. J. E. O'Connor's.

PRICE OF SALT.*
SEERS PER RUPEE.

PLACES.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.
Calcutta ...	8-98	8-73	8-36	8-1	8-23	8-73	10-05	9-7	10-2	9-8	9-4	9-3	10-1	10-2
Bombay ...	17-17	11-52	11-44	11-36	16-87	17-2	16-9	12-97	15-86	15-62	14-2	14-12	14-12	14-12
Madras ...	...	...	...	...	...	...	15-96	...	...	...	17-14	17-53	18-09	18-47
Kurrachee	49-29	49-29	49-29	49-29	52-77	54-91	42-86	...	52-93	56-61	59-74	58-56	56-31	47-67
Rangoon ...	22-5	16-07	13-93	8-57	10-71	13-93	18-21	...	20-39	20-27	22-28	19-93	19-93	19-81
Cawnpore ...	4-82	5-36	5-89	6-43	6-7	6-16	6-43	8-64	8-87	8-94	9-37	9-39	9-25	8-99
Jubbulpore	4-82	5-36	5-36	5-36	5-09	4-29	4-55	5-86	6-96	8-02	8-33	8-54	8-61	7-54
Raipore ...	6-16	6-43	5-09	6-7	6-96	6-17	6-7	6-39	6-97	6-55	7-53	7-96	8-87	8-75
Hyderabad	14-73	13-39	9-91	12-05	12-32	12-05	9-91	...	10-19	10-68	10-11	10-97	10-87	10-9
Akola ...	8-89	8-89	9-96	8-0	8-0	8-5	8-0	8-25	7-14	7-93	9-58	10-54	13-83	13-0
Delhi ...	6-49	7-0	7-24	7-49	7-31	6-36	7-06	8-0	8-0	7-4	7-75	8-36	8-85	9-12

* The prices given are Mr. J. E. O'Connor's.

PRICE OF SALT.—(Concl'd.)*

SEERS PER RUPEE.

PLACES.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Calcutta ...	10-09	10-1	10-3	10-9	11-3	14-9	12 86	13-25	13-16	13-07	10-7	10-3	10-41	10-94	11-1
Bombay ...	11-13	10-62	11-0	12-5	12-92	13-62	13-16	13-31	13-12	12-83	10-11	10-91	11-19	11-19	11-19
Madras ...	13-1	13-88	13-75	13-77	15-6	16-5	16-4	16-1	14-6	14-6	12-4	13-31	13-02	12-71	12-69
Kurrachee ...	14-0	14-0	14-0	14-0	17-0	18-0	16-87	16-75	16-04	16-0	13-71	13-71	13-00	13-00	13-25
Rangoon ...	30-34	24-1	21-31	22-9	22-62	22-62	28-63	29-17	20-9	17-17	15-31	14-21		15-95	17-06
Cawnpore ...	8-86	10-35	11-18	12-01	12-61	12-93	13-33	13-34	13-53	14-05	12-28	11-98	11-78	12-00	12
Jubbulpore ...	7-43	7-77	8-72	9-17	10-55	10-97	11-08	11-09	10-96	11-0	9-2	8-92	90-6	9-19	9-18
Raipore ...	8-19	8-28	7-97	7-88	8-66	10-29	10-04	10-22	11-13	9-99	8-4	8-4	9-99	9-8	9-92
Hyderabad ...	8-7	8-7	8-9	9-1	10-1	10-3	10-27	10-17	10-17	9-88	8-99	9-04	9-17	9-06	9-14
Akola ...	13-0	11-0	10-0	9-0	14-0	14-0	11-67	11-37	11-33	11-12	9-67	10-31	10-46	9-31	9-31
Delhi ...	10-67	10-99	11-25	11-63	13-09	18-71	11-83	11-79	11-94	12-25	11-21	11-0	11-00	11-01	10-21
														11-00	10-96

* The prices given are Mr. J. E. O'Connor's.

AVERAGE MONTHLY WAGES OF ABLE-BODIED AGRICULTURAL LABOURERS.*

LAST HALF YEAR. *

PLACES.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887-†	1888.	1889.	1890.	1891.	1892.
Calcutta ...	12-0-0	9-10-0	9-8-0	9-0-0	10-0-0	15-0-0	15-0-0	12-0-0	12-0-0	12-0-0	12-0-0	5-0-0	5-0-0	8-0-0	...	...
Bombay ...	9-8-0	9-8-0	9-8-0	9-8-0	9-8-0	10-3-9	10-15-4	11-2-9	11-0-0	11-0-0	10-15-6	10-15-0	11-9-0	11-9-0	11-0-0	11-0-0
Patna ...	3 to 4	3 to 4	3 to 4	3 to 4	3 to 4	3 to 4	3 to 4	3-8 to 4	4 to 5	4 to 5	4-8 to 5	4 to 5	4 to 5	4 to 5	4 to 5	4-0-0
Cawnpore	3-14-0	3-12-0	3-14-0	3-14-0	3-14-0	{ 4-0-0 to 3-12-0 }	{ 3-12-0 to 4-0-0 }	{ 3-12-0 to 4-0-0 }	3-8-0	4-0-0	4-9-0	4-0-0	4-0-0	4-0-0	{ 4-0-0 to 5-0-0 }	3-0-0
Akola ...	6-0-0	7-0-0	7-8-0	7-8-0	7-0-0	7-0-0	7-8-0	7-8-0	7-0-0	7-8-0	6-0-0	6-0-0	8-0-0	6-14-0	{ 7-8-0 to 5-0-0 }	6-14-0
Bangalore	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	4 to 8	{ 10-0-0 to 10-0-0 }	10-0-0
Raipore ...	4-0-0	4-0-0	4-0-0	4-0-0	4-0-0	5-0-0	4-0-0	4-0-0	3 to 4	4-0-0	3-12-0	5-0-0	4-0-0	4-0-0	4-0-0	7-0-0
Salem ...	2-8-0	2-8-0	3-0-0	2-8-0	2-4-0	2-4-0	2-0-0	2-5-4	2-10-8	2-5-4	2-3-5	4-0-0	3-10-8	3-10-8	3-5-4	3-12-0

* The prices given are Mr. J. E. O'Connor's.

† Coolies employed at the Jetties.

WHEAT AND

WHEAT		1876.			
		May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S ...	1 8½	1 8½	1 7	1 8½
	{ D/Payment 3 M/S ...	1 8½	1 8½	1 6½	1 8½
Price	{ England per 492lbs ...	s	42-0	...	42-40
	{ Calcutta, per B. Md. ...	Rs.	2-3-0	2-5-0	2-7-0
Freight	{ p. 100 Mds. Rail, Cawnpore, Calcutta ...	Rs.	67	67	67
	{ p. Ton, Steamer, Calcutta, London ...	£	3-0-0	3-7-6	3-2-6
Shipping Charges	p. Ton, Calcutta ...	Average One Rupee per Ton.			
Exports	{ Bengal ...	cwts.	13,30,951		
	{ Bombay ...	"	8,37,869		
	{ Sind ...	"	3,06,063		
	{ Madras, &c. ...	"	23,302		
TOTAL		"	24,98,185		

LINSSEED.		1876.			
		May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S ...	1 8½	1 8½	1 7	1 8½
	{ D/Payment 3 M/S ...	1 8½	1 8½	1 6½	1 8½
Price	{ England per 410lbs. ...	s.	48-49	48-49	50-51
	{ Calcutta, per B. Md. ...	Rs.	3-0-0	3-14-0	4-0-0
Freight	{ p. 100 Mds. Rail, Cawnpore, Calcutta ...	Rs.	67	67	67
	{ p. Ton, Steamer, Calcutta, London ...	£	3-0-0	3-5-0	3-0-0
Shipping Charges	p. Ton, Calcutta ...	Average One Rupee per Ton.			
Exports	{ Bengal ...	cwts.	25,33,776		
	{ Bombay ...	"	12,29,958		
	{ Sind ...	"	69		
	{ Madras, &c. ...	"	1,063		
TOTAL		"	37,65,766		

* Figures given are for the official year.

WHEAT, 1876-92.

1877.				1878.				1879.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 9½	1 9½	1 9½	1 9½	1 9	1 8½	1 8½	1 8½	1 7½	1 9	1 8½	1 8½
1 9½	1 9	1 9½	1 8½	1 8½	1 8½	1 8½	1 8½	1 7½	1 8½	1 8½	1 8½
38-0	3-1-0	3-2-0	3-0-0	3-0-0	3-8-0	3-8-0	3-6-0	3-7-0	3-6-0	3-7-0	3-7-0
67	67	67	67	67	67	67	67	59	59	59	59
3-0-0	3-0-0	3-0-0	2-17-6	1-5-0	1-0-0	0-12-6	0-15-0	1-2-0	1-2-0	1-7-0	1-7-0
Average One Rupee per Ton.				Average One Rupee per Ton.				Average One Rupee per Ton.			
38,87,946				45,46,062				8,90,079			
12,34,904				11,59,443				1,30,001			
4,65,240				6,07,470				22,367			
6,896				27,175				2,272			
55,83,336				63,40,150				10,44,709			

1877.				1878.				1879.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 9½	1 9½	1 9½	1 9½	1 9	1 8½	1 8½	1 8½	1 7½	1 9	1 8½	1 8½
1 9½	1 9	1 9½	1 9½	1 8½	1 8½	1 8½	1 8½	1 7½	1 8½	1 8	1 8½
54-55	54-55	54-55	54-55	52-53	52-53	52-53	52-53	52-53	52-53	52-53	52-53
4-11-0	4-7-0	4-10-0	4-12-0	4-8-6	4-11-0	4-14-0	4-15-0	4-14-6	5-2-0	5-2-0	...
67	67	67	67	67	67	67	67	67	59	59	59
3-5-0	3-0-0	3-0-0	3-0-0	1-10-0	1-10-0	1-7-6	1-7-6	1-13-6	1-5-0	1-7-0	1-12-6
Average One Rupee per Ton.				Average One Rupee per Ton.				Average One Rupee per Ton.			
35,24,451				51,99,353				29,64,593			
20,88,115				19,99,385				5,39,182			
.....						
2,051				180				15			
56,14,617				71,98,918				35,03,795			

WHEAT AND

WHEAT.		1880.			
		May.	June.	July.	August.
<i>Exchange</i> ...	{ D/Payment 6 M/S ...	1 8½	1 8½	1 8½	1 8½
	{ D/Payment 3 M/S ...	1 8½	1 8½	1 8½	1 8½
<i>Price</i> ...	{ England, per 492lbs. ...	s. 49-50	46-47	46-47	46-48
	{ Calcutta, per B. Md. ...	Rs. 2-11-6	2-12-6	2-11-6	2-10
<i>Freight</i> ...	{ p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 63	63	63	63
	{ p. Ton, Steamer, Calcutta, London	£ 3-5-0	2-12-6	2-13-0	2-12-6
<i>Shipping Charges</i> p. Ton, Calcutta ...		Average One Rupee per Ton.			
<i>*Exports</i> ...	{ Bengal ...	cwts.	15,56,473		
	{ Bombay ...	"	3,33,189		
	{ Sind ...	"	2,74,704		
	{ Madras, &c. ...	"	1,124		
	TOTAL	"	21,65,560		

LINSEED.		1880.			
		May.	June.	July.	August.
<i>Exchange</i> ...	{ D/Payment 6 M/S ...	1 8½	1 8½	1 8½	1 8½
	{ D/Payment 3 M/S ...	1 8½	1 8½	1 8½	1 8½
<i>Price</i> ...	{ England, per 410lbs. ...	s. 52-54	52-54	52-54	52-54
	{ Calcutta, per B. Md. ...	Rs. 4-7-0	4-7-0	4-9-0	4-8-0
<i>Freight</i> ...	{ p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 63	63	63	63
	{ p. Ton, Steamer, Calcutta, London	£ 3-7-0	2-15-0	2-15-0	2-15-0
<i>Shipping Charges</i> p. Ton, Calcutta ...		Average One Rupee per Ton.			
<i>*Exports</i> ...	{ Bengal ...	cwts.	25,29,406		
	{ Bombay ...	"	5,75,389		
	{ Sind ...	"	.....	
	{ Madras, &c. ...	"	236		
	TOTAL	"	31,05,068		

*Figures given are for the official years.

LINSEED, 1876-92.—(Continued.)

1881.				1882.				1883.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 8½	1 7½	1 7½	1 8½	1 8½	1 8½	1 8½	1 8½	1 7½	1 7½	1 8	1 8½
1 8½	1 7½	1 7½	1 8	1 8½	1 8½	1 8½	1 8½	1 7½	1 7½	1 7½	1 7½
40-44	40-44	40-45	43-45	40-47	40-40	40-47	40-47	...	...	35-43	36-42
2-8-0	2-9-0	2-9-0	2-12-0	2-15-0	2-14-0	3-1-0	2-14-0	2-13	2-12-0	2-13-0	2-12-9
60	60	60	51	60	60	61	51	60	60	60	51
2-12-6	3-2-0	2-15-0	3-2-0	2-7-0	2-2-0	2-2-6	2-1-3	2-2-0	1-17-6	2-0-0	1-17-6
Average One Rupee per Ton.				Average One Rupee per Ton.				Average One Rupee per Ton.			
39,57,871				66,68,947				44,39,405			
33,15,070				1,13,28,585				69,57,752			
1,69,465				16,52,334				27,32,275			
1,066				14,554				14,975			
74,44,375				1,98,03,520				1,41,44,497			

1881.				1882.				1883.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 8½	1 7½	1 7½	1 8½	1 8½	1 8½	1 8½	1 8½	1 7½	1 7½	1 8	1 8½
1 8½	1 7½	1 7½	1 8	1 8½	1 8½	1 8½	1 8½	1 7½	1 7½	1 7½	1 7½
54-56	54-56	54-60	51-52	52-58	52-58	52-58	52-56	43-43-6	41	41-0	44-44-0
4-5-0	4-4-0	4-8-0	4-7-1	3-11-6	3-13-0	3-14-6	3-14-0	3-11-6	3-12-0	3-14-0	3-15-0
60	60	60	51	60	60	61	51	60	60	60	51
2-17-6	3-5-0	3-3-0	3-7-0	2-12-0	2-5-0	2-5-0	2-5-0	2-2-6	2-0-0	2-0-0	2-0-0
Average One Rupee per Ton.				Average One Rupee per Ton.				Average One Rupee per Ton.			
40,65,341				28,64,116				34,92,945			
19,25,624				22,81,422				34,44,000			
6,307				572				18			
59,97,172				51,47,110				67,37,114			

WHEAT AND

WHEAT.		1884.			
		May.	June.	July.	August.
Exchange	D/Payment 6 M/S	1 8 ³ / ₄	1 8 ³ / ₄	1 8 ³ / ₄	1 7 ³ / ₄
	D/Payment 3 M/S	1 8 ³ / ₄	1 8 ³ / ₄	1 7 ³ / ₄	1 7 ³ / ₄
Price	England, per 492lbs.	28-36	29-36	35-38	33-36
	Calcutta, per B. Md.	Rs. 2-8-0	2-8-0	2-8-0	2-8-0
Freight	p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 60	56	56	56
	p. Ton, Steamer, Calcutta, London	£ 1-7-0	1-7-0	1-7-0	1-5-0
Shipping Charges p. Ton, Calcutta		Average One Rupee per Ton.			
* Exports	Bengal	...	cwts.	70,11,535	
	Bombay	...	"	89,70,003	
	Sind	...	"	43,72,532	
	Madras, &c.	...	"	1,525	
	Burma	...	"	.....
TOTAL		"		2,09,56,495	

LINSSEED.		1884.			
		May.	June.	July.	August.
Exchange	D/Payment 6 M/S	1 8 ³ / ₄	1 8 ³ / ₄	1 8 ³ / ₄	1 7 ³ / ₄
	D/Payment 3 M/S	1 8 ³ / ₄	1 8 ³ / ₄	1 7 ³ / ₄	1 7 ³ / ₄
Price	England, per 410lbs.	43	43	44	44
	Calcutta, per B. Md.	Rs. 4-3-0	4-0-0	4-4-0	4-4-0
Freight	p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 60	56	56	56
	p. Ton, Steamer, Calcutta, London	£ 1-8-9	1-10-9	1-12-0	1-10-0
Shipping Charges p. Ton, Calcutta		Average One Rupee per Ton.			
* Exports	Bengal	...	cwts.	45,90,293	
	Bombay	...	"	45,53,419	
	Sind	...	"	54	
	Madras, &c.	...	"	.....
	TOTAL	"		45,43,766	

* Figures given are for the official years.

LINSEED, 1876-92.—(Continued.)

1885.				1886.				1887.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 7 ³ / ₄	17 ³ / ₄	1 7 ³ / ₄	1 7 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 4 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄
1 7 ³ / ₄	1 7 ³ / ₄	1 7	1 7 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 4 ³ / ₄	1 4 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄
33-3	32	33-0	31-0	31-7 ³ / ₄	30-9	31	31	33	32	33	30-0
2-0-0	2-0-0	2-10-0	2-7-3	2-8-6	2-10-6	2-10-0	2-11-0	2-15-0	2-14-0	2-15-0	2-12-0
53	53	53	53	53	53	53	53	53	53	53	53
1-17-6	1-7-0	1-2-6	1-5-0	1-10-0	1-2-6	1-7-0	1-7-6	1-5-0	1-8-0	1-1-3	1-5-0
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
25,63,204				41,89,672				70,37,957			
89,93,108				1,06,08,680				1,26,06,144			
42,71,860				62,41,017				26,13,748			
3,582				21,150				998			
.....				.....				4,173			
1,58,35,174				2,10,60,519				2,32,63,320			

1885.				1886.				1887.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 7 ³ / ₄	1 7 ³ / ₄	1 7 ³ / ₄	1 7 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 4 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄
1 7 ³ / ₄	1 7 ³ / ₄	1 7	1 7 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 4 ³ / ₄	1 4 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄	1 5 ³ / ₄
41-0	40-40-3	40-10 ³ / ₄	42-3	39-9	40	41	43	37-9	38-9	38-3	37-6
4-0-0	4-1-0	4-4-0	4-4-0	4-5-0	4-8-0	4-6-0	4-13-0	4-4-0	4-6-0	4-5-0	4-3-0
60	60	60	60	53	53	53	53	53	53	53	53
1-17-6	1-10-0	1-5-0	1-10-0	1-12-6	1-2-6	1-7-0	1-10-0	1-6-3	1-10-0	1-5-0	1-6-3
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
37,57,018				47,20,538				56,10,522			
49,89,578				47,89,601				30,37,026			
.....				.....				385			
.....						
87,46,596				95,10,139				86,56,933			

WHEAT AND

WHEAT.		1884.			
		May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S	1 8½	1 8½	1 8½	1 7½
	{ D/Payment 3 M/S	1 8½	1 8½	1 7½	1 7½
Price	{ England, per 492lbs.	28-36	29-36	35-38	33-36
	{ Calcutta, per B. Md.	Rs. 2-8-0	2-8-0	2-8-6	2-8-0
Freight	{ p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 60	56	56	56
	{ p. Ton, Steamer, Calcutta, London	£ 1-7-0	1-7-6	1-7-0	1-5-0
Shipping Charges p. Ton, Calcutta		Average One Rupee per Ton.			
* Exports	{ Bengal	...	...	cwts.	76,11,535
	{ Bombay	...	...	"	89,70,603
	{ Sind	...	...	"	43,72,832
	{ Madras, &c.	...	...	"	1,525
	{ Burma	...	...	"	.....
TOTAL		2,09,56,495			

LINSEED.		1884.			
		May.	June.	July.	August.
Exchange	{ D/Payment 6 M/S	1 8½	1 8½	1 8½	1 7½
	{ D/Payment 3 M/S	1 8½	1 8½	1 7½	1 7½
Price	{ England, per 410lbs.	43	43	44	44
	{ Calcutta, per B. Md.	Rs. 4-2-0	4-0-0	4-4-0	4-4-0
Freight	{ p. 100 Mds. Rail, Cawnpore, Calcutta	Rs. 60	56	56	56
	{ p. Ton, Steamer, Calcutta, London	£ 1-8-0	1-10-0	1-12-6	1-10-0
Shipping Charges p. Ton, Calcutta		Average One Rupee per Ton.			
* Exports	{ Bengal	...	...	cwts.	42,90,293
	{ Bombay	...	...	"	42,53,410
	{ Sind	...	...	"	54
	{ Madras, &c.	...	...	"	.....
	{ TOTAL	45,43,766			

* Figures given are for the official years.

LINSEED, 1876-92.—(Continued.)

1885.				1886.				1887.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 7½	1 7½	1 7½	1 7½	1 5½	1 5½	1 5½	1 4½	1 5½	1 5½	1 5½	1 5½
1 7½	1 7½	1 7	1 7½	1 5½	1 5½	1 5½	1 4½	1 4½	1 5½	1 5½	1 5½
33-3	32	33-0	31-0	31-7½	30-9	31	31	33	32	33	30-9
2-0-0	2-6-0	2-10-0	2-7-3	2-8-6	2-10-6	2-10-0	2-11-0	2-15-0	2-14-0	2-15-0	2-12-0
53	53	53	53	53	53	53	53	53	53	53	53
1-17-6	1-7-0	1-2-6	1-5-0	1-10-0	1-2-6	1-7-0	1-7-0	1-5-0	1-8-0	1-1-3	1-5-0
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
25,63,204				41,89,672				70,37,957			
89,93,108				1,06,08,680				1,26,06,144			
42,71,860				62,41,017				26,13,748			
3,562				21,150				993			
.....				.....				4,173			
1,56,35,174				2,10,60,519				2,22,63,320			

1885.				1886.				1887.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	August.
1 7½	1 7½	1 7½	1 7½	1 5½	1 5½	1 5½	1 4½	1 5½	1 5½	1 5½	1 5½
1 7½	1 7½	1 7	1 7½	1 5½	1 5½	1 5½	1 4½	1 4½	1 5½	1 5½	1 5½
41-6	40-40-3	40-10½	42-3	39-0	40	41	43	37-9	38-0	38-3	37-6
4-0-0	4-1-0	4-4-0	4-4-0	4-5-0	4-8-0	4-8-0	4-13-0	4-4-0	4-6-0	4-5-0	4-3-0
60	60	60	60	53	53	53	53	53	53	53	53
1-17-6	1-10-0	1-5-0	1-10-0	1-12-6	1-2-6	1-7-0	1-10-0	1-6-3	1-10-0	1-5-0	1-6-3
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
37,57,018				47,20,538				56,10,522			
49,89,578				47,89,601				30,37,026			
.....				.....				385			
.....						
57,46,596				95,10,139				86,56,933			

WHEAT.	1888.				1889.			
	May.	June.	July.	August.	May.	June.	July.	August.
<i>Exchange</i> { D/Payment 6 M/S ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
{ D/Payment 3 M/S ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
<i>Price</i> ... { England, per 492lbs. s.	32-0	32	32-3	34-3	32	31-3	31-9	31-0
{ Calcutta, per B. M'd. Rs.	2-11-0	2-13-0	2-13-6	2-14-0	3-2-0	3-2-0	3-0-0	3-1-0
<i>Freight</i> ... { p. 100 Mds. Rail, Cawnpore, Calcutta Rs.	53	53	53	53	51	51	51	51
{ p. Ton, Steamer, Calcutta, London £	1-10-0	1-5-0	1-6-3	1-11-3	1-0-3	1-5-0	1-5-0	1-5-0
<i>Shipping Charges</i> p. Ton, Calcutta.	Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
{ Bengal ... cwt.	43,34,768				29,50,985			
{ Bombay ... "	85,41,621				1,06,64,168			
* <i>Exports</i> ... { Sind ... "	6,60,758				40,04,039			
{ Madras, &c. ... "	1,005				894			
{ Burma ... "	17				.....		
TOTAL ... "	1,35,38,160				1,76,10,081			

LINSSEED.	1888.				1889.			
	May.	June.	July.	August.	May.	June.	July.	August.
<i>Exchange</i> { D/Payment 6 M/S ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
{ D/Payment 3 M/S ...	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½	1 4½
<i>Price</i> ... { England, per 410lbs. s.	36-6	35-9	36-3	37-6	39-3	4	43-3	43-3
{ Calcutta, per B. M'd. Rs.	4-1-0	4-3-6	4-5-0	4-5-0	4-11-0	5-3-0	5-6-0	5-5-0
<i>Freight</i> ... { p. 100 Mds. Rail, Cawnpore, Calcutta Rs.	53	53	53	53	51	51	51	51
{ p. Ton, Steamer, Calcutta, London £	1-12-6	1-0-3	1-8-9	1-13-9	1-8-9	1-5-0	1-5-0	1-12-6
<i>Shipping Charges</i> p. Ton, Calcutta.	Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
{ Bengal ... cwt.	50,00,040				56,50,492			
{ Bombay ... "	25,21,544				27,97,246			
* <i>Exports</i> ... { Sind ... "	814				675			
{ Madras, &c. ... "	.....				3,961			
{ Burma ... "	.....				.....
TOTAL ... "	84,22,703				84,61,374			

*Figures given are for the official years.

1890.				1891.				1892.			
Mr.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	Aug.
6 1/2	1 7	1 7 1/2	1 8 1/2	1 6 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 3 1/2	1 3 1/2	1 3 1/2	1 2 1/2
6 3/4	1 6 1/2	1 7 1/2	1 8 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 3 1/2	1 3 1/2	1 3 1/2	1 2 1/2
33-9	33-3	34-3	34-9	38-10 1/2	37	37	37-6	32	30-3	30-3	31
314-0	2-13-0	2-13-6	2-11-0	3-2-6	3-2-0	3-3-0	3-3-0	3-6-0	3-5-0	3-6-0	3-6-3
48	48	48	48	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1-7-6	1-3-9	1-5-0	1-0-0	2-1-3	1-12-6	1-7-6	1-12-6	0-15-0	0-17-0	0-10-0	0-17-0
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
15,50,830				13,40,355				4,746,938			
51,46,881				62,12,143				14,430,909			
71,00,382				67,07,300				11,120,000			
1,222				608				679			
.....						
1,37,90,224				1,43,20,496				30,303,425			

1890.				1891.				1892.			
May.	June.	July.	August.	May.	June.	July.	August.	May.	June.	July.	Aug.
1 6½	1 7	1 7½	1 8½	1 5½	1 5½	1 5½	1 5½	1 3½	1 3½	1 3½	1 2½
1 6½	1 6½	1 7½	1 8½	1 5½	1 6½	1 5½	1 5½	1 3½	1 3½	1 3½	1 2½
41-6	43-0	42-9	43-9	43	41-6	41-6	42 43	5-4-0 28-3	40-6	39-3	38-9
413-0	4-13-0	4-9-0	4-7-6	4-8-0	4-8-6	4-9-0	4-10-0	5-3-6 5-5-6	5-3-6	5-5-6	5-4-0
48	48	48	48	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1-7-6	1-3-9	1-5-0	1-5-0	2-2-6	1-15-0	1-10-0	1-15-0	0-17-0 to 0-13-0	1-4-0	0-11-3 to 0-13-0	1-0-0
Average Ans. 12 per Ton.				Average Ans. 12 per Ton.				Average Ans. 12 per Ton.			
51,24,285				50,26,081				5,890,163			
20,13,169				30,51,220				4,801,683			
9,422				.....				2,692			
.....				.....				73,442			
71,46,896				80,77,301				10,866,592			

RAILWAY FREIGHT ON WHEAT AND LINSEED.

Statement showing the lowest rates in force, per 100 maunds, for Wheat and Linseed, from Cawnpore to Howrah, for the following periods:—

YEAR.	MAY.		JUNE.		JULY.		AUGUST.	
	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.	Wheat.	Linseed.
1871 ...	83	87	83	87	83	87	83	80
1872 ...	77	80	77	80	77	80	77	80
1873 ...	78	75	78	75	78	75	78	75
1874 ...	78	75	78	75	78	75	78	75
1875 ...	72	72	72	72	72	72	72	72
1876 ...	67	67	67	67	67	67	67	67
1877 ...	67	67	67	67	67	67	67	67
1878 ...	67	67	67	67	67	67	67	67
1879 ...	59	59	59	59	59	59	59	59
1880 ...	63	63	63	63	63	63	63	63
1881 ...	*60	*60	*60	*60	*60	*60	51	51
1882 ...	*60	*60	*60	*60	51	51	51	51
1883 ...	*60	*60	*60	*60	60	60	51	51
1884 ...	60	60	56	56	56	56	56	56
1884 <i>vid</i> Cawnpore ...			60	60	51	51	51	51
1885 ...	53	60	53	60	53	60	53	60
1886 ...	53	53	53	53	53	53	53	53
1887 ...	53	53	53	53	53	53	53	53
1888 ...	53	53	53	53	53	53	53	53
1889 ...	51	51	51	51	51	51	51	51
1890 ...	48	48	48	48	48	48	48	48
1891 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8
1892 ...	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8	47-14-8

* These rates were applicable from Cawnpore for through traffic *vid* Cawnpore from the O. and B. Railway; the charges were made at the ½ and ¼ pie

RATES OF FREIGHT TO LONDON.

STAPLES.	1ST QUARTER.			
	STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	2 1 3	1 7 6	2 0 0	1 12 6
Wheat ...	2 1 3	1 7 6	2 0 0	1 12 6
Linseed ...	2 3 9	1 10 0	2 2 6	1 16 3
Rapeseed ...	2 5 0	1 15 0	1 17 6	1 16 3
Jute ...	2 10 0	1 10 0	2 0 0	1 16 3
Cotton ...	2 0 0	1 10 0	1 17 6	1 16 3
Ten ...	3 0 0	2 12 6	2 5 0	1 17 6
Saltpetre ...	1 17 6	1 5 0	1 15 0	1 15 0
Hides ...	...	...	2 5 0	1 17 6
Jute relets.—Canal £ 1-17-6; Cape £ 1-17-6 @ £ 2-0-0.				
To America.—Saltpetre \$ 3 @ \$ 3-5; Linseed \$ 5 @ \$ 6-5.				
To Mauritius.—Rice per bag Rs. 1-0-0 @ Rs. 1-2-0.				
1890.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 10 0	1 1 0	1 5 0	1 0 0
Wheat ...	1 10 0	1 1 0	1 5 0	1 0 0
Linseed ...	1 10 0	1 0 0	1 7 6	1 2 6
Rapeseed ...	1 15 0	1 7 6	...	...
Jute ...	1 10 0	1 2 6	1 8 9	1 2 6
Cotton ...	1 10 0	1 2 6	1 8 9	1 5 0
Ten ...	2 12 6	2 5 0	1 15 0	1 7 6
Saltpetre ...	1 5 0	1 0 0	1 2 6	1 0 0
Hides ...	...	...	...	...
Jute relets.—Canal £ 1-10-0 @ £ 1-12-6; Cape £ 1-7-6 @ £ 1-10-0.				
America.—Saltpetre \$ 3; Linseed \$ 5 @ \$ 5½.				
Mauritius.—Rice per bag Rs. 1-1-0 @ Rs. 1-3-0.				

RATES OF FREIGHT TO LONDON—(Contd.)

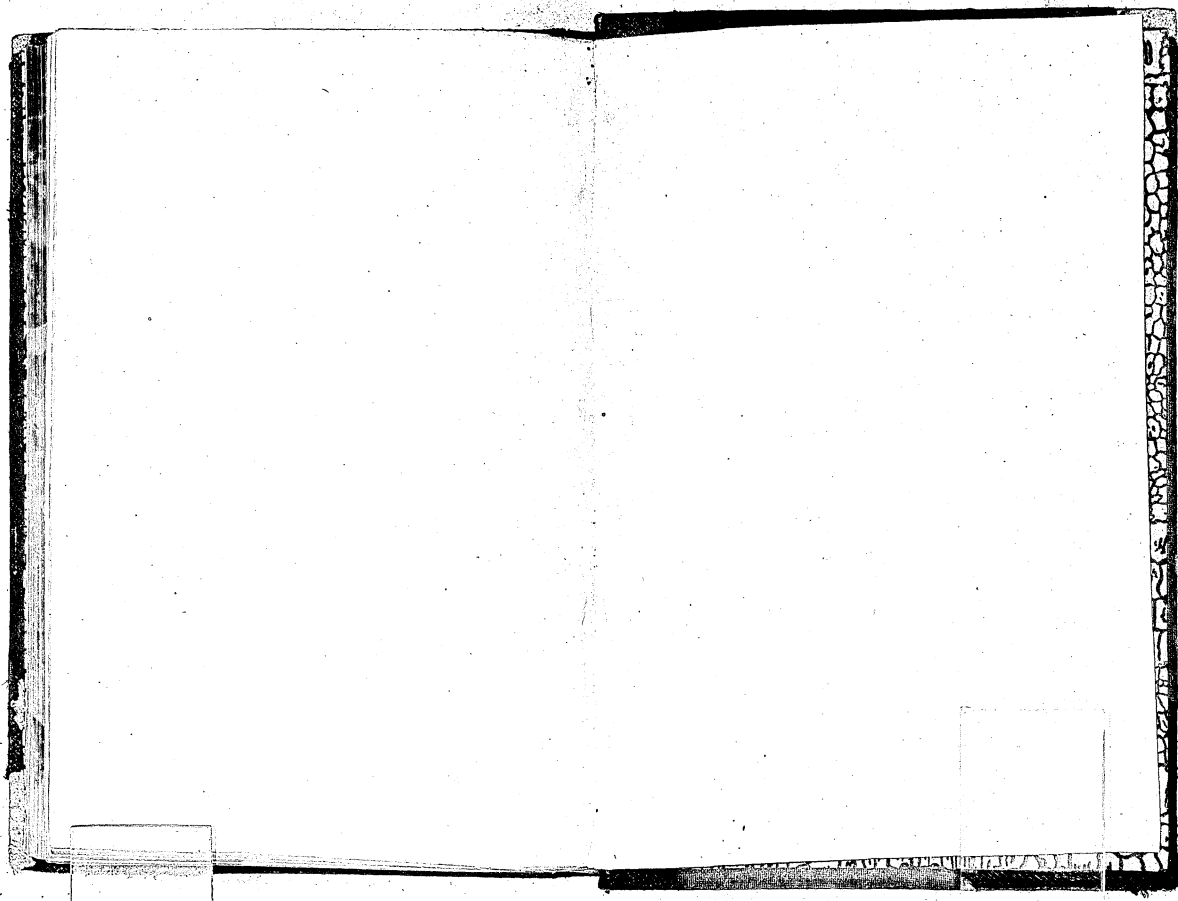
STAPLES.	2ND QUARTER.			
	STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 13 9	1 5 0	1 7 6	1 7 6
Wheat ...	1 13 9	1 5 0	1 7 6	1 7 6
Linseed ...	1 15 0	1 6 3	1 15 0	1 11 3
Rapeseed ...	2 0 0	1 10 0	1 17 6	1 17 6
Jute ...	1 16 3	1 7 6	1 15 0	1 11 3
Cotton ...	1 17 6	1 10 0	...	...
Tea ...	2 12 6	2 7 6	1 17 6	1 11 3
Saltpetre ...	1 10 0	1 2 6	...	...
Hides ...	2 15 0	2 0 0	1 17 6	1 11 3
Jute relets.—Canal £ 1-15-0; Cape £ 1-15-0.				
America.—Saltpetre \$ 3; Linseed \$ 5 @ \$ 6.				
Mauritius.—Rice per bag Rs. 1-2-0.				
1890.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 7 6	1 0 0	1 5 0	1 0 0
Wheat ...	1 7 6	1 0 0	1 5 0	1 0 0
Linseed ...	1 12 6	1 2 6	1 7 6	1 3 9
Rapeseed ...	1 15 0	1 7 6	...	...
Jute ...	1 12 6	1 2 6	1 6 3	1 5 0
Cotton ...	1 12 6	1 5 0	1 7 6	1 5 0
Tea ...	2 5 0	2 2 6	1 12 6	1 10 0
Saltpetre ...	1 2 6	1 0 0	1 2 6	1 0 0
Hides ...	...	...	...	...
Jute relets.—Canal £ 1-5-0 @ £ 1-12-6; Cape £ 1-7-6 @ £ 1-10-0.				
America.—Saltpetre \$ 3; Linseed \$ 5 @ \$ 5½.				
Mauritius.—Rice per bag Rs. 0-14-6 @ Rs. 1-1-0.				

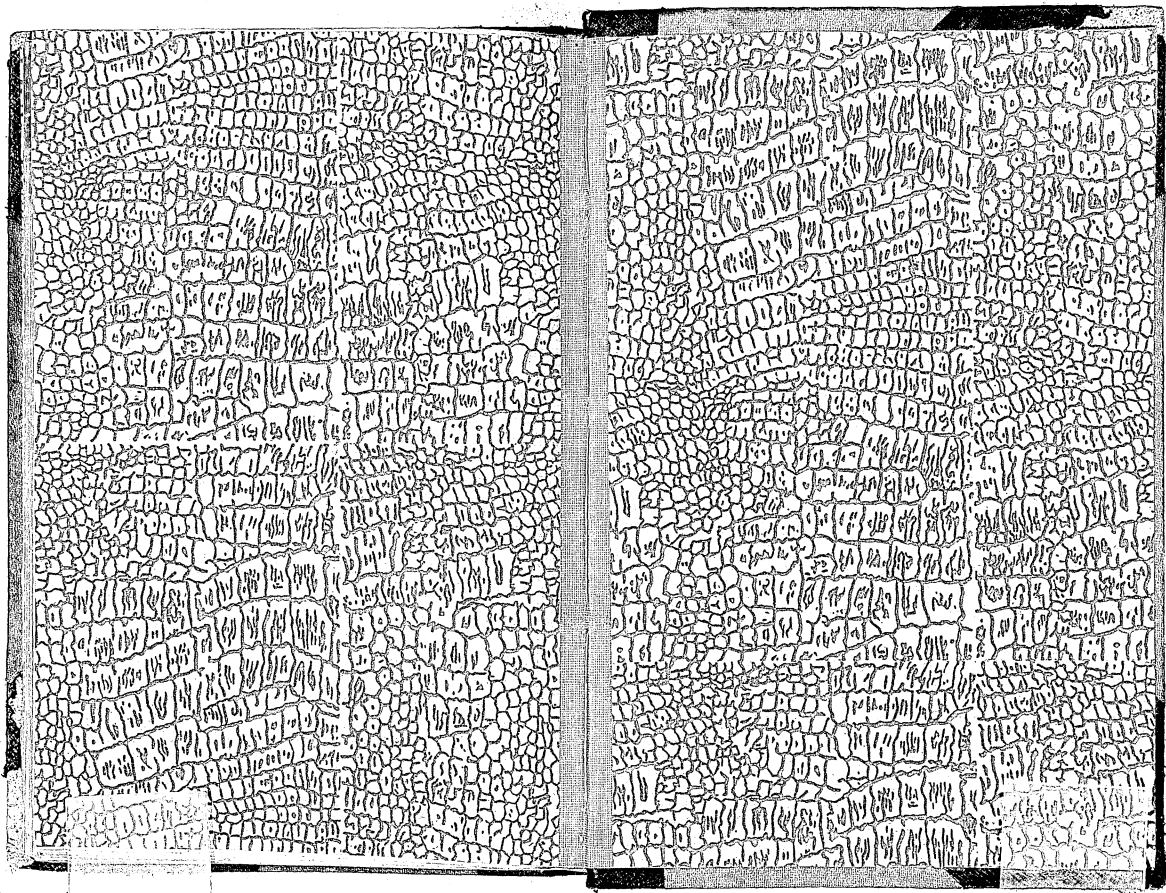
RATES OF FREIGHT TO LONDON—(Contd.)

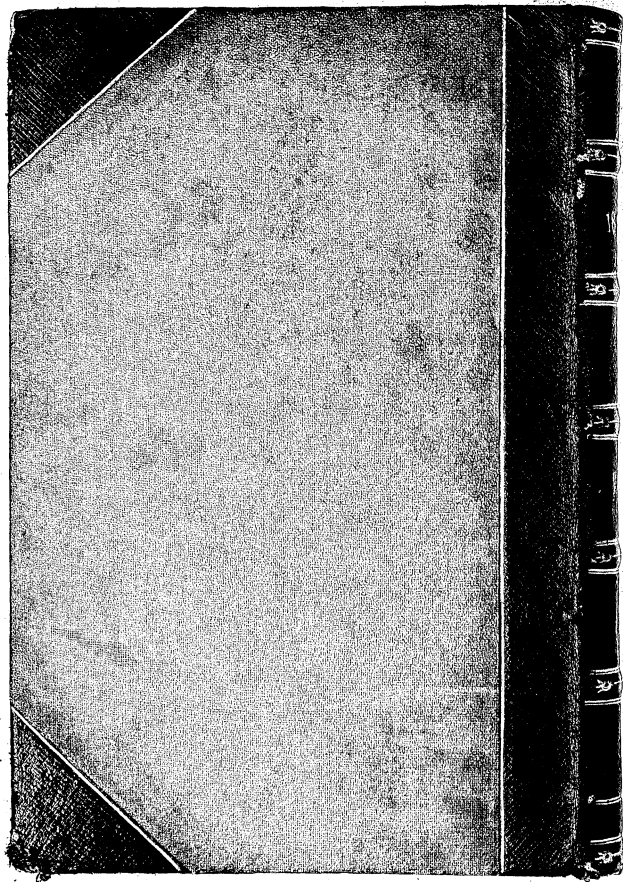
STAPLES.	3RD QUARTER.			
	STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 13 9	1 7 6	1 10 0	1 5 0
Wheat ...	1 13 9	1 7 6	1 10 0	1 5 0
Linseed ...	1 17 6	1 10 0	1 16 3	1 10 0
Rapeseed ...	2 0 0	1 15 0	...	...
Jute ...	1 17 6	1 10 0	2 0 0	1 10 0
Cotton ...	1 17 6	1 10 0	...	...
Tea ...	2 12 6	2 12 6	...	...
Saltpetre ...	1 10 0	1 0 0	1 15 0	1 15 0
Hides ...	2 15 0	2 0 0	2 0 0	1 17 6
Jute relets.—Canal £ 1-12-6 @ £ 1-17-6;				
Cape £ 1-12-6 @ £ 1-17-6.				
America.—Saltpetre \$ 3 @ \$ 5-5; Linseed \$ 5-75 @ \$ 7-25.				
Mauritius.—Rice per bag Rs. 1-1-0 @ Rs. 1-4-0.				
1890.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 10 0	1 0 0	1 5 0	1 0 0
Wheat ...	1 10 0	1 0 0	1 5 0	1 0 0
Linseed ...	1 11 3	1 7 6	1 10 0	1 7 6
Rapeseed ...	1 13 9	1 10 0	...	...
Jute ...	1 12 6	1 7 6	1 12 6	1 7 6
Cotton ...	1 12 6	1 7 6	1 15 0	1 10 0
Tea ...	2 7 6	2 2 6	1 15 0	1 10 0
Saltpetre ...	1 5 0	1 0 0	1 10 0	...
Hides ...	...	...	...	...
Jute relets.—Canal £ 1-10-0 @ £ 1-13-9; Cape £ 1-10-0 @ £ 1-16-3.				
America.—Saltpetre \$ 3; Linseed \$ 5-25 @ \$ 7.				
Mauritius.—Rice per bag Rs. 0-14-0 @ Rs. 1-2-0.				
Australia.—Deadweight £ 1-5-0.				

RATES OF FREIGHT TO LONDON—(Contd.)

STAPLES.	4TH QUARTER.			
	STEAMERS.		SAILING VESSELS.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 5 0	0 17 6	...	...
Wheat ...	1 5 0	0 17 6	...	...
Linseed ...	1 10 0	1 0 0	1 5 0	1 2 6
Rapeseed ...	1 12 6	1 2 6	...	...
Jute ...	1 10 0	1 0 0	1 5 0	1 3 9
Cotton ...	1 10 0	1 0 0	...	...
Tea ...	2 10 0	2 5 0	1 10 0	1 0 0
Saltpetre ...	1 0 0	0 15 0	1 1 3	1 0 0
Hides ...	...	...	...	...
<p>Jute relets.—Canal £ 1-10-0 ; Cape £ 1-11-3 @ £ 1-5-0. America.—Saltpetre \$ 3 ; Linseed \$ 4-5 @ \$ 4-75. Mauritius.—Rice per bag Rs. 0-14-0 @ Re. 1-0-0.</p>				
1890.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Rice ...	1 15 0	1 5 0	1 7 6	1 0 0
Wheat ...	1 15 0	1 5 0	1 7 6	1 0 0
Linseed ...	1 16 3	1 8 9	1 15 0	1 15 0
Rapeseed ...	2 0 0	1 12 6	...	...
Jute ...	1 17 6	1 8 9	1 15 0	1 12 6
Cotton ...	1 17 6	1 10 0	1 15 0	1 12 6
Tea ...	2 10 0	2 7 6	...	...
Saltpetre ...	1 10 0	1 0 0	1 0 0	0 17 6
Hides ...	2 10 0	1 15 0	...	...
<p>Jute relets.—Canal £ 1-11-3 @ £ 2-0-0 ; Cape £ 1-12-6 @ £ 1-16-3. America.—Saltpetre \$ 3 @ \$ 3½ ; Linseed \$ 5½ @ \$ 6¼. Mauritius.—Rice per bag Rs. 0-14-0 @ Rs. 1-2-0 Australia.—Deadweight, Rice and Sugar £ 1-10-0.</p>				







1892-93

VOL. I

69